



Annual Sustainability Report 2009

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Welcome to ASUR's 2009 Annual Sustainability Report.

2009 was a difficult year for companies and individuals around the world. The global economic recession affected developed and emerging economies alike, and left virtually no industrial sector untouched. At ASUR, the effects of the downturn began to be felt in the first months of the year: in March 2009, passenger traffic at our airports – one of the most important indicators of how healthy our business is – was down almost 9% compared to the same month of 2008.

The situation was compounded by the outbreak in Mexico of the H1N1 influenza or “swine flu” virus, which had a serious impact on tourist travel. In the month of May 2009, passenger traffic at our nine airports fell by almost 51%, year over year. Since then, our passenger figures have been steadily recovering, but we have yet to reach the same levels as in 2008.

Despite these setbacks, at ASUR we have continued to uphold our core values:

- ASUR is a company with absolute respect for human rights and we are dedicated to creating greater transparency in our operations and in our decision-making processes.
- At ASUR, we are fully aware of and embrace the social and environmental responsibilities that we have as an important driver of local economies in the regions where we do business, as well as our duty to operate in ways that are ecologically sustainable.

At ASUR we know that the long-term viability of our business depends on our continuously adjusting our business model to make our operations more sustainable. The company depends to a great extent on tourism, and consequently contributing to the preservation of the natural environment and the wellbeing of local communities is a top priority for us. Another key issue we have identified is that of climate change, which has the potential to impact the company's operations very significantly.

In the short and medium terms, we will continue to implement strategies that ensure a decent standard of living for our employees and their families, and which reduce our impacts on the environment, especially with regard to our carbon footprint. The specific measures that we are taking to support local communities and protect the environment are discussed in greater detail in the relevant sections of this report.

With regard to the performance indicators measured by our Environmental Management System, in 2009 ASUR achieved great success in reducing the consumption of electricity in our airports, which is a key component of our strategy to reduce our carbon footprint. Once the decrease in passenger numbers during the year is factored in, electricity consumption in the nine airports was reduced by 19%.

One of the major areas of opportunity identified during the year, which we will focus on in the short term, is the upgrading of the systems we have in place for measuring and reducing our water consumption. We also intend to work on improving our waste management systems, in order to recycle a more significant amount of the non-hazardous waste generated in our airports.



Fernando Chico Pardo
President and C.E.O. of ASUR

1.0

1.0 Message from our C.E.O.

With regard to ASUR's commitments to external initiatives, the company has deepened its involvement with the United Nations Global Compact (UNGC). In March of 2009, I was honoured to be appointed as a member of the Board of Directors of the UNGC in New York. ASUR has also been participating actively as a member of the steering committee set up to oversee the relaunch of the Mexico office of the UNGC, and we were approached by the Regional Support Centre for the activities of the UNGC in Latin America, which was newly established in Colombia. This report is intended as ASUR's Communication on Progress, with reference to the principles established by the UNGC.

For the first time, ASUR's 2009 Annual Sustainability Report was produced in accordance with the G3 guidelines issued by the Global Reporting Initiative (GRI), a not-for-profit organisation established to create a standardised framework for sustainability reporting. During the year, the company also participated in a multi-stakeholder working group established by the GRI in order to create a sector supplement to the G3 Guidelines for use by airport operators.

Finally, during 2009 we were awarded recognition for the second year running as a Socially Responsible Company by the Mexican Centre for Philanthropy (CEMEFI). The CEMEFI is a non-profit-making, independent, civil association, whose mission is to promote corporate social responsibility in Mexico.

At ASUR, our commitment to improving as a socially responsible company is today stronger than ever. We recognise that this is an ongoing process, and therefore we sincerely welcome any and all feedback from our stakeholders regarding both the content of this report and the ways in which we can improve our operations from a sustainability viewpoint.



Fernando Chico Pardo
Presidente y Director General de ASUR

1.0

Grupo Aeroportuario del Sureste, S.A.B. de C.V. operates a group of airports in the southeast region of Mexico under the brand name ASUR. These airports are located in the cities of Cancún, Cozumel, Huatulco, Mérida, Minatitlán, Oaxaca, Tapachula, Veracruz and Villahermosa. The company's headquarters are located in Mexico City. It has no operations outside of Mexico.

2.1 Business Activities

The company's core activity is to administer and maintain the infrastructure of its airports to ensure sufficient capacity for safe, efficient operations and a high standard of service. Basic infrastructure includes that required for aircraft takeoff and landing operations and for arriving and departing passenger flows, as well as facilities for the authorities involved in airport operations (air traffic controllers, customs, immigration, etc.).

In addition to the above, the company enters into agreements with external providers for a range of additional services, including complementary services for aircraft (such as baggage handling and ramp services) and commercial services for passengers (such as restaurants, shops and car rental, among others). The company's aeronautical, complementary and commercial activities represent its three revenue streams.

2.2 Company History

ASUR's nine airports are operated under 50-year concessions that were granted to the company in 1998, as part of the Mexican government's plan to open up the country's state-owned airport sector to private investment.

Under the privatisation scheme, an initial stake of 15% in the company's capital stock (the BB series shares) was sold to a strategic partner, Inversiones y Técnicas Aeroportuarias, S.A. de C.V. (ITA), with expertise in Mexican business operations and in the international airport industry. The remaining 85% of the company's shares (the B series) began trading on the stock exchanges of Mexico City and New York in two public offers in September 2000 and March 2005.

2.3 Shareholder Structure

In June 2007, the strategic partner ITA reduced its shareholding in the company from 15% to 7.65%. ITA is owned by Fernando Chico Pardo, a Mexican investor, and by Copenhagen Airports A/S, the operator of the airport in the Danish capital. The 92.35% of ASUR's shares that are not held by ITA are traded on the New York Stock Exchange (NYSE: ASR) and the Mexico City Bolsa (BMV: ASUR).

2.0

2.0 Company Profile

2.4 Organisational Structure

As of the 31st of December 2009, ASUR employs a total of 830 people. Our organisational structure is as follows: each of the nine airports of ASUR is a subsidiary of the holding company, Grupo Aeroportuario del Sureste, S.A.B. de C.V. In addition, there are two subsidiary service companies, one that directly employs the Group's unionised staff (RH ASUR, S.A. de C.V.) and another that directly employs all the Group's non-unionised staff (Servicios Aeroportuarios del Sureste, S.A. de C.V.).



Figure 1: Structure, Holding Company and Subsidiaries

2.5 Operating and Financial Data

In 2009, a total of 15,535,628 passengers passed through ASUR's terminals (not including private aviation or transit passengers), of which 8,797,680 (57%) were international and 6,737,948 (43%) were domestic passengers.

The total passenger figure for 2009 decreased by 2,216,764 (12.5%) compared to the year 2008. The company's largest airport is the one located at Cancún, which accounted for 72% of total passenger traffic in 2009 (up from 71% in 2008).

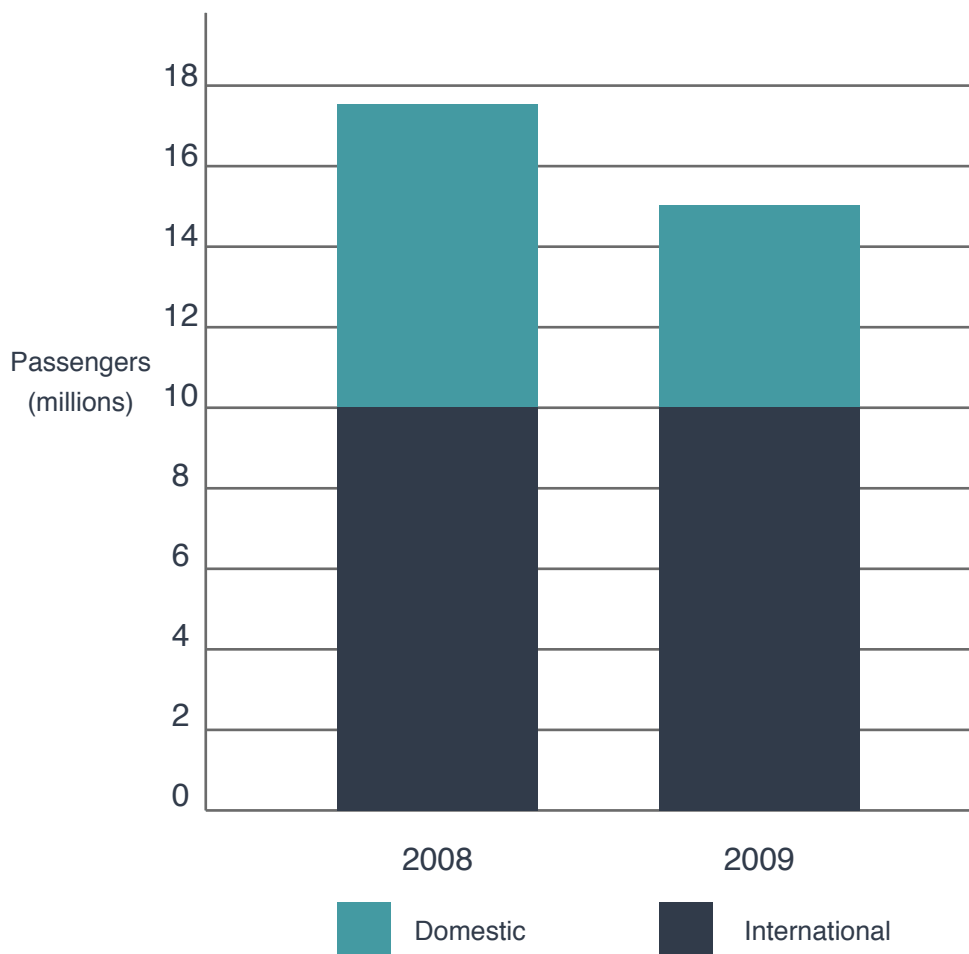


Figure 2: Breakdown of International and Domestic Passenger Traffic, 2008 vs. 2009
(Not including general aviation and transit passengers)

Together, the nine airports of ASUR serve passengers arriving from every continent, although a considerable majority of passengers arrive from North American destinations: in 2009, passengers from the United States of America and Canada accounted for 81% of international passengers.



2.0 Company Profile

In 2009, the net income of the company was 797 million Mexican pesos (equivalent to approximately 61 million US dollars). The company ended the year with total assets worth 16.7 billion pesos (approximately 1.3 billion US dollars), total liabilities of 2.8 billion pesos (approximately 218 million US dollars) and total equity of 13.9 billion pesos (approximately 1.1 billion US dollars).*

Financial Summary	2009	2008
Assets	16,696	17,375
Liabilities	2,838	2,420
Equity	13,858	14,955
Revenues	3,131	3,169
Operating costs	1,794	1,785
Net income	797	1,049

* Figures in US dollars calculated at an exchange rate of 13 Mexican pesos per dollar.

Figure 3: Summary of P&L and Balance Sheet (Figures stated in millions of Mexican pesos)

2.6 Significant Changes in Operations during 2009

The most significant change in operations during the reporting period occurred when the newly built second runway at Cancún Airport began to be used. The runway was originally scheduled to be operational in the year 2013, but given the rate of growth at the airport it was necessary to bring the project forward, in order to avoid congestion and to maintain safety and service-quality standards. The planning of the new runway began in 2005, the initial earthworks started in the middle of 2007 and the runway was inaugurated in October 2009.

Building the new runway necessitated the clearing of part of the wooded area adjacent to the existing airport facilities to create a safe space for aircraft landing and takeoff operations. In total 246 hectares (approximately 608 acres) of land were deforested to make way for the new facility, including the runway itself (141 hectares), as well as the required access roads, taxiways and the surrounding “transition zone”, which must be kept free from obstacles (105 hectares).

In addition to carrying out the requisite environmental impact assessments and complying with all other terms of the authorisation issued by the Mexican environmental authorities, ASUR relocated more than 6,000 specimens of a locally threatened species of palm, *Thrinax radiata*, also called the Florida Thatch Palm and known locally as the Chit Palm. Other natural resources were also reclaimed from the site: the

vegetation that was removed was chipped and turned into compost, and fertile topsoil was recovered to be used for planting in the green areas surrounding airport facilities.

In addition, ASUR renegotiated the terms of the impact-compensation measures imposed by the environmental authorities for the construction project to go ahead; instead of paying into the Reforestation Fund of Mexico's National Forestry Commission, it was considered that the company could provide added value at a local level by using the funds, as well as its expertise in the subject and industry contacts, to perform an environmental audit for the local municipal government of Cozumel. In December 2009, a contract was entered into with a specialist consultant to provide these services, which will be overseen by ASUR, at a cost of 486,000 pesos.

2.7 Social Responsibility Awards and External Programmes

During 2009, ASUR maintained its status as an active signatory of the United Nations Global Compact (UNGC) by complying with the UNGC's reporting requirements. The Global Compact is an initiative established by the United Nations to promote the values of social responsibility and respect for human rights in businesses around the world.

Additionally, for the second year running, we were awarded recognition as a Socially Responsible Company by the Mexican Centre for Philanthropy, known by its Spanish initials CEMEFI. CEMEFI bases its awards on self-assessments of internal practices and programmes carried out by the companies themselves, which are required to submit adequate documentation of the corresponding activities. The assessments monitor performance in four key areas: quality of life for company employees; business ethics and anti-corruption practices; community support and relations; and environmental protection.

In the reporting period, ASUR received Environmental Quality Assurance certificates for four of its airports from the Mexican Environmental Protection Agency, Profepa. The certification in question represents official confirmation by the Mexican environmental authorities that the recipient has complied in full with all observations resulting from the audits conducted by the authorities to enforce Mexican environmental legislation. The airports certified were Cancún (the largest in the Group), Mérida, Minatitlán and Veracruz. Certificates are valid for a period of two years; the remaining airports in the Group – Cozumel, Huatulco, Oaxaca, Tapachula and Villahermosa – are due for recertification in 2010.

The environmental management systems in place in the airports at Cancún, Huatulco and Oaxaca were recertified under ISO:14001 in 2009, valid for a period of three years. The systems of the other six airports in the Group will be audited in 2010.

Finally, with regard to ASUR's passenger service standards, in 2009 Cancún Airport was ranked "Best Airport" in the Latin America and Caribbean region in the Airport Service Quality (ASQ) survey programme organised by Airports Council International. We also received the ASQ "Best Improvement Award" for the region. In ASQ surveys, passengers are asked to rate their degree of overall satisfaction with airports' service levels, as well as performance in a wide range of specific areas, from efficiency and the standard of facilities to cleanliness and staff courtesy.



2.0

This Annual Sustainability Report relates to the company's operations in the period between the 1st of January and the 31st of December 2009, and follows on from ASUR's 2008 Annual Sustainability Report which can be consulted at www.asur.com.mx.

3.1 Stakeholder Analysis and Report Content

Based on internal analysis and management assessments, we have determined the main stakeholders of the company and the aspects of our business that are of particular interest to them. In general terms, ASUR's stakeholders can be divided into internal and external stakeholders. The former include the company's employees, shareholders and the members of the company's Board of Directors and corporate governance committees. ASUR's external stakeholders can be further subdivided into two main categories: those that have a relation with the region where the company's airports are located, including local residents, local authorities and the local business communities; and those that are involved in the company's aeronautical activities, including airlines, passengers and national and international aviation authorities.

This report is conceived primarily as a tool for the stakeholders of ASUR; it has the aim of creating a greater degree of transparency concerning the company's operations and providing information of interest on the company's response to stakeholders' specific concerns. Priority has been given to those topics considered of greatest interest to our stakeholders and in which our operations are assessed to have the most material impacts.

We believe that the working conditions we provide for our employees, the benefits we bring to local communities and wider issues such as ASUR's record with regard to respect for human rights and the measures we have implemented to prevent corruption, are of particular interest to our most important stakeholders. However, it is our firm belief that the environment, and specifically what ASUR is doing to reduce its environmental impacts, is one of the primary concerns of all our internal and external stakeholders. Consequently, in addition to social and economic considerations, we place particular emphasis in this report on the most important environmental issues that affect and are affected by the company's activities.

In selecting the information to be included in this report, ASUR has applied the four principles of Materiality, Stakeholder Inclusiveness, Sustainability Context and Completeness established by the Global Reporting Initiative for defining report content.

3.2 Scope and Limitations of Report

This report is intended to complement ASUR's Annual Financial Statements for 2009, which contain in-depth information on the financial performance of ASUR during the period in question. It will therefore focus in particular on social and environmental matters without including detailed financial data, except insofar as they relate to the standard disclosures contained in the company profile (Section 2) and to economic performance indicators (Section 7).

3.0

3.0 Report Parameters

The environmental performance indicators mentioned in Section 5 include data from the nine airports in the Group only, as these are considered to be the most relevant due to the nature of the company's activities. All other indicators refer to the nine airports, the company's head offices in Mexico City and other company subsidiaries, as described in Section 2.4.

The report covers operations performed directly by the companies that form part of the ASUR business group. At this time, mechanisms are not in place to include the activities of clients, suppliers or subcontractors within the parameters of this report, unless otherwise stated herein.

This report has been prepared on a consistent basis with ASUR's Annual Sustainability Report for 2008 in terms of scope, boundary and measurement methods, and contains no restatements or reinterpretations of data contained in that report.

Any consultations relating to this report may be addressed to:

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3.0

4.0 Corporate Governance

As a publicly traded company, ASUR adheres to a strict set of regulations in its corporate governance practices. Our Board of Directors, headed by the Chairman of the Board and Chief Executive Officer of the company, Fernando Chico Pardo, is made up of a majority of independent members, our Audit Committee is made up entirely of independent members and our other corporate governance bodies all have varying degrees of independent oversight.

The term “independent” is defined in accordance with the Mexican Securities Market Law, and excludes any persons who are executive or non-executive employees of the company or its subsidiaries; shareholders that own a controlling share in the company; the company’s clients, service providers, suppliers, debtors, creditors and business partners, and their board members or employees; in general, any individuals who exert influence or authority over the company; and the relations by blood or marriage of any of the above.

In accordance with Mexican law, ASUR’s shareholders represent the highest authority in the company. Shareholders’ meetings are held on at least an annual basis, in order to vote on the most important issues such as dividend payments and other matters that require shareholder approval by law. In addition, according to the company’s bylaws, any shareholder or group of shareholders representing at least 10% of the company’s capital stock has the right to convene a shareholders’ meeting at any time. Pursuant to the company’s Code of Ethics, which is subject to approval by the Audit Committee, ASUR has an internal reporting system that may be used by anyone within the company to flag instances of abuse or corruption, or to submit complaints relating to workplace matters. The system’s users have the option to submit reports anonymously or to confirm their identity. All such reports are received directly by the Internal Auditing Department, which has the duty to investigate them and report to the Audit Committee. The Audit Committee ultimately reports to the Board of Directors and the company shareholders regarding the reports received and how the matters raised were resolved.

4.0

4.0 Corporate Governance

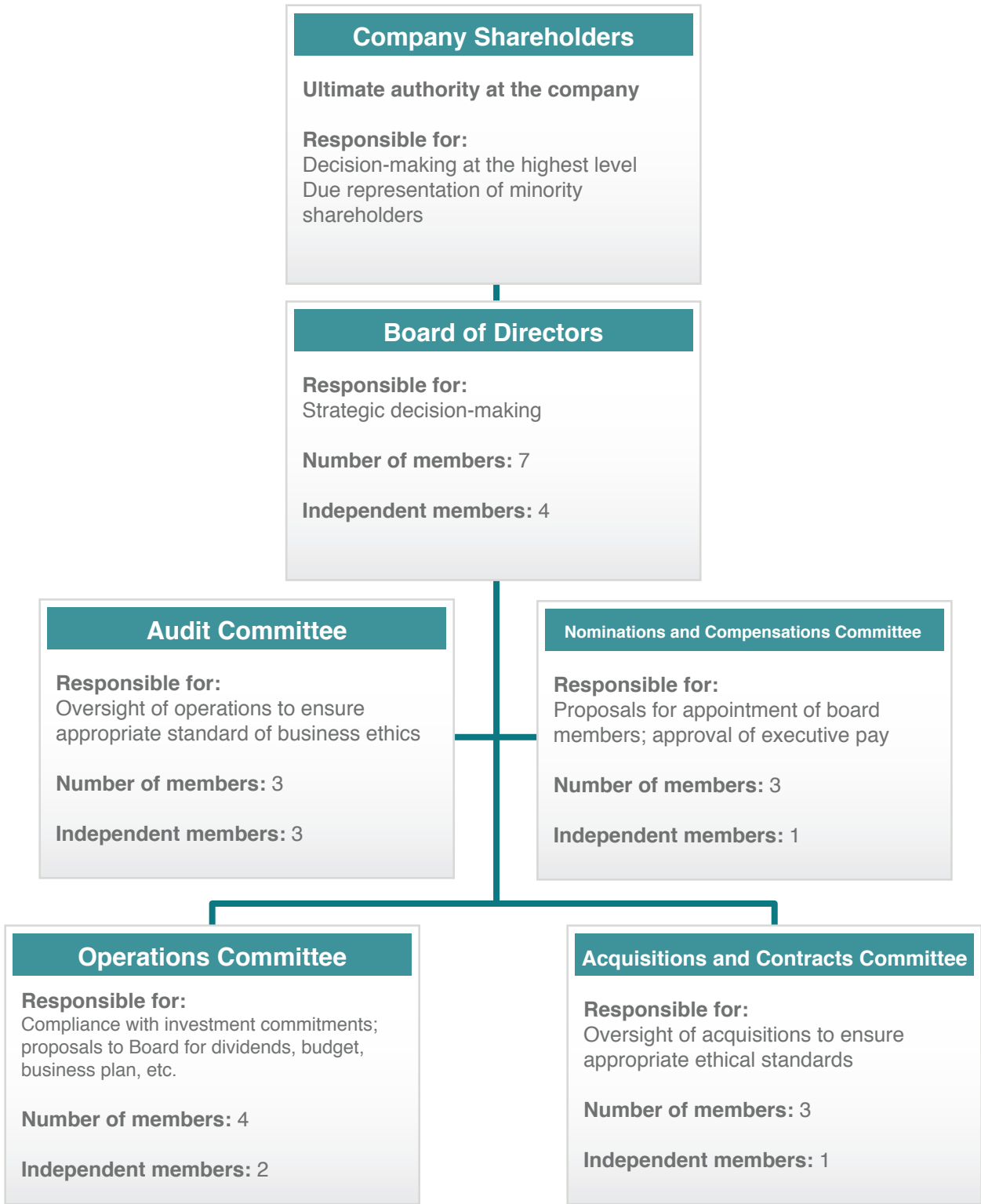


Figure 4: Overview of Corporate Governance Structure of ASUR

5.0 Environmental Responsibility

5.1 Significant Issues

At ASUR, we are fully aware that the long-term viability of our business depends to a great extent on the conservation of our environment, and that this is among the foremost concerns of our main stakeholders in relation to our business activities. For this reason, ASUR places emphasis on environmental matters within the context of the company's social responsibility activities.

As a company whose main business driver is tourist travel, it is clearly in our interest to preserve the natural beauty and biological diversity of the destinations that our airports serve. Cancún Airport, located in one of Mexico's most-visited tourist resorts, accounts for more than 70% of the company's total passenger traffic, and there are other airports in the Group – notably Cozumel and Huatulco – that also rely heavily on the tourist industry.

There are several specific issues that are particularly relevant for ASUR and our stakeholders in relation to the environment. The conservation of natural habitats for wildlife and the responsible use of water resources are among our primary concerns. Potentially one of the most significant matters for the company, however, is that of climate change.

In the Fourth Assessment Report of the Intergovernmental Panel on Climate Change (IPCC) published in 2007, it is noted that coastal regions are highly likely over the coming decades to observe increased sea levels, changes in rainfall and runoff patterns, larger and more frequent tropical cyclones, and the warming and acidification of the oceans; all of this in turn is thought likely to lead to the loss of land and marine habitats, such as mangroves and coral reef systems.¹ Within the context of Latin America, the IPCC notes that in Mexico climate change is liable to have significant impacts on both tourism and coral reefs.²

Both Cancún and Cozumel Airports are important points of entry for tourists visiting the Mesoamerican Barrier Reef System, which is the second-largest in the world after Australia's Great Barrier Reef. Any loss of coral reefs in the region as a result of ocean acidification and the disappearance of beaches resulting from sea level rises would potentially have disastrous effects on passenger traffic at our airports.

It is also foreseeable that the combination of sea-level rise, more extreme weather events and the loss of natural coastal defences such as reefs and mangroves may lead to an increased risk of flooding, which could have implications for the airports in ASUR's group located in beach destinations (Cancún, Cozumel and Huatulco), as well as those serving low-lying or flood-prone areas (Mérida, Minatitlán, Tapachula, Veracruz and Villahermosa).

Given the nature of the possible effects of climate change on our business, the reduction of our carbon footprint is a major objective for ASUR.

1. Source: Nicholls, R.J., P.P. Wong, V.R. Burkett, J.O. Codignotto, J.E. Hay, R.F. McLean, S. Ragoonaden and C.D. Woodroffe, 2007: Coastal systems and low-lying areas. *Climate Change 2007: Impacts, Adaptation and Vulnerability. Contribution of Working Group II to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change*, M.L. Parry, O.F. Canziani, J.P. Palutikof, P.J. van der Linden and C.E. Hanson, Eds., Cambridge University Press, Cambridge, UK, 315-356.

2. Source: Magrin, G., C. Gay García, D. Cruz Choque, J.C. Giménez, A.R. Moreno, G.J. Nagy, C. Nobre and A. Villamizar, 2007: Latin America. *Climate Change 2007: Impacts, Adaptation and Vulnerability. Contribution of Working Group II to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change*, M.L. Parry, O.F. Canziani, J.P. Palutikof, P.J. van der Linden and C.E. Hanson, Eds., Cambridge University Press, Cambridge, UK, 581-615.

5.0 Environmental Responsibility

5.2 Overview of Principal Mitigation Measures

5.2.1 Mitigation of Infrastructure Expansion

ASUR's largest infrastructure expansion project in recent years, in any of the nine airports in the Group, has been the construction of a second runway in Cancún. Planning for this project began in 2005, construction began in 2007 and the runway was inaugurated in October of 2009.

Excessive congestion at a city's main airport, especially when this is the principal point of entry to the area, potentially constitutes a constraint on the free movement of goods and people, which can negate some of the economic benefits that airports provide for local communities. In order to prevent such a situation from occurring in



Aerial view of new control tower at Cancún Airport

3. The project was authorised in two separate stages by the Mexican Ministry of the Environment and Natural Resources (SEMARNAT). The relevant terms and conditions for the project to go ahead were set forth by the authorities in Resolutions S.G.P.A./DGIRA.DEI.1022.06 (for the construction of the runway and taxiway) and S.G.P.A./DGIRA.DG.0501.07 (for the construction of the transition zone).

Cancún, and to accommodate projected increases in traffic without sacrificing operational efficiency levels, the company concluded that it would be necessary to build a second runway. The project was included in the company's Master Development Programme, which is subject to authorisation by the Mexican civil aviation authorities following a period of stakeholder consultation.

The second runway in Cancún was planned for construction parallel to the existing one and at a sufficient distance to allow simultaneous operations, thereby effectively doubling the number of aircraft that can take off or land at the airport. Operational safety standards necessitated the construction of a new control tower that was tall enough to have an unobstructed view of the two runways and their taxiways, as well as the relocation of the airport's fire-fighting and rescue facilities to ensure the required response times to any part of the airport's airside operational areas. Additionally, as the land for the new runway was located on the opposite side of the airport's access road from the terminal buildings, it was proposed to build a taxiway passing over the access road with an underpass to allow cars and other vehicles to enter the airport.

Environmental impact assessments were performed prior to the start of the construction process, and the project was carried out in strict compliance with the environmental impact parameters authorised by the Mexican authorities.³ In order for the new runway to comply with national and international requirements regarding aviation safety, it was necessary for an area surrounding the runway (the so-called "transition zone") to be cleared of all vegetation and other obstacles. In total, a surface area of 246 hectares (608 acres) was deforested.

5.0 Environmental Responsibility

A series of measures was implemented in order to mitigate some of the environmental impact of the construction of this new infrastructure. To begin with, site visits were carried out to identify any endangered species of flora and fauna whose habitats would be affected by the construction and operation of the runway. One species of palm was identified that is threatened with extinction in the southeast of Mexico due to habitat destruction and overharvesting for use as a construction material: *Thrinax radiata*, also called the Florida Thatch Palm and known locally as the Chit Palm.

A total of over 6,000 Chit Palms were relocated from the runway construction site and planted elsewhere on the grounds of the airport. Other natural resources were also reclaimed from the site: the remaining vegetation that was removed was chipped and turned into compost, and fertile topsoil was recovered from the site to be used for planting in the green areas surrounding the rest of the airport buildings.

As part of the terms and conditions established by the Mexican environmental authorities for the approval of the project, the airport was asked to pay into a reforestation fund established by the Mexican Forestry Commission. ASUR assessed this mitigation measure and came to the conclusion that at the local level, the funds in question could be put to more effective use in another way; we renegotiated with the authorities and instead hired an external expert to perform a complete environmental audit of the municipal government of Cozumel.

Finally, the company's plans to build an underpass for the airport's access road, allowing vehicles to enter beneath the new taxiway, were modified: it was decided to build an elevated bridge for the taxiway instead. Construction of the underpass would have necessitated the creation of an underground containment tank for excess rainwater runoff, to prevent flooding in the underpass. These changes to the company's plans meant that the containment tank was no longer necessary, and the temporary deforestation of an additional area adjacent to the construction site was therefore avoided.

The new infrastructure built at the airport has been duly incorporated into the airport's Environmental Management System, in accordance with the instructions of the Mexican authorities.

5.2.2 Energy Efficiency

For the last several years, the most important front that we have been working on in our airports to reduce the company's carbon footprint is to moderate the amount of electricity we consume.

In ASUR's facilities, electricity is consumed principally for the purposes of lighting and cooling terminal buildings, operating navigational aids such as radars and runway lighting systems, and maintaining the necessary communications and information systems for the company to conduct its business activities efficiently. ASUR does not produce any of the electricity it consumes; one hundred percent of the company's electricity requirements are covered by purchasing from external suppliers. According to figures published by the International Energy Agency, in 2007 (the most recent data

5.0

5.0 Environmental Responsibility

available), 85% of the electricity generated in Mexico was produced from non-renewable sources (natural gas, oil, coal and nuclear energy) and 15% was produced from renewable sources (hydroelectric, geothermal, biomass and wind power).⁴

ASUR has a company-wide policy to reduce energy consumption in existing buildings and ensure that energy efficiency is taken into account in the design of new facilities. Terminal 3 at Cancún Airport – the newest terminal building at our biggest airport and the only one the company has developed as new-built infrastructure since we took over the concession in 1998 – incorporates a series of energy efficiency measures such as plentiful natural lighting that does not cause the building to heat up, and an adaptive air-conditioning system that uses cold water extracted from underground in its chillers, thereby reducing energy input requirements.

We also have systematic procedures to ensure that non-essential electrical systems in our airports are shut off when not in use, as well as a series of ad-hoc measures implemented according to specific conditions in the different airports and administrative offices, such as lighting systems that shut off automatically when there is no movement in certain areas and the installation of revolving doors that act as air-conditioning traps, preventing the loss of cold air and reducing energy consumption.

In 2009, ASUR achieved notable success with its energy-saving programme: compared to 2008, total annual electricity consumption in the nine airports in the Group fell by 28.9% from 88,479,646 to 62,938,597 kilowatt-hours (equivalent to a reduction from 318,527 to 226,579 gigajoules). Although over the same period there was a 12.5% fall in passenger numbers, when consumption is measured on a per-passenger basis to factor in this decrease, there was a saving of 19.1%.⁵

These figures state only the intermediate energy produced by Mexico's Federal Electricity Commission and purchased by ASUR. At this time, data are not available that allow a calculation of the amount of direct energy from primary sources consumed in order to produce the electricity.

5.2.3 Water Efficiency

In addition to reducing the company's carbon footprint through energy efficiency, ASUR has also been working hard to improve its systems for monitoring and reducing the amount of water we use.

Eight of ASUR's nine airports are equipped with treatment plants that receive all waste water from aircraft, terminals and administrative buildings. In the case of Cozumel Airport, waste water is sent to the municipal drainage system and is treated at the municipal plant. The airports' plants use biological and mechanical treatment processes to purify waste water to a standard where it is clean enough to be either reused or discharged without presenting a risk to other water sources. The water that is recycled is mainly used for watering green areas, which helps to reduce the demands placed by the airports on local sources. Any water that cannot be stored for this purpose is released into either the subsoil or into local wetlands, in accordance with the permits issued by Mexico's National Water Commission (CONAGUA).

4. Source: International Energy Agency website, at http://www.iea.org/stats/electricitydata.asp?COUNTRY_CODE=MX

5. Source: Internal ASUR data. See tables in Section 5.3 Environmental Management System.

6. Source: Internal ASUR data. See tables in Section 5.3 Environmental Management System.

5.0 Environmental Responsibility

Overall, in 2009 ASUR's total water consumption in the nine airports increased by 34.6% from 423,190 to 569,624 cubic metres (m³). Water consumption on a per-passenger basis (measured in litres per passenger) increased by 34.9%.⁶ Increases in consumption in the airports at Cancún, Cozumel and Tapachula were partially offset by reductions in consumption at Mérida and Oaxaca. The increased consumption was partially due to the start of operations of new infrastructure at Cancún Airport and partially due to improvements in metering systems, to cover water sources that were previously unmetered. This indicator will be refined in subsequent reports to provide figures for the withdrawal of water from different sources, including municipal water supplies and ground water.



Similarly, the amount of metered discharge increased considerably by 117.8% in absolute terms (from 174,869 to 380,845 m³) and by 149.5% in litres per passenger.⁷ Again, the increase in the figures for water discharged were the result of upgrades to measuring systems and the fact that figures became available for Cozumel Airport for the first time. This indicator will be refined in subsequent reports to provide data on the quality and destination of water discharged.

Waste water quality testing at Veracruz Airport

5.2.4 Waste Management

An important aspect in ensuring that our operations do not represent a risk for local environments and ecosystems is to make sure that all the waste materials generated in our airports are appropriately disposed of. Consequently, each airport has waste management facilities for hazardous and non-hazardous waste.

The waste materials that are classified as hazardous under Mexican legislation include toxic, inflammable and corrosive substances, among others, as well as items of equipment that have come into contact and are contaminated with these materials. In our airports, all substances and articles of this kind are safely stored, appropriately labelled and eventually handed over to specialist waste disposal companies, in strict adherence to the applicable regulations. The waste disposal companies, which are required to be licenced by the Mexican authorities, eliminate the hazardous waste using methods that avoid pollution and provide ASUR with waste disposal certificates stating the methods used.

Non-hazardous waste is handled in separate facilities at ASUR's airports. It is sorted into organic waste (used for compost) and non-organic waste (materials such as glass, paper, cardboard and aluminium) before being collected by the local municipal refuse disposal service. As well as attempting to reduce the amount of waste

7. Source: Internal ASUR data. See tables in Section 5.3 Environmental Management System

8. Source: Internal ASUR data. See tables in Section 5.3 Environmental Management System.

5.0 Environmental Responsibility

produced, at Cancún Airport in particular – the largest airport in the Group – we have set ourselves the goal of reusing or recycling 20% of all non-hazardous waste produced, to keep it from being disposed of in local landfills.

In 2009 the total amount of non-hazardous waste produced decreased by 15.7% from 4,878.4 to 4,114.3 tonnes (a reduction of 3.7% measured on a per-passenger basis), while the total amount of hazardous waste fell by 15.1% from 22.8 to 19.4 tonnes (a drop of 3.5% measured on a per-passenger basis).⁸

5.2.5 Fuel Consumption

Since ASUR's business activities do not involve the manufacture or creation of any kind of physical product, the company's consumption of materials is relatively insignificant. Aside from the electricity required to power our facilities, which is discussed in greater detail in the relevant sections of this report, the principal input required on a consistent basis for our airports' day-to-day operations is vehicle fuel. This fuel, including petrol (gasoline) and diesel fuels, is consumed in order to operate a wide range of support vehicles, including shuttle buses for transporting passengers to various parts of the airports, utility vehicles, and so on.

The total amount of fuel consumed by ASUR's airports decreased from 2008 to 2009 by 11.6%, from 504,917.7 to 446,360.8 litres. However, due to the fall in passenger numbers over the same period, on a per-passenger basis this represented a slight increase of 0.7%.⁹

This indicator will be refined in subsequent reports to separate petrol from diesel and calculate their relative energy contents, and to include the consumption of natural gas in the company's airports. The measurements of fuel consumption in ASUR's airports include only the fuel used in vehicles that are the property of the airport company. They do not take into account fuel consumed by the airports' subcontractors, or that consumed by aircraft for takeoff and landing procedures. While ASUR recognises that this information may be of interest to our stakeholders, at this time no systems are in place for us to obtain these data.

5.3 Environmental Management System

ASUR has an Environmental Management System that is applied in all nine of the airports the company operates. The purpose of the system is to establish environmental objectives for each airport, as well as a framework for the achievement of those objectives. The system creates a series of parameters that can be used to monitor and assess each airport's performance in relation to the environmental objectives established, providing the company management with valuable information for the decision-making process.

The Environmental Management Systems in each of ASUR's airports are certified according to ISO 14001. The following tables provide an overview of the performance in all nine of ASUR's airports with regard to the environmental parameters established by the System:

9. Source: Internal ASUR data. See tables in Section 5.3 Environmental Management System.

5.0 Environmental Responsibility

Per-Passenger Basis				
Parameter	Unit mmt	2008	2009	% change
Water consumption per passenger	l/pax	26.6	35.9	34.9%
Water discharged per passenger	l/pax	9.6	24.0	149.5%
Electricity consumption per passenger	kWh/pax	4.9	4.0	-19.1%
	MJ/pax	17.7	14.3	-19.1%
Hazardous waste produced per passenger	g/pax	1.3	1.2	-3.5%
Non-hazardous waste produced per passenger	kg/pax	0.3	0.3	-3.7%
Fuel consumption per passenger	ml/pax	28.0	28.2	0.7%

Total Figures				
Parameter	Unit mmt	2008	2009	% change
Total water consumption	m3	423,190	569,624	34.6%
Total water discharged	m3	174,869	380,845	117.8%
Total electricity consumption	kWh	88,479,646	62,938,597	-28.9%
	GJ	318,527	226,579	-28.9%
Total hazardous waste produced	kg	22,840	19,380	-15.1%
Total non-hazardous waste produced	t	4,878	4,114	-15.7%
Total fuel consumption	l	504,918	446,361	-11.6%

Figure 5: Summary of Environmental Performance Indicators for All Airports

For a breakdown of these performance indicators for each of the nine airports operated by ASUR, please refer to Appendix A.

The parameters measured are described in more detail below:

1. Water Consumption: This parameter refers to the total amount of water consumed by the airports during the year, whether taken from the municipal water supply or extracted from underground aquifers. Water recycled from treatment plants is not included in this figure. Data are provided on total consumption (stated in cubic metres), as well as consumption on a per-passenger basis (litres per passenger) to provide a more comparable parameter from one airport to another and from one year to another.

5.0

5.0 Environmental Responsibility

2. Water Discharged: This parameter refers to the total amount of waste water discharged by the airports during the year, in accordance with the permit obtained from the local authorities, following the required treatment processes. Data are provided on total discharge (stated in cubic metres), as well as discharge on a per-passenger basis (litres per passenger) to provide a more comparable parameter from one airport to another and from one year to another.

3. Electricity Consumption: This parameter refers to the total amount of electricity consumed by the airports from the national grid during the year. Data are provided on total consumption (stated in kilowatt hours and the equivalent in gigajoules), as well as consumption on a per-passenger basis (kilowatt hours and megajoules per passenger) to provide a more comparable parameter from one airport to another and from one year to another. These figures state only the intermediate energy produced by Mexico's Federal Electricity Commission and purchased by ASUR. At this time, data are not available that allow a calculation of the amount of direct energy consumed in order to produce the electricity.

4. Hazardous Waste Produced: This parameter refers to the total amount of waste classified as hazardous under Mexican law, which is produced by the airports and appropriately disposed of during the year. Data are provided on total production (stated in kilograms), as well as production on a per-passenger basis (milligrams per passenger) to provide a more comparable parameter from on airport to another and from one year to another.

5. Non-hazardous Waste Produced: This parameter refers to the total amount of waste classified as non-hazardous under Mexican law, which is produced by the airports and disposed of in municipal landfills during the year. Recycled waste is not included in this figure. Data are provided on total production (stated in tonnes), as well as production on a per-passenger basis (kilograms per passenger) to provide a more comparable parameter from on airport to another and from one year to another.

6. Fuel Consumption: This parameter refers to the total amount of petrol (gasoline) and diesel consumed by the airports during the year, for example in utility vehicles and shuttle buses to transport passengers for boarding. Data are provided on total consumption (stated in litres), as well as consumption on a per-passenger basis (millilitres per passenger) to provide a more comparable parameter from one airport to another and from one year to another.

5.4 Environmental Certification

The Environmental Management Systems in each of ASUR's airports are certified according to ISO 14001. Certification is valid for a three-year period, following which the systems are reassessed. During 2009, the airports at Cancún, Huatulco and Oaxaca were recertified. Certification for the remaining six airports was still valid as of the 31st of December 2009.

Mexico's Environmental Protection Agency (PROFEPA) also performs audits once every two years to ensure that ASUR's airports are in full compliance with the country's environmental legislation. Following the inspection procedure, provided that no violations of environmental legislation are identified, the individual airports are

5.0

5.0 Environmental Responsibility

issued certificates confirming their compliance with the law. All nine of ASUR's airports currently have valid environmental compliance certification: the airports at Cancún, Mérida, Minatitlán and Veracruz were recertified during 2009, and those at Cozumel, Huatulco, Oaxaca, Tapachula and Villahermosa are due to be audited during 2010. To date, no administrative or judicial sanctions, including fines or non-monetary penalties, have been imposed on the company for failure to comply with national, international or local environmental laws or regulations.

5.0

6.0 Quality of Life for Employees

As part of the ASUR's duty of care toward its employees, we strive to provide decent working conditions in all our companies and have gained recognition in local communities for the good treatment of our employees. One example of this is the support provided to employees and their families for the completion of their basic education: for the 2009-2010 academic year the company distributed a total of 112 scholarships among its staff of 830 workers, with a value of \$284,522 pesos. We also supported several staff members in obtaining one Bachelor's and four Master's Degrees in Law, IT, Finance and Business Administration.

The company has a permanent training programme for employees in all ten locations where we have operations (the head offices in Mexico City and the nine airports). During 2009, training was provided to staff members in a wide range of areas, from technical systems training (for the operation of boarding bridges and CT scanners, for example), aviation security, fire safety and first aid, to sustainable development and environmental auditing, foreign languages, and marketing.

In addition to the professional development of staff members, the company plans a series of activities, including social and sporting events, to provide an opportunity for employees to socialise and to support local cultural traditions. Among the events organised in 2009 were a volleyball tournament, as well as celebrations of Children's Day, Mothers' Day, Christmas and the traditional Mexican festivities of the Epiphany (Día de Reyes) and the Day of the Dead (Día de Muertos). In Oaxaca, a celebration was also held of the Day of the Samaritan (Día de la Samaritana), when local residents give away fruit drinks to passers-by.

During 2009, despite a considerable loss of passenger traffic and revenues in ASUR's airports due to the effects of the global economic recession and the outbreak in Mexico of the H1N1 "swine flu" virus, no redundancies were made among the staffs of the different companies in the Group.



Inspection of safety equipment for fire fighters at Tapachula Airport

6.0 Quality of Life for Employees

6.1 Description of Workforce

As of the 31st of December 2009, the majority of ASUR's workforce was employed on a permanent, full-time basis; of a total workforce of 949 people, 830 (87%) had indefinite, written labour contracts for full-time employment.

City	State	No. of employees	Unionised	%	Non-unionised	%
Cancún	Quintana Roo	358	120	34%	238	66%
Mérida	Yucatán	92	45	49%	47	51%
Cozumel	Quintana Roo	61	36	59%	25	41%
Villahermosa	Tabasco	57	29	51%	28	49%
Veracruz	Veracruz	55	27	49%	28	51%
Tapachula	Chiapas	47	24	51%	23	49%
Oaxaca	Oaxaca	43	22	51%	21	49%
Mexico City	D.F.	42	0	0%	42	100%
Huatulco	Oaxaca	40	20	50%	20	50%
Minatitlán	Veracruz	35	16	46%	19	54%
TOTAL		830	339	41%	491	59%

Figure 6: Breakdown of ASUR Workforce on Geographic Basis

The remaining 119 workers (13%) were employed on a temporary basis via an employment agency, to cover non-permanent absences such as maternity leave or for interim positions. These temporary workers are distributed among the airports on an ad hoc basis, as needed. As of the 31st of December 2009, the geographic distribution of the 119 workers was as follows: 102 at Cancún Airport; 11 at Veracruz Airport; 4 at Mérida Airport; and 2 at Villahermosa Airport.

ASUR's unionised workers all belong to the National Airport Industry Workers Union (Sindicato Nacional de Trabajadores de la Industria Aeroportuaria y de Servicios Similares y Conexos de la Republica Mexicana). Once every two years, the company management and the union undertake a collective bargaining procedure to determine employment conditions for unionised employees and the benefits that they are entitled to. The agreements reached in this negotiation are formalised in a written collective labour agreement that is signed by the representatives of the company and the union.

In addition to those mentioned above, there are significant numbers of workers based at each of the company's airports who are not directly employed by the company. They may be broken down into a number of different categories, including government employees, such as those working for the air-traffic-control, immigration and customs services; the employees of ASUR's commercial concession holders, such as



6.0 Quality of Life for Employees

food and beverage or retail outlets and car rental offices; the employees of other businesses with a permanent base at the airport, such as ramp service providers and the airlines themselves; and the employees of those companies subcontracted by ASUR to provide specific services in the airports. In the latter case, the most significant services subcontracted by ASUR in all nine of its airports are cleaning services for terminal buildings, administrative offices, and so on; and security services, including general surveillance staff and the personnel manning security filters and passenger inspection points.

At this time, data are not available in relation to employment types, contract types or collective bargaining agreements for the aforementioned workers.

6.2 Safety in the Workplace

During 2009, the 830 permanent employees of ASUR worked a total of 2,424,336 hours, equivalent to 303,042 days (eight-hour shifts). In the period in question, there were in total eight cases of accidents in the workplace, affecting 0.96% of staff members, with no cases of occupational disease and no fatalities. During the year, the total number of lost days resulting from these accidents was 371, equivalent to 0.12% of total days worked.

In accordance with the system used by the Mexican Social Security Institute, accidents in the workplace are defined as incidents leading to an injury that requires the staff member in question to miss one or more days of work. The total number of lost days includes all calendar days between the initial accident and the date on which the employee returns to work, even when said days are not working days. The date on which the accident occurs is counted as day one for this purpose. Minor accidents requiring first-aid treatment only are not included in the number of accidents in the workplace.

In the same period, the absentee rate (defined as the total number of days that employees were absent from work due to general, non-work-related illness and when no justification was presented for the absence) corresponded to a total of 1,327 days, or 0.44% of total days worked.

These data refer exclusively to the 830 direct, permanent employees of ASUR as of the 31st of December 2009. At this time, there are no systems in place that require subcontractors, service providers or other parties with employees working at the airport to provide ASUR with accident, injury and absenteeism data.

6.0

7.0 Community Involvement and Support

The contribution that ASUR makes towards creating decent living standards for its employees and their families is undoubtedly one of the most important ways in which the company provides support for local communities. In 2009, the company payroll represented an investment in the community of a total of \$270 million pesos. However, ASUR also plays a role in the indirect creation of jobs at the local level, as well as collaborating with various organisations on a number of projects intended to benefit local communities.

7.1 Direct and Indirect Economic Benefits

The table below provides a breakdown of the economic value generated, distributed and retained by ASUR in 2009.

Economic value generated	
<i>Total economic value generated</i>	3,131.2
Economic value distributed	
Operating costs	1,522.7
Employee wages & benefits	270.0
Payments to providers of capital	1,884.0
Payments to governments	544.7
Community investments	1.2
<i>Total economic value distributed</i>	4,222.6
Economic value retained	
<i>Total economic value retained</i>	-1,091.4

Figure 7: Economic Value Generated, Distributed and Retained

(Figures stated in millions of Mexican pesos)

As per the methodology established in the Global Reporting Initiative's G3 Sustainability Reporting Guidelines, the figures in this table are based on ASUR's audited financial statements for the year 2009, which are prepared in accordance with Mexican financial reporting standards. The item "Total economic value generated" corresponds to the company's revenues.

Under "Economic value distributed", the item de "Payments to providers of capital" includes interests on loans and dividends paid to shareholders. "Payments to governments" correspond to taxes, and the figure for community investments includes all cash donations, as well as the estimated values of donations in kind and man hours used for volunteer projects.

7.0

7.0 Community Involvement and Support

The negative balance of the total economic value retained by ASUR in 2009 was due to an extraordinary dividend paid by ASUR to the company shareholders. During the year 2009, despite the considerable effects on the company of the global economic downturn and the fall in passenger traffic caused by the H1N1 influenza outbreak, ASUR did not receive any significant financial assistance from the Mexican government.

In addition to the direct economic benefits mentioned above, the activities of ASUR in the regions where we operate have the potential to generate indirect benefits for local populations. The airports that we operate form a key part of local transport networks, and as such play an important role in the promotion of regional economic development.

As a matter of policy, ASUR undertakes a series of activities intended to raise the profile of the destinations where we operate. We have a dedicated Route Development team, whose job it is to promote our destinations with the world's airlines. This brings in more flights to our destinations, and more visitors mean increased revenues for local businesses as well as our airports.

We participate in networking conventions and congresses around the world relating to the airport and tourism industries, often in coordination with the Mexican federal and state tourism authorities and local business groups. Furthermore, we have worked to bring a number of high-profile events to our destinations. Chief among these is Routes Americas, the local division of the world's foremost route development forum, hosted by ASUR in Cancún for the first time in 2008 and again in February 2009.

7.2 Community Involvement

In 2009, ASUR made a series of cash donations to community organisations in the regions where its airports are located. Support was also provided for organisations and initiatives in the form of donations in kind and volunteers. During the period, the projects supported were divided into four main categories: public health services, care for people with disabilities, public safety and the environment.

The organisations that received support from ASUR in the healthcare sector included the Mexican Red Cross. A fundraising marathon was also organised at Cancún Airport to celebrate the inauguration of its new runway, and the proceeds were donated to a local charity that raises awareness and provides support for sufferers of breast cancer.

A major public health issue that Mexican society as a whole was forced to deal with in 2009 was the outbreak of the H1N1 influenza virus at the end of April. As air travel was potentially one of the most significant ways in which the virus might be spread, the country's airports were required to implement a range of security measures intended to identify any travellers who might be suffering from the disease. ASUR responded very promptly to implement the regulations issued by the Mexican authorities, modifying security screening procedures, acquiring thermal scanning equipment to measure passengers' body temperature and rolling out a public awareness and prevention campaign in its terminals.

7.0

7.0 Community Involvement and Support

In the field of assistance for people with disabilities, a programme is in place at Veracruz Airport whereby lost objects or articles confiscated at the airport's security filters (i.e., items that are prohibited in hand luggage) are donated to an organisation that provides support for the blind, provided the items remain unclaimed by their owners for a certain period. Following the success of this scheme, which is now in its second year, in 2009 Cancún Airport adopted a similar programme. Veracruz Airport also made a donation of 100 wheelchairs to the state agency that coordinates the local government's social assistance activities.

Among the most significant of ASUR's projects in relation to public safety was a series of fire awareness courses given to local schoolchildren by the fire fighters stationed at Oaxaca Airport.

Courses were imparted on the airport grounds, and children were coached in methods of fire prevention, how to minimise injury in the event of a fire, and so on, as well as being given a demonstration of how the airport's fire engines work.

Finally, in keeping with the company's focus on environmental matters, several of ASUR's airports participated in different ways to support environmental initiatives in their local communities. Among the most significant projects were an outreach programme in Cancún to raise awareness among local university students in relation to sustainable development issues; volunteer programmes in Cozumel to monitor turtle nesting sites and to participate in beach-cleaning drives; and the support provided by Huatulco Airport, in the form of donations and volunteers, for initiatives organised by the Green Globe programme of environmental certification for the tourist and travel sector. During 2009, Villahermosa Airport was one of the founding members of the Clean Industry Association for the State of Tabasco.



Donation of proceeds of fund-raising marathon held at Cancún Airport

7.3 Anticorruption Measures

ASUR has a written Code of Ethics that sets forth the ethical standards the company expects its employees, executives and corporate governance officials to adhere to. This Code of Ethics is provided to each new employee as part of the company's induction procedures. On an annual basis, awareness campaigns are carried out for all employees and the members of the company's Board of Directors and corporate governance committees are required to certify that they have not incurred any violations of the Code.

7.0

7.0 Community Involvement and Support

The company also has an internal reporting system through which reports or complaints may be submitted directly to the Internal Auditing Department for investigation, by e-mail or voicemail. Employees are encouraged to use this system to report instances of corruption or abuse, and they may choose to submit reports anonymously or not. In the event that they do confirm their identity, it is guaranteed that they will not be penalised in any way, even if the reports submitted prove to be baseless. The Internal Auditing Department reports directly to the Audit Committee, which is composed entirely of independent members (that is, people who are not shareholders or executive officers in the company, or their related parties). As well as investigating all reports received via the company's internal system, the Internal Auditing Department establishes a quarterly programme of audits to be carried out in different business units. The Audit Committee approves the work programme of the Internal Auditing Department and is informed of the results of the audits performed. During 2009, 100% of the company's employees were provided with training relating to the Code of Ethics. ASUR's Internal Auditing Department carried out audits in all nine airports in the Group, as well as two complementary service providers and one commercial concession-holder operating at the airports. These audits resulted in a total of 258 observations, of which 20 were considered to be of critical importance, 113 were of medium importance and 125 were of minor importance. A total of 19 reports were submitted via the internal reporting system during the year, of which 6 were considered to be of critical importance, 5 were of medium importance and 8 were of minor importance.

Of the 26 critical matters that came to the attention of the Internal Auditing Department during the year, most were related to internal procedural concerns and no disciplinary action was taken. In those cases where the investigations carried out by the Internal Auditors detected unethical behaviour by company employees, dismissal proceedings were initiated.

7.0

8.0 Commitment to Human Rights

ASUR has a written policy in which the company formally sets forth its commitment to upholding and promoting human rights. This policy expressly states that the company will guarantee the right to personal integrity of its employees, which means that workers may not be subjected to corporal punishment or verbal abuse of any nature, and that sexual harassment of any kind is strictly forbidden. The policy also contains a non-discrimination clause that prohibits discrimination on the grounds of ethnicity, nationality, gender, marital status, physical ability, religion, sexual orientation, social circumstances or political affiliation.

The company has also assumed the obligation to protect its employees' right to freedom of association. As mentioned in the section of this report that deals with Quality of Life for Employees, the company management and the airport workers' union adhere to a regular collective bargaining procedure to establish employment conditions and benefits for unionised employees.

According to the company's policy on human rights, ASUR does not use or benefit from forced labour or child labour of any kind. All working agreements are governed by consensual, written employment contracts, and the company's policy is not to employ anyone who is under 15 years of age. In practice, no one younger than 18 is employed by ASUR. The company also has the obligation to avoid any situations in which it might be complicit in human rights abuses.

Employees are encouraged to use the company's internal reporting system to notify the Internal Auditing Department of any rights abuses. During 2009, a single incident of sexual harassment by a co-worker was reported. The matter was investigated by the Internal Auditing Department and the claims were found to be justified, leading to the dismissal of the person responsible. During the period, no threat was identified in the company's operations to the freedom of association or collective bargaining rights of its employees. Similarly, none of the companies in the group used forced labour or child labour.

8.0

9.0 United Nations Global Compact

The Global Compact is an initiative established by the United Nations to promote the values of social responsibility and respect for human rights in businesses around the world. ASUR became a signatory of the United Nations Global Compact (UNGC) in 2005, and the company's Chief Executive Officer, Fernando Chico Pardo, was appointed as a member of its Board of Directors on the 11th of March 2009.

The UNGC asks companies to embrace, support and enact, within their sphere of influence, a set of core values in the areas of human rights, labour standards, the environment and anti-corruption; these core values are the Ten Principles. Below is a table that states what the Ten Principles are and where they are addressed in the text of this report.



Principle	Refer to
I. Businesses should support and respect the protection of internationally proclaimed human rights	8.0
II. Businesses should make sure that they are not complicit in human rights abuses	8.0
III. Businesses should uphold the freedom of association and the effective recognition of the right to collective bargaining	6.1 8.0
IV. Businesses should uphold the elimination of all forms of forced and compulsory labour	8.0
V. Businesses should uphold the effective abolition of child labour	8.0
VI. Businesses should uphold the elimination of discrimination in respect of employment and occupation	8.0
VII. Businesses should support a precautionary approach to environmental challenges	5.0
VIII. Businesses should undertake initiatives to promote greater environmental responsibility	5.0
IX. Businesses should encourage the development and diffusion of environmentally friendly technologies	5.0
X. Businesses should work against corruption in all its forms, including extortion and bribery	7.3

Figure 8: United Nations Global Compact Principles



10.0 GRI Standard Disclosures and Performance Indicators

This report has been prepared in accordance with the sustainability reporting guidelines issued by the Global Reporting Initiative (GRI), and is intended as a Level C report under that system. The Global Reporting Initiative is a network based organisation that promotes the use of a standardised framework for sustainability reporting.

During 2009, ASUR participated in a multi-stakeholder working group organised by GRI to create a sector supplement to the G3 Guidelines for the airport industry.

Below is an index of the GRI Standard Disclosures and Performance Indicators that are addressed in this report, and where the relevant information can be found in this document.

GRI Reporting Parameter	Principle	Refer to
Standard Disclosures		
1.1	Statement from the most senior decision-maker of the organization about the relevance of sustainability to the organization and its strategy	1.0
2.1	Name of the organization	2.0
2.2	Primary brands, products, and/or services	2.1
2.3	Operational structure of the organization	2.4
2.4	Location of organization's headquarters	2.0
2.5	Number and names of countries where the organization operates	2.0
2.6	Nature of ownership and legal form	2.3
2.7	Markets served	2.5
2.8	Scale of the reporting organization	2.4 2.5
2.9	Significant changes during the reporting period regarding size, structure, or ownership	2.6
2.10	Awards received in the reporting period	2.7
3.1	Reporting period	3.0
3.2	Date of most recent previous report	3.0
3.3	Reporting cycle	3.0

10.0

10.0 GRI Standard Disclosures and Performance Indicators

GRI Reporting Parameter	Principle	Refer to
3.4	Contact point for questions regarding the report or its contents	3.2
3.5	Process for defining report content	3.1
3.6	Boundary of the report	3.2
3.7	Specific limitations on the scope or boundary of the report	3.2
3.8	Basis for reporting on joint ventures, subsidiaries, leased facilities, outsourced operations	3.2
3.10	Re-statements of information provided in earlier reports	3.2
3.11	Significant changes from previous reporting periods in scope, boundary or measurement methods	3.2
3.12	Table identifying the location of the Standard Disclosures in the report	3.10
4.1	Governance structure of the organization	4.0
4.2	Indicate whether the Chair of the highest governance body is also an executive officer	4.0
4.3	Number of members of the highest governance body that are independent and/or non-executive members	4.0
4.4	Mechanisms for shareholders and employees to provide recommendations or direction to the highest governance body	4.0
4.14	List of stakeholder groups engaged by the organization	3.1
4.15	Basis for identification and selection of stakeholders with whom to engage	3.1
Performance Indicators		
EN1	Materials used by weight or volume	5.2.5
EN2	Percentage of materials used that are recycled input materials	5.2.5
EN3	Direct energy consumption by primary energy source	5.2.5
EN4	Indirect energy consumption by primary source	5.2.2
EN8	Total water withdrawal by source	5.2.3

Figure 9: Index of GRI Standard Disclosures and Performance Indicators

10.0

10.0 GRI Standard Disclosures and Performance Indicators

GRI Reporting Parameter	Principle	Refer to
EN22	Total weight of waste by type and disposal method	5.2.4
EN26	Initiatives to mitigate environmental impacts of products and services, and extent of impact mitigation	2.3 5.2.1
EN28	Monetary value of significant fines and total number of non-monetary sanctions for noncompliance with environmental laws and regulations	5.4
LA1	Total workforce by employment type, employment contract, and region	6.1
LA4	Percentage of employees covered by collective bargaining agreements	6.1
LA7	Rates of injury, occupational diseases, lost days, and absenteeism, and number of work-related fatalities by region	6.2
EC1	Direct economic value generated and distributed	7.1
EC4	Significant financial assistance received from government	7.1
SO2	Percentage and total number of business units analyzed for risks related to corruption	7.3
SO3	Percentage of employees trained in organization's anti-corruption policies and procedures	7.3
SO4	Actions taken in response to incidents of corruption	7.3
HR4	Total number of incidents of discrimination and actions taken	8.0
HR5	Operations identified in which the right to exercise freedom of association and collective bargaining may be at significant risk, and actions taken to support these rights	8.0
HR6	Operations identified as having significant risk for incidents of child labour, and measures taken to contribute to the elimination of child labour	8.0
HR7	Operations identified as having significant risk for incidents of forced or compulsory labour, and measures to contribute to the elimination of forced or compulsory labour	8.0

10.0



Annual Sustainability Report 2009 / Appendix A

Total Figures

Parameter	Unit mmt	2008	2009	% change
Total water consumption	m3	423,190	569,624	34.6%
Total water discharged	m3	174,869	380,845	117.8%
Total electricity consumption	kWh	88,479,646	62,938,597	-28.9%
	GJ	318,527	226,579	-28.9%
Total hazardous waste produced	kg	22,840	19,380	-15.1%
Total non-hazardous waste produced	t	4,878	4,114	-15.1%
Total fuel consumption	l	504,918	446,361	-11.6%

Per-Passenger Basis

Parameter	Unit mmt	2008	2009	% change
Water consumption per passenger	l/pax	26.6	35.9	34.9%
Water discharged per passenger	l/pax	9.6	24.0	149.5%
Electricity consumption per passenger	kWh/pax	4.9	4.0	-19.1%
	MJ/pax	17.7	14.3	-19.1%
Hazardous waste produced per passenger	g/pax	1.3	1.2	-3.5%
Non-hazardous waste produced per passenger	kg/pax	0.3	0.3	-3.7%
Fuel consumption per passenger	ml/pax	28.0	28.2	0.7%

Total Figures

Parameter	Unit mmt	2008	2009	% change
Total water consumption	m3	136,314	335,697	146.3%
Total water discharged	m3	109,051	261,089	139.4%
Total electricity consumption	kWh	67,867,800	43,448,286	-36.0%
	GJ	244,324	156,414	-36.0%
Total hazardous waste produced	kg	4,990	4,085	-18.1%
Total non-hazardous waste produced	t	4,314,830	3,645,910	-15.5%
Total fuel consumption	l	258,705	220,519	-14.8%

Per-Passenger Basis

Parameter	Unit mmt	2008	2009	% change
Water consumption per passenger	l/pax	10.7	29.6	177.9%
Water discharged per passenger	l/pax	8.5	23.0	170.1%
Electricity consumption per passenger	kWh/pax	5.3	3.8	-27.8%
	MJ/pax	19.1	13.8	-27.8%
Hazardous waste produced per passenger	g/pax	0.4	0.4	-7.8%
Non-hazardous waste produced per passenger	kg/pax	0.3	0.3	-5.2%
Fuel consumption per passenger	ml/pax	20.2	19.5	-3.8%

Total Figures

Parameter	Unit mmt	2008	2009	% change
Total water consumption	m3	22,897	23,194	1.3%
Total water discharged	m3	N/A	21,761	N/A
Total electricity consumption	kWh	2,503,277	2,200,931	-12.1%
	GJ	9,012	7,923	-12.1%
Total hazardous waste produced	kg	1,982	5,090	156.8%
Total non-hazardous waste produced	t	41,449	29,919	-27.8%
Total fuel consumption	l	28,165	26,950	-4.3%

Per-Passenger Basis

Parameter	Unit mmt	2008	2009	% change
Water consumption per passenger	l/pax	42.1	51.8	23.1%
Water discharged per passenger	l/pax	N/A	48.6	N/A
Electricity consumption per passenger	kWh/pax	4.6	4.9	6.9%
	MJ/pax	16.6	17.7	6.9%
Hazardous waste produced per passenger	g/pax	3.6	11.4	212.1%
Non-hazardous waste produced per passenger	kg/pax	0.1	0.1	-8.1%
Fuel consumption per passenger	ml/pax	51.8	60.2	16.3%

*Figures not available prior to 2009.

Total Figures

Parameter	Unit mmt	2008	2009	% change
Total water consumption	m3	13,775	15,764	14.4%
Total water discharged	m3	7,675	8,463	10.3%
Total electricity consumption	kWh	821,442	870,079	5.9%
	GJ	2,957	3,132	5.9%
Total hazardous waste produced	kg	2,232	1,657	-25.8%
Total non-hazardous waste produced	t	55,840	52,220	-6.5%
Total fuel consumption	l	6,937	13,958	101.2%

Per-Passenger Basis

Parameter	Unit mmt	2008	2009	% change
Water consumption per passenger	l/pax	37.4	40.4	8.0%
Water discharged per passenger	l/pax	20.9	21.7	4.1%
Electricity consumption per passenger	kWh/pax	2.2	2.2	2.6%
	MJ/pax	7.8	8.0	2.6%
Hazardous waste produced per passenger	g/pax	6.1	4.3	-29.9%
Non-hazardous waste produced per passenger	kg/pax	0.2	0.1	-14.3%
Fuel consumption per passenger	ml/pax	18.8	35.8	89.9%

Total Figures

Parameter	Unit mmt	2008	2009	% change
Total water consumption	m3	118,522	84,398	-28.8%
Total water discharged	m3	20,861	61,408	194.4%
Total electricity consumption	kWh	7,625,240	7,123,760	-6.6%
	GJ	27,451	25,646	-6.6%
Total hazardous waste produced	kg	3,645	2,278	-37.5%
Total non-hazardous waste produced	t	121,108	87,881	-27.4%
Total fuel consumption	l	38,648	43,628	12.9%

Per-Passenger Basis

Parameter	Unit mmt	2008	2009	% change
Water consumption per passenger	l/pax	135.0	77.9	-42.3%
Water discharged per passenger	l/pax	16.0	56.7	254.6%
Electricity consumption per passenger	kWh/pax	7.5	6.6	-12.5%
	MJ/pax	27.0	23.7	-12.5%
Hazardous waste produced per passenger	g/pax	2.8	2.1	-24.8%
Non-hazardous waste produced per passenger	kg/pax	0.1	0.1	-13.8%
Fuel consumption per passenger	ml/pax	29.6	40.3	36.0%

Total Figures

Parameter	Unit mmt	2008	2009	% change
Total water consumption	m3	14,984	14,800	-1.2%
Total water discharged	m3	1,924	4,075	111.8%
Total electricity consumption	kWh	980,393	853,410	-13.0%
	GJ	3,529	3,072	-13.0%
Total hazardous waste produced	kg	606	1,025	69.3%
Total non-hazardous waste produced	t	11,020	9,314	-15.5%
Total fuel consumption	l	28,100	11,480	-59.1%

Per-Passenger Basis

Parameter	Unit mmt	2008	2009	% change
Water consumption per passenger	l/pax	91.8	98.0	6.8%
Water discharged per passenger	l/pax	5.7	27.0	377.0%
Electricity consumption per passenger	kWh/pax	6.0	5.7	-5.9%
	MJ/pax	21.6	20.3	-5.9%
Hazardous waste produced per passenger	g/pax	3.7	6.8	83.0%
Non-hazardous waste produced per passenger	kg/pax	0.1	0.1	-11.1%
Fuel consumption per passenger	ml/pax	172.1	76.0	-55.8%

Total Figures

Parameter	Unit mmt	2008	2009	% change
Total water consumption	m3	28,876	15,396	-46.7%
Total water discharged	m3	12,269	4,638	-62.2%
Total electricity consumption	kWh	922,474	896,168	-2.9%
	GJ	3,321	3,226	-2.9%
Total hazardous waste produced	kg	5,670	2,020	-64.4%
Total non-hazardous waste produced	t	84,526	81,416	-3.7%
Total fuel consumption	l	29,456	24,107	-18.2%

Per-Passenger Basis

Parameter	Unit mmt	2008	2009	% change
Water consumption per passenger	l/pax	47.2	28.4	-39.8%
Water discharged per passenger	l/pax	20.0	8.6	-57.3%
Electricity consumption per passenger	kWh/pax	1.5	1.7	9.5%
	MJ/pax	5.4	5.9	9.5%
Hazardous waste produced per passenger	g/pax	9.3	3.7	-59.8%
Non-hazardous waste produced per passenger	kg/pax	0.1	0.2	8.7%
Fuel consumption per passenger	ml/pax	48.1	44.5	-7.6%

Total Figures

Parameter	Unit mmt	2008	2009	% change
Total water consumption	m3	18,880	23,397	23.9%
Total water discharged	m3	12,016	8,185	-31.9%
Total electricity consumption	kWh	1,727,880	1,778,560	2.9%
	GJ	6,220	6,403	2.9%
Total hazardous waste produced	kg	908	1,076	18.6%
Total non-hazardous waste produced	t	48,524	43,610	-10.1%
Total fuel consumption	l	50,287	43,488	-13.5%

Per-Passenger Basis

Parameter	Unit mmt	2008	2009	% change
Water consumption per passenger	l/pax	76.5	119.3	56.0%
Water discharged per passenger	l/pax	48.7	41.7	-14.3%
Electricity consumption per passenger	kWh/pax	7.0	9.1	29.6%
	MJ/pax	25.2	32.7	29.6%
Hazardous waste produced per passenger	g/pax	3.7	5.5	49.4%
Non-hazardous waste produced per passenger	kg/pax	0.2	0.2	12.0%
Fuel consumption per passenger	ml/pax	203.7	221.7	8.9%

Total Figures

Parameter	Unit mmt	2008	2009	% change
Total water consumption	m3	28,420	22,889	-19.5%
Total water discharged	m3	5,596	6,975	24.6%
Total electricity consumption	kWh	2,501,700	2,373,480	-5.1%
	GJ	9,006	8,545	-5.1%
Total hazardous waste produced	kg	1,704	1,724	1.2%
Total non-hazardous waste produced	t	118,396	75,192	-36.5%
Total fuel consumption	l	35,377	32,290	-8.7%

Per-Passenger Basis

Parameter	Unit mmt	2008	2009	% change
Water consumption per passenger	l/pax	27.3	25.1	-8.2%
Water discharged per passenger	l/pax	5.4	7.6	42.0%
Electricity consumption per passenger	kWh/pax	2.4	2.6	8.1%
	MJ/pax	8.7	9.4	8.1%
Hazardous waste produced per passenger	g/pax	1.6	1.9	15.4%
Non-hazardous waste produced per passenger	kg/pax	0.1	0.1	-29.7%
Fuel consumption per passenger	ml/pax	34.0	35.4	4.0%

Total Figures

Parameter	Unit mmt	2008	2009	% change
Total water consumption	m3	40,522	34,089	-15.9%
Total water discharged	m3	5,478	4,251	-22.4%
Total electricity consumption	kWh	3,529,440	3,393,923	-3.8%
	GJ	12,706	12,218	-3.8%
Total hazardous waste produced	kg	1,103	425	-61.5%
Total non-hazardous waste produced	t	82,700	88,822	7.4%
Total fuel consumption	l	29,243	29,941	2.4%

Per-Passenger Basis

Parameter	Unit mmt	2008	2009	% change
Water consumption per passenger	l/pax	40.7	42.5	4.3%
Water discharged per passenger	l/pax	5.5	5.3	-3.8%
Electricity consumption per passenger	kWh/pax	3.5	4.2	19.4%
	MJ/pax	12.8	15.2	19.4%
Hazardous waste produced per passenger	g/pax	1.1	0.5	-52.2%
Non-hazardous waste produced per passenger	kg/pax	0.1	0.1	32.5%
Fuel consumption per passenger	ml/pax	29.4	37.3	27.0%