

The logo for ASUR (Aeropuertos del Sureste) features the word "ASUR" in a bold, blue, sans-serif font. The letter "A" is a lighter shade of blue and is partially overlapped by the "S".

**ASUR**

AEROPUERTOS DEL SURESTE



Annual Sustainability

# REPORT 2010

1.0 Message from our C.E.O. ....	4
2.0 Company Profile .....	7
2.1 Business Activities .....	7
2.2 Company History .....	8
2.3 Shareholder Structure .....	9
2.4 Organisational Structure .....	9
2.5 Operating and Financial Data .....	10
2.6 Significant Changes in Operations during 2010 .....	11
2.7 Social Responsibility Awards and External Programmes .....	12
3.0 Report Parameters .....	15
3.1 Stakeholder Analysis and Report Content .....	15
3.2 Scope and Limitations of Report .....	17
4.0 Corporate Governance.....	19
5.0 Environmental Responsibility.....	22
5.1 Significant Issues .....	22
5.2 Overview of Principal Mitigation Measures .....	24
5.2.1 Mitigation of Infrastructure Expansion .....	24
5.2.2 Energy Efficiency .....	25
5.2.3 Water Efficiency .....	27
5.2.4 Waste Management .....	28
5.2.5 Fuel Consumption .....	29

5.3 Environmental Management System .....	31
5.4 Environmental Certification .....	35
<b>6.0 Quality of Life for Employees .....</b>	<b>36</b>
6.1 Description of Workforce .....	37
6.2 Safety in the Workplace .....	39
<b>7.0 Community Involvement and Support .....</b>	<b>41</b>
7.1 Direct and Indirect Economic Benefits .....	41
7.2 Community Involvement .....	44
7.3 Anticorruption Measures .....	45
<b>8.0 Commitment to Human Rights.....</b>	<b>48</b>
<b>9.0 United Nations Global Compact .....</b>	<b>50</b>
<b>10.0 GRI Standard Disclosures and Performance Indicators .....</b>	<b>53</b>
<b>Appendixes</b>	
Appendix A - ASUR Environmental Objectives and Performance, 2010 .....	60
Appendix B - ASUR Environmental Performance Indicators, 2010 .....	64



The year 2010 has been a period of stabilisation for ASUR. Following the challenges of 2009, including the global financial crisis and the H1N1 influenza outbreak, in 2010 our business began to recover; one indication of this is that we ended the year with a 7.6% increase over 2009 in terms of total passenger figures in all our airports.

Difficult times often provide us with a good opportunity to step back and take stock of our situation; at ASUR we came out of the setbacks of 2009 with renewed determination to do everything we can to ensure that our business is sustainable in the long term. This includes reaffirming our commitment to the goals of safeguarding our environment, improving community relations, providing better working conditions for our employees and ensuring that our business is conducted with the highest regard for ethical practice. We recognise that each of these four aspects of corporate social responsibility will be crucial to maintaining and ensuring the company's future success.

During 2010, we continued to monitor our performance with regard to our main environmental indicators. In line with our stated goal to reduce the carbon footprint of the company's operations, we reduced total electricity consumption by 3.7% across the airport group as a whole. Water consumption also fell by 2.4%, compared to 2009. These reductions were achieved despite the increase in passenger figures mentioned above.

“during 2010, we continued to monitor our performance with regard to our main environmental indicators”

During the period, the total amount of refuse or non-hazardous waste generated in our nine airports grew by 8.5%. Although once the rise in passenger figures is factored in the increase was 1.1%, we consider our recycling and waste handling systems to be a significant area of opportunity for improvement.

In 2010, the company increased its permanent staff to 875 employees, up from 830 in 2009. The number of staff members on temporary employment contracts fell as a percentage of total employees from 13 to 11% over the same period. We continued to provide constant training for our employees, and maintained high levels of safety in the workplace.

The company's direct investment in community projects also increased considerably to close to \$14 million pesos. However, in the area of community relations we recognise that there is improvement to be made in the company's engagement with various stakeholder groups.

During 2010, ASUR continued to play an active role in supporting and promoting the United Nations Global Compact, at the national, regional and international levels. Also, for the third year running, the company received the Socially Responsible Company award from CEMEFI, the Mexican Centre for Philanthropy.

This report is conceived as the principal means of communicating to our stakeholders the steps that ASUR is taking to respond to their concerns and achieve the company's goals in the field of sustainability. As such, we welcome any feedback, comments or requests for additional information that the readers of this report may have.

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**Adolfo Castro Rivas**

C.E.O. OF ASUR





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.).



Traditional construction techniques are used at Huatulco Airport

“the company’s aeronautical, complementary and commercial activities represent the three revenue streams of ASUR”

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 other business lines). 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 currently owned by Fernando Chico Pardo, a Mexican investor. 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).

'875 employed people by ASUR at 31st of December 2010'

ONE HOLDING COMPANY

GRUPO AEROPORTUARIO DEL SURESTE,  
S.A.B. DE C.V.

AEROPUERTO DE CANCÚN, S.A. DE C.V.

AEROPUERTO DE COZUMEL, S.A. DE C.V.

AEROPUERTO DE HUATULCO, S.A. DE C.V.

AEROPUERTO DE MÉRIDA, S.A. DE C.V.

AEROPUERTO DE MINATITLÁN, S.A. DE C.V.

AEROPUERTO DE OAXACA, S.A. DE C.V.

AEROPUERTO DE TAPACHULA, S.A. DE C.V.

AEROPUERTO DE VERACRUZ, S.A. DE C.V.

AEROPUERTO DE VILLAHERMOSA, S.A. DE C.V.

RH ASUR, S.A. DE C.V.

SERVICIOS AEROPORTUARIOS DEL SURESTE,  
S.A. DE C.V.

11 SUBSIDIARIES

## 2.4 Organisational Structure

As of the 31st of December 2010, ASUR employs a total of 875 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 2010, a total of 16,715,138 passengers passed through ASUR's terminals (not including private aviation or transit passengers), of which 9,823,871 (59%) were international and 6,891,267 (41%) were domestic passengers.

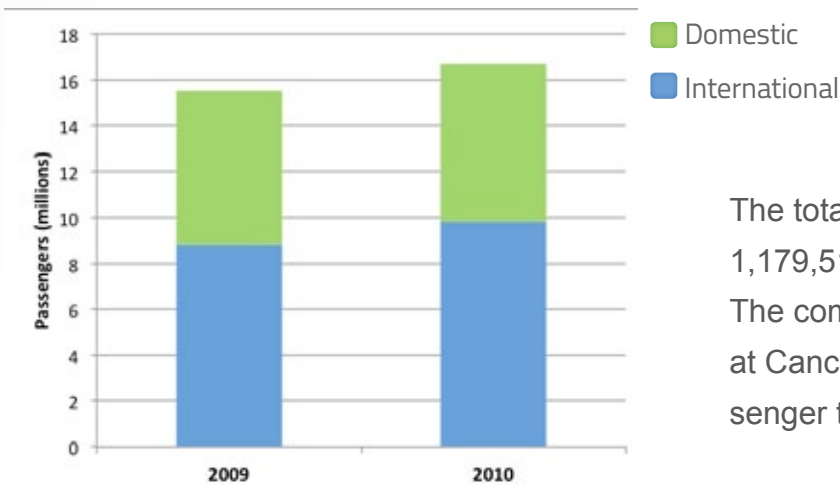


Figure 2 Breakdown of International and Domestic Passenger Traffic, 2009 vs. 2010

NOTE  
NOT INCLUDING GENERAL AVIATION AND TRANSIT PASSENGERS

The total passenger figure for 2010 increased by 1,179,510 (7.6%) compared to the year 2009. The company's largest airport is the one located at Cancún, which accounted for 74% of total passenger traffic in 2010 (up from 72% in 2009).

**'16,715,138 passengers passed through ASUR's terminals in 2010'**

Together, the nine airports of ASUR serve passengers arriving from every continent, although a considerable majority of passengers arrive from North American destinations: in 2010, passengers from the United States of America and Canada accounted for 79% of international passengers.

In 2010, the net income of the company was 1.3 billion Mexican pesos (equivalent to approximately 101 million US dollars). The com-

pany ended the year with total assets worth 18.6 billion pesos (approximately 1.5 billion US dollars), total liabilities of 3.8 billion pesos (approximately 303 million US dollars) and total equity of 14.8 billion pesos (approximately 1.2 billion US dollars).\*

NOTE

\* FIGURES STATED IN MILLIONS OF MEXICAN PESOS

	2010	2009
ASSETS	18,630	16,696
LIABILITIES	3,834	2,838
EQUITY	14,795	13,858
<hr/>		
REVENUES	4,235	3,131
OPERATING COSTS	2,511	1,794
NET INCOME	1,275	797

Figure 3 Summary of P&L and Balance Sheet

## 2.6 Significant Changes in Operations during 2010

During 2010, there were no significant changes regarding the size, structure or ownership of the company, including the location of its airports and the opening, closing or expansion of the facilities it operates. Similarly, there were no major changes in the structure of the company's share capital.

In relation to infrastructure expansion, no large-scale projects were undertaken in the year 2010. The necessary capacity increases were achieved by remodelling and optimising existing buildings and facilities, notably in the airports of Mérida, Oaxaca, Veracruz and Villahermosa, as well as Terminal 2 at Cancún.

## 2.7 Social Responsibility Awards and External Programmes

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During 2010, 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.

ASUR received Environmental Quality Assurance certificates for five of its airports from the Profepa

Additionally, for the third 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 five 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 Cozumel, Huatulco, Oaxaca, Tapachula and Villahermosa. Certificates are valid for a period of two years; the remaining airports in the Group – Cancún, Mérida, Minatitlán and Veracruz – are due for recertification in 2011.

‘for the second year running  
Cancún Airport was ranked  
‘Best Airport’

The environmental management systems in place in the airports at Cozumel, Mérida, Minatitlán, Tapachula, Veracruz and Villahermosa were recertified under ISO 14001 in 2010, valid for a period of three years.

Finally, with regard to ASUR’s passenger service standards, in 2010 for the second year running 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. 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.



This Annual Sustainability Report relates to the company's operations in the period between the 1st of January and the 31st of December 2010, and follows on from ASUR's 2009 Annual Sustainability Report which can be consulted at [www.asur.com.mx](http://www.asur.com.mx).

### 3.1 Stakeholder Analysis and Report Content

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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;

'actions taken by ASUR to reduce their environmental impact, represents one of the most important concerns of all our stakeholders'

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

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This report is intended to complement ASUR's Annual Financial Statements for 2010, 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*).

"this report will therefore focus in particular on social and environmental matters without including detailed financial data"




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.

“The report covers operations performed directly by the companies that form part of the ASUR business group”

This report has been prepared on a consistent basis with ASUR’s Annual Sustainability Report for 2009 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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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.



Figure 4 Overview of Corporate Governance Structure of ASUR

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.

'ASUR has a 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'

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.



## 5.1 Significant Issues

At ASUR, we are 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.

“it is clearly in our interest to preserve the natural beauty and biological diversity of the destinations that our airports serve”

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.

#### 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; and 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.

Any combination of the predicted effects of climate change, which include rises in sea levels with the corresponding loss of beaches, an increased risk of extreme weather events such as hurricanes and flooding, and the disappearance of land and marine habitats such as mangroves and coral reefs,<sup>1</sup> has the potential to significantly impact 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.

## 5.2 Overview of Principal Mitigation Measures

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### 5.2.1 Mitigation of Infrastructure Expansion

Large-scale infrastructure expansion at any of ASUR's airports, which tend to be surrounded by undeveloped land, often necessitates the modification or destruction of natural habitats. For this reason, projects of this type are only undertaken following careful consideration and analysis of the mitigation measures that can be applied, and when it is determined that there is ample justification, usually to eliminate operational hazards or serious capacity constraints, which in turn may have negative consequences for both local economies and the environment.

*'the necessary increases in the airports' operating capacity were achieved by remodelling and reconfiguring existing buildings and facilities'*

Following the construction of a new terminal building and a second runway in Cancún, which began operating in 2007 and 2009, respectively, no major projects that expand the footprint of the airports' infrastructure were undertaken in 2010. The necessary increases in the airports' operating capacity were achieved by remodelling and reconfiguring existing buildings and facilities, most notably in the airports of Mérida, Oaxaca, Veracruz and Villahermosa, as well as Terminal 2 at Cancún.



## 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 cooling and lighting 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 safely and efficiently.

“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”

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, in this case Mexico's Federal Electricity Commission. According to figures published by the International Energy Agency, in 2008 (the most recent data available), 82% of the electricity generated in Mexico was produced from non-renewable sources (natural gas, oil, coal and nuclear energy) and 18% was produced from renewable sources (hydroelectric, geothermal, biomass and wind power).<sup>2</sup>

### 2 | SOURCE

International Energy Agency website, at  
[http://www.iea.org/stats/electricitydata.  
asp?COUNTRY\\_CODE=MX](http://www.iea.org/stats/electricitydata.asp?COUNTRY_CODE=MX)

“total annual electricity consumption in the nine airports in the Group fell by 3.7% and increase in passenger numbers 7.3%”

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-build 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 2010, ASUR continued to build on the success of previous years with its energy-saving programme: compared to 2009, total annual electricity consumption in the nine airports in the Group fell by 3.7% from 62,938,597 to 60,584,421 kilowatt-hours (equivalent to a reduction from 226,579 to 218,104 gigajoules).

### 3 | SOURCE

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

Over the same period there was a 7.3% increase in passenger numbers, so when consumption is measured on a per-passenger basis to provide a more comparable parameter from year to year, there was a saving of 10.3%.<sup>3</sup>

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.

*'in 2010 ASUR's total water consumption in the nine airports decreased by 2.4%'*

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 and used for this purpose is



Cancun Airport's waste water treatment plant

4,5 | SOURCE

Internal ASUR data.

See tables in Section 5.3

Environmental Management  
System.

released into either the subsoil or into local wetlands, in accordance with the permits issued by Mexico's National Water Commission (CONAGUA).

Overall, in 2010 ASUR's total water consumption in the nine airports decreased by 2.4% from 569,624 to 555,939 cubic metres (m<sup>3</sup>). Water consumption on a per-passenger basis (measured in litres per passenger) decreased by 9.1%<sup>4</sup>. The amount of metered discharge increased by 6.0% in absolute terms (from 380,845 to 403,864 m<sup>3</sup>), although it decreased by 1.2% in litres per passenger<sup>5</sup>.

#### 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.

“total amount of hazardous waste decreased  
2.5% per passengers in 2010”

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 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 (see Appendices A and B for more information).

In 2010 the total amount of non-hazardous waste produced increased by 8.5% from 4,114 to 4,465 tonnes (an increase of 1.1% measured on a per-passenger basis), while the total amount of hazardous waste rose by 4.6% from 19.4 to 20.3 tonnes (a drop of 2.5% measured on a per-passenger basis)<sup>6</sup>.

6 | SOURCE

Internal ASUR data.

See tables in Section 5.3

Environmental Management System.

### 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 fuel.

'the total amount of fuel consumed by ASUR's airports per-passenger during 2010 decrease of 4.9% "

Petrol (gasoline) and diesel fuels are consumed 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. Natural gas (liquefied petroleum gas) is used mainly in the airport's kitchens, which supply staff restaurants and food and beverage outlets for passengers.

The total amount of fuel consumed by ASUR's airports increased from 2009 to 2010 by 2.1%, from 446,361 to 455,712 litres. However, due to the rise in passenger numbers over the same period, on a per-passenger basis this represented a decrease of 4.9%<sup>7</sup>.

The measurements of fuel consumption in ASUR's airports include only the fuel used in the facilities and the 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.

71 SOURCE

Internal ASUR data.

See tables in Section 5.3

Environmental Management System.

### 5.3 Environmental Management System

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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”

Environmental objectives are determined by each airport on an ad hoc basis, in order to ensure that local conditions are taken into consideration in ASUR's environmental protection programme. The full details of the environmental objectives established in 2010 for the nine airports in the Group, as well as performance against those objectives, can be consulted in Appendix A.

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 some of the most relevant environmental parameters established by the System:

## TOTAL FIGURES

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
TOTAL WATER CONSUMPTION	m <sup>3</sup>	569,624	555,939	-2.4%
TOTAL WATER DISCHARGED	m <sup>3</sup>	380,845	403,864	6.0%
TOTAL ELECTRICITY CONSUMPTION	kWh	62,938,597	60,584,421	-3.7%
TOTAL HAZARDOUS WASTE PRODUCED	Gj	226,579	218,104	-3.7%
TOTAL NON-HAZARDOUS WASTE PRODUCED	kg	19,380	20,274	4.6%
TOTAL FUEL CONSUMPTION	t	4,114	4,465	8.5%
	l	446,361	455,712	2.1%

## PER-PASSENGER BASIS

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
WATER CONSUMPTION PER PASSENGER	l/pax	35.9	32.7	-9.1%
WATER DISCHARGED PER PASSENGER	l/pax	24.0	23.7	-1.2%
ELECTRICITY CONSUMPTION PER PASSENGER	kWh/pax	4.0	3.6	-10.3%
HAZARDOUS WASTE PRODUCED PER PASSENGER	Mj/pax	14.3	13.0	-10.3%
NON-HAZARDOUS WASTE PRODUCED PER PASSENGER	g/pax	1.2	1.2	-2.5%
FUEL CONSUMPTION PER PASSENGER	kg/pax	0.3	0.3	1.1%
	ml/pax	26.8	26.8	-4.9%

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 B.

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.

✓ 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 2010, the airports at Cozumel, Mérida, Minatitlán, Tapachula, Veracruz and Villahermosa were recertified. Certification for the remaining three airports was still valid as of the 31st of December 2010.

'all nine of ASUR's airports currently have valid environmental compliance certification'

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 issued certificates confirming their compliance with the law. All nine of ASUR's airports currently have valid environmental compliance certification: the airports at Cozumel, Huatulco, Oaxaca, Tapachula and Villahermosa were recertified during 2010, and those at Cancún, Mérida, Minatitlán and Veracruz are due to be audited during 2011.

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.



As a fundamental part of ASUR's duty of care toward its employees, we aim to provide decent working conditions in all our companies. 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 128 scholarships among its staff of 875 workers, with a value of \$596,301 pesos.

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 2010, training was provided to staff members in a wide range of areas, covering topics such as technical systems training, aviation security, fire safety and first aid, and foreign languages. A total of 85,708 hours of training was provided for the company's 875 employees during the year.



Training exercise for  
Airport Rescue and Fire  
Fighting corps at  
Veracruz Airport



ASUR employees responsible for operating baggage-screening system

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 2010 were a football tournament and a 5- and 10-kilometre race, 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 local celebration was held for the Day of the Samaritan (Día de la Samaritana).

### 6.1 Description of Workforce

As of the 31st of December 2010, the majority of ASUR’s workforce was employed on a permanent, full-time basis; of a total workforce of 978 people, 875 (89%) had indefinite, written labour contracts for full-time employment. The following table shows a breakdown of the 875 permanent employees of the company according to the location where they work:

CITY	STATE	NO. OF EMPLOYEES	UNIONISED	%	NON-UNIONISED	%
Cancún	Quintana Roo	398	122	31%	276	69%
Mérida	Yucatán	92	45	49%	47	51%
Cozumel	Quintana Roo	61	35	57%	26	43%
Veracruz	Veracruz	58	27	47%	31	53%
Villahermosa	Tabasco	57	29	51%	28	49%
Tapachula	Chiapas	47	24	51%	23	49%
Oaxaca	Oaxaca	44	22	50%	22	50%
Cd. de México	D.F.	44	0	0%	44	100%
Huatulco	Oaxaca	39	20	51%	19	49%
Minatitlán	Veracruz	35	16	46%	19	54%
<b>TOTAL</b>		<b>875</b>	<b>340</b>	<b>39%</b>	<b>535</b>	<b>61%</b>

Figure 6  
Breakdown of ASUR Workforce on Geographic Basis

'as of the 31st of December 2010, the majority of ASUR's workforce was employed on a permanent, full-time basis"

The remaining 103 workers (11%) 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 2010, the geographic distribution of the 103 workers was as follows: 82 at Cancún Airport; 6 at Veracruz Airport; 6 at Villahermosa Airport; 5 at Mérida Airport; 2 at Huatulco Airport; and 2 at Oaxaca 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. The renegotiation process was undertaken during 2010, and a new agreement became effective on the 21st of October 2010.

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 num-

ber 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 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

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During 2010, the 875 permanent employees of ASUR worked a total of 2,486,408 hours, equivalent to 310,801 days (eight-hour shifts). In the period in question, there were in total nine cases of accidents in the workplace, affecting 1.03% 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 257, equivalent to 0.08% 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

“the absence corresponded to a 0.71% of total days worked”

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 or when no justification was presented for the absence) corresponded to a total of 2,207 days, or 0.71% of total days worked.

These data refer exclusively to the 875 direct, permanent employees of ASUR as of the 31st of December 2010. 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.





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 2010, the company payroll represented an investment in the community of a total of \$286 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

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The table below provides a breakdown of the economic value generated, distributed and retained by ASUR in 2010.

### ECONOMIC VALUE GENERATED

TOTAL ECONOMIC VALUE GENERATED	4,235.5
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### ECONOMIC VALUE DISTRIBUTED

OPERATING COSTS	2,223.0
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EMPLOYEE WAGES & BENEFITS	286.4
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PAYMENTS TO PROVIDERS OF CAPITAL	788.3
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PAYMENTS TO GOVERNMENTS	454.9
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COMMUNITY INVESTMENTS	13.9
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TOTAL ECONOMIC VALUE DISTRIBUTED	3,766.5
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### ECONOMIC VALUE RETAINED

TOTAL ECONOMIC VALUE RETAINED	469.0
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NOTE

FIGURES STATED IN MILLIONS OF MEXICAN PESOS

Figure 7 Economic Value Generated,  
Distributed and Retained

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 2010, 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.

“the airports that we operate form a key part of local transport networks”

During the year 2010, ASUR did not receive any 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. The goal of this is to bring in more flights to our destinations, and more visitors mean increased revenues for local businesses as well as our airports. We also 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.

## 7.2 Community Involvement

The nine airports of ASUR are involved in various community projects. These projects are selected and administered by each airport individually, to promote a sense of ownership and greater commitment at the local level. Support is provided monetarily and in the form of donations of goods and services, as well as volunteering. The total value of cash donations, donations in kind and man hours in 2010 has been estimated at approximately \$14 million pesos. During the period, the projects supported fell under four main categories: public health services, care for people with disabilities, public safety and the environment.

“the total value of cash donations and donations in kind in 2010 has been estimated at approximately \$14 million pesos”

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, and the proceeds were donated to a local charity that raises awareness and provides support for sufferers of breast cancer.

In the field of assistance for people with disabilities, a programme remains 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.

In relation to public safety, Huatulco Airport waived a series of airport fees to facilitate the importing of a fire engine donated through the United States Agency for International Development.

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 projects were the donation of advertising spaces in the nine airports of the Group for a nationwide campaign on protected natural areas; outreach with local universities to raise awareness of environmental issues; a volunteer programme in Huatulco to clean local beaches; and the reforestation of a local outdoor sporting facility in Oaxaca.

### 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.

*'on an annual basis, awareness campaigns are carried out for all employees and the members of the company's'*

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.

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.

“during 2010, 100% of the company's employees were provided with training relating to the Code of Ethics”

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 2010, 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 commercial concession-holders operating at the airports. These audits resulted in a total of 208 relevant observations. A total of 21 reports were submitted via the internal reporting system during the year, of which 4 were considered to be of critical importance, 5 were of medium importance and 12 were of minor importance.

Of the 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.



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.



“the company also has the obligation to avoid any situations in which it might be complicit in human rights abuses”

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 2010, a complaint was filed claiming that an employee of Villahermosa Airport, who had been dismissed, had been subject to harassment in the workplace. The matter was investigated by the Internal Auditing Department and the claims were found to be baseless. 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.



*‘At ASUR, we will continue to support the United Nations Global Compact and are committed to finding new ways to improve our implementation of the 10 Principles. We believe that the Global Compact is a tool that helps us to improve our standards of ethical business practice, in the long run contributing to the success and sustainability of our company.’*

**Fernando Chico Pardo**

CHAIRMAN OF THE BOARD OF DIRECTORS



This is our **Communication on Progress** in implementing the principles of the **United Nations Global Compact**.

We welcome feedback on its contents.

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 Chairman of ASUR’s Board of Directors, Fernando Chico Pardo, was appointed as a member of the UNGC’s 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.

Figure 8 United Nations Global Compact Principles

PRINCIPLE	REFER TO
I. Businesses should support and respect the protection of internationally proclaimed human rights	<b>SECTION 8.0</b> COMMITMENT TO HUMAN RIGHTS
II. Businesses should make sure that they are not complicit in human rights abuses	<b>SECTION 8.0</b> COMMITMENT TO HUMAN RIGHTS
III. Businesses should uphold the freedom of association and the effective recognition of the right to collective bargaining	<b>SECTION 6.1</b> DESCRIPTION OF WORKFORCE <b>SECTION 8.0</b> COMMITMENT TO HUMAN RIGHTS
IV. Businesses should uphold the elimination of all forms of forced and compulsory labour	<b>SECTION 8.0</b> COMMITMENT TO HUMAN RIGHTS

**PRINCIPLE****REFER TO**

**V.** Businesses should uphold the effective abolition of child labour

**SECTION 8.0**  
COMMITMENT TO HUMAN RIGHTS

**VI.** Businesses should uphold the elimination of discrimination in respect of employment and occupation

**SECTION 8.0**  
COMMITMENT TO HUMAN RIGHTS

**VII.** Businesses should support a precautionary approach to environmental challenges

**SECTION 5.0**  
ENVIRONMENTAL RESPONSIBILITY

**VIII.** Businesses should undertake initiatives to promote greater environmental responsibility

**SECTION 5.0**  
ENVIRONMENTAL RESPONSIBILITY

**IX.** Businesses should encourage the development and diffusion of environmentally friendly technologies

**SECTION 5.0**  
ENVIRONMENTAL RESPONSIBILITY

**X.** Businesses should work against corruption in all its forms, including extortion and bribery

**SECTION 7.3**  
MANTICORRUPTION MEASURES



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 2010, 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.

Figure 9 Index of GRI Standard Disclosures  
and Performance Indicators

STANDARD DISCLOSURES

GRI REPORTING PARAMETER	DESCRIPTION	REFER TO
1.1	Statement from the most senior decision-maker of the organization about the relevance of sustainability to the organization and its strategy	<b>SECTION 1.0</b> MESSAGE FROM OUR C.E.O.
2.1	Name of the organization	<b>SECTION 2.1</b> COMPANY PROFILE
2.2	Primary brands, products, and/or services	<b>SECTION 8.0</b> BUSINESS ACTIVITIES
2.3	Operational structure of the organization	<b>SECTION 2.4</b> ORGANISATIONAL STRUCTURE
2.4	Location of organization's headquarters Section	<b>SECTION 2.0</b> COMPANY PROFILE
2.5	Number and names of countries where the organization operates	<b>SECTION 2.0</b> COMPANY PROFILE
2.6	Nature of ownership and legal form	<b>SECTION 2.3</b> SHAREHOLDER STRUCTURE
2.7	Markets served	<b>SECTION 2.5</b> OPERATING AND FINANCIAL DATA

GRI REPORTING PARAMETER	DESCRIPTION	REFER TO
2.8	Scale of the reporting organization	<b>SECTION 2.4</b> ORGANISATIONAL STRUCTURE <b>SECTION 2.5</b> OPERATING AND FINANCIAL DATA <b>SECTION 2.6</b>
2.9	Significant changes during the reporting period regarding size, structure, or ownership	SIGNIFICANT CHANGES IN OPERATIONS DURING 2009
2.10	Awards received in the reporting period	<b>SECTION 2.7</b> SOCIAL RESPONSIBILITY AWARDS AND EXTERNAL PROGRAMMES
3.1	Reporting period	<b>SECTION 3.0</b> REPORT PARAMETERS
3.2	Date of most recent previous report	<b>SECTION 3.0</b> REPORT PARAMETERS
3.3	Reporting cycle	<b>SECTION 3.0</b> REPORT PARAMETERS
3.4	Contact point for questions regarding the report or its contents	<b>SECTION 3.2</b> SCOPE AND LIMITATIONS OF REPORT
3.5	Process for defining report content	<b>SECTION 3.1</b> STAKEHOLDER ANALYSIS AND REPORT CONTENT
3.6	Boundary of the report	<b>SECTION 3.2</b> SCOPE AND LIMITATIONS OF REPORT

GRI REPORTING PARAMETER	DESCRIPTION	REFER TO
3.7	Specific limitations on the scope or boundary of the report	<b>SECTION 3.2</b> SCOPE AND LIMITATIONS OF REPORT
3.8	Basis for reporting on joint ventures, subsidiaries, leased facilities, out-sourced operations	<b>SECTION 3.2</b> SCOPE AND LIMITATIONS OF REPORT
3.10	Re-statements of information provided in earlier reports	<b>SECTION 3.2</b> SCOPE AND LIMITATIONS OF REPORT
3.11	Significant changes from previous reporting periods in scope, boundary or measurement methods	<b>SECTION 3.2</b> SCOPE AND LIMITATIONS OF REPORT
3.12	Table identifying the location of the Standard Disclosures in the report	<b>SECTION 10.0</b> GRI STANDARD DISCLOSURES AND PERFORMANCE INDICATORS
4.1	Governance structure of the organization	<b>SECTION 4.0</b> CORPORATE GOVERNANCE
4.2	Indicate whether the Chair of the highest governance body is also an executive officer	<b>SECTION 4.0</b> CORPORATE GOVERNANCE
4.3	Number of members of the highest governance body that are independent and/or non-executive members	<b>SECTION 4.0</b> CORPORATE GOVERNANCE
4.4	Mechanisms for shareholders and employees to provide recommendations or direction to the highest governance body	<b>SECTION 4.0</b> CORPORATE GOVERNANCE



GRI REPORTING PARAMETER	DESCRIPTION	REFER TO
4.14	List of stakeholder groups engaged by the organization	<b>SECTION 3.1</b> STAKEHOLDER ANALYSIS AND REPORT CONTENT
4.15	Basis for identification and selection of stakeholders with whom to engage	<b>SECTION 3.1</b> STAKEHOLDER ANALYSIS AND REPORT CONTENT

PERFORMANCE INDICATORS

GRI REPORTING PARAMETER	DESCRIPTION	REFER TO
EN1	Materials used by weight or volume	<b>SECTION 5.2.5</b> FUEL CONSUMPTION
EN2	Percentage of materials used that are recycled input materials	<b>SECTION 5.2.5</b> FUEL CONSUMPTION
EN3	Direct energy consumption by primary energy source	<b>SECTION 5.2.5</b> FUEL CONSUMPTION
EN4	Indirect energy consumption by primary source	<b>SECTION 5.2.2</b> ENERGY EFFICIENCY
EN8	Total water withdrawal by source	<b>SECTION 5.2.3</b> WATER EFFICIENCY
EN22	Total weight of waste by type and disposal method	<b>SECTION 5.2.4</b> WASTE MANAGEMENT

GRI REPORTING PARAMETER	DESCRIPTION	REFER TO
EN26	Initiatives to mitigate environmental impacts of products and services, and extent of impact mitigation	<b>SECTION 2.6</b> SIGNIFICANT CHANGES IN OPERATIONS DURING 2009 <b>SECTION 5.2.1</b> MITIGATION OF INFRASTRUCTURE EXPANSION
EN28	Monetary value of significant fines and total number of non-monetary sanctions for noncompliance with environmental laws and regulations	<b>SECTION 5.4</b> ENVIRONMENTAL CERTIFICATION
LA1	Total workforce by employment type, employment contract, and region	<b>SECTION 6.1</b> DESCRIPTION OF WORKFORCE
LA4	Percentage of employees covered by collective bargaining agreements	<b>SECTION 6.1</b> DESCRIPTION OF WORKFORCE
LA7	Rates of injury, occupational diseases, lost days, and absenteeism, and number of work-related fatalities by region	<b>SECTION 6.2</b> SAFETY IN THE WORKPLACE
EC1	Direct economic value generated and distributed	<b>SECTION 7.1</b> DIRECT AND INDIRECT ECONOMIC BENEFITS
EC4	Significant financial assistance received from government	<b>SECTION 7.1</b> DIRECT AND INDIRECT ECONOMIC BENEFITS
S02	Percentage and total number of business units analyzed for risks related to corruption	<b>SECTION 7.3</b> ANTICORRUPTION MEASURES
S03	Percentage of employees trained in organization's anti-corruption policies and procedures	<b>SECTION 7.3</b> ANTICORRUPTION MEASURES
S04	Actions taken in response to incidents of corruption	<b>SECTION 7.3</b> ANTICORRUPTION MEASURES

GRI REPORTING PARAMETER	DESCRIPTION	REFER TO
HR4	Total number of incidents of discrimination and actions taken	SECTION 8.0 COMMITMENT TO HUMAN RIGHTS
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	SECTION 8.0 COMMITMENT TO HUMAN RIGHTS
HR6	Operations identified as having significant risk for incidents of child labour, and measures taken to contribute to the elimination of child labour	SECTION 8.0 COMMITMENT TO HUMAN RIGHTS
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	SECTION 8.0 COMMITMENT TO HUMAN RIGHTS

## APPENDIX A - ASUR Environmental Objectives and Performance, 2010

AIRPORT	OBJECTIVE	ACTIVITIES	MEASUREMENT PARAMETER	PROGRESS /RESULT
CANCÚN	Reduce amount of non-hazardous waste disposed of in landfill sites by 20%	Reuse or recycling of materials, including plastics, paper, glass, aluminium, etc.	Compliance with reduction percentage goal	60%
CANCÚN	Reduce amount of fresh water used for watering off-site green areas	Use of recycled water from Terminal 3 treatment plant on roadside verges on access road leading to airport	Percent of plant output used for off-site watering	5%
CANCÚN	Encourage growth of vegetation without using chemical fertilisers	Use of sewage sludge from treatment plants as fertiliser on green areas surrounding airport	Percent of plant output used for fertilisation	100%
COZUMEL	Reduce consumption of electricity	Replacement of incandescent lighting fixtures with energy-saving lighting systems (fluorescent and LEDs)	Number of incandescent lighting fixtures replaced	47%
COZUMEL	Ensure appropriate handling of hazardous waste	Installation of dedicated refuse containers in public areas for disposal of batteries	Number of containers installed	3%
COZUMEL	Reduce generation of hazardous waste	Replacement of battery-operated flushometers with equipment operating on mains electricity	Number of flushometers replaced	27%
HUATULCO	Reduce amount of paper / cardboard waste disposed of in landfill sites	Separation of paper/ cardboard waste; disposal with recycling facility	Percentage of total waste recycled	41%
HUATULCO	Reduce amount of PET plastic waste disposed of in landfill sites	Separation of PET plastic waste; disposal with recycling facility	Percentage of total waste recycled	63%

AIRPORT	OBJECTIVE	ACTIVITIES	MEASUREMENT PARAMETER	PROGRESS /RESULT
MÉRIDA	Reduce electricity consumption, measured on a per-passenger basis	Implementation of series of energy saving measures in different areas of the airport	Consumption compared to previous year	-7.7%
MÉRIDA	Reduce air pollution hazards	Replacement of toxic refrigerating gases with harmless gases in various airport cooling units	Number of items of equipment upgraded	5%
MÉRIDA	Encourage growth of vegetation without using chemical fertilisers	Use of sewage sludge from treatment plants as fertiliser on green areas surrounding airport	Percent of plant output used for fertilisation	100%
MINATITLÁN	Reduce extraction from water sources by 1%, measured on a per-passenger basis	Implementation of series of water conservation measures in different areas of the airport	Compliance with reduction percentage goal	100%
MINATITLÁN	Measure consumption of water more efficiently	Installation of flow meter to accurately measure water used for irrigation of green areas in airport grounds	Completion of project	100%
MINATITLÁN	Reduce total consumption of electricity by 2%	Implementation of series of energy saving measures in different areas of the airport	Number of apron workers receiving training	100%
OAXACA	Improve quality of drinking water	Construction of new cistern for storing well water; installation of silica sand and activated carbon filters; implementation of testing of hardness of drinking water	Completion of project	90%
OAXACA	Reduce / contain vehicle emissions	Ensure vehicles used by airport community have complied with mandatory emissions testing; require emissions testing certificate for free access to airport car park	Completion of project	100%

AIRPORT	OBJECTIVE	ACTIVITIES	MEASUREMENT PARAMETER	PROGRESS /RESULT
MÉRIDA	Reforestation of urban green areas	Study to determine appropriate location and tree species; organisation of volunteer taskforce from airport community; tree planting; tree maintenance and watering	Number of surviving trees	23.5%
TAPACHULA	Reduce air pollution hazards	Replacement of toxic refrigerating gases with harmless gases in air conditioning cooling units	Percent of total units upgraded	50%
TAPACHULA	Reduce total electricity consumption	Implementation of series of energy saving measures in different areas of the airport	Consumption compared to previous year	-13.1%
TAPACHULA	Reduce amount of fresh water used for watering on-site green areas	Use of recycled water from treatment plant on green areas inside airport grounds	<i>POSTPONED PENDING AUTHORISATION FROM AUTHORITIES</i>	
VERACRUZ	Reduce amount of non-hazardous waste disposed of in landfill sites by 19%	Reuse or recycling of materials, including plastics, paper, glass, aluminium, etc.	Compliance with reduction percentage goal	100%
VERACRUZ	Limit total annual electricity consumption to maximum amount of 2,373,480 kWh	Implementation of series of energy saving measures in different areas of the airport	Actual consumption compared to maximum limit	-9.4%
VERACRUZ	Limit total annual fuel consumption to maximum amount of 32,290 litres	Implementation of series of fuel saving measures in different areas of the airport	Actual consumption compared to maximum limit	-7.1%
VERACRUZ	Limit total annual consumption of paper in administrative offices to maximum amount of 100,000 sheets	Implementation of series of paper saving measures in airport administrative offices	Actual consumption compared to maximum limit	7%
VILLAHERMOSA	Reforest areas surrounding airport by planting 500 trees	Awareness raising campaign; selection of site; acquisition of trees; preparation of site and tree planting	Number of trees planted	*

\*POSTPONED DUE TO NATURAL DISASTER

AIRPORT	OBJECTIVE	ACTIVITIES	MEASUREMENT PARAMETER	PROGRESS /RESULT
VILLAHER-MOSA	Reduce total electricity consumption	Implementation of series of energy saving measures in different areas of the airport	Consumption compared to previous year	-3.7%
VILLAHER-MOSA	Replace 100% of paper used in administrative offices with recycled paper	Contact supplier; switch to recycled paper in airport's administrative offices	Percent of paper replaced with recycled product	100%

## APPENDIX B - ASUR Environmental Performance Indicators, 2010 ASUR All Airports

### TOTAL FIGURES

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
TOTAL WATER CONSUMPTION	m <sup>3</sup>	569,624	555,939	-2.4%
TOTAL WATER DISCHARGED	m <sup>3</sup>	380,845	403,864	6.0%
TOTAL ELECTRICITY CONSUMPTION	kWh	62,938,597	60,584,421	-3.7%
TOTAL HAZARDOUS WASTE PRODUCED	Gj	226,579	218,104	-3.7%
TOTAL NON-HAZARDOUS WASTE PRODUCED	kg	19,380	20,274	4.6%
TOTAL FUEL CONSUMPTION	t	4,114	4,465	8.5%
TOTAL FUEL CONSUMPTION	l	446,361	455,712	2.1%

### PER-PASSENGER BASIS

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
WATER CONSUMPTION PER PASSENGER	l/pax	35.9	32.7	-9.1%
WATER DISCHARGED PER PASSENGER	l/pax	24.0	23.7	-1.2%
ELECTRICITY CONSUMPTION PER PASSENGER	kWh/pax	4.0	3.6	-10.3%
HAZARDOUS WASTE PRODUCED PER PASSENGER	Mj/pax	14.3	13.0	-10.3%
NON-HAZARDOUS WASTE PRODUCED PER PASSENGER	g/pax	1.2	1.2	-2.5%
FUEL CONSUMPTION PER PASSENGER	kg/pax	0.3	0.3	1.1%
FUEL CONSUMPTION PER PASSENGER	ml/pax	26.8	26.8	-4.9%



TOTAL FIGURES

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
TOTAL WATER CONSUMPTION	m <sup>3</sup>	335,697	306,231	-8.7%
TOTAL WATER DISCHARGED	m <sup>3</sup>	2,610,89	281,178	7.7%
TOTAL ELECTRICITY CONSUMPTION	kWh	43,448,286	41,794,777	-3.8%
TOTAL HAZARDOUS WASTE PRODUCED	Gj	156,414	150,462	-3.8%
TOTAL NON-HAZARDOUS WASTE PRODUCED	kg	4085	7,576	85,5%
TOTAL FUEL CONSUMPTION	t	3646	4,034	10,7%
	l	220,518	224,728	1,9%

PER-PASSENGER BASIS

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
WATER CONSUMPTION PER PASSENGER	l/pax	29.6	24.4	-17.8%
DWATER DISCHARGED PER PASSENGER	l/pax	24.0	22.4	-2.9%
ELECTRICITY CONSUMPTION PER PASSENGER	kWh/pax	3.8	3.3	-13.3%
HAZARDOUS WASTE PRODUCED PER PASSENGER	Mj/pax	13.8	11.9	-13.3%
NON-HAZARDOUS WASTE PRODUCED PER PASSENGER	g/pax	0.4	0.6	-67.1%
FUEL CONSUMPTION PER PASSENGER	kg/pax	0.3	0.3	0.3%
	ml/pax	19.5	17.9	-8.2%

## COZUMEL

### TOTAL FIGURES

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
TOTAL WATER CONSUMPTION	m <sup>3</sup>	23,194	25,722	10.9%
TOTAL WATER DISCHARGED	m <sup>3</sup>	21,761	25,759	17.5%
TOTAL ELECTRICITY CONSUMPTION	kWh	2,200,931	2,250,689	2.3%
TOTAL HAZARDOUS WASTE PRODUCED	Gj	7,923	8,102	2.3%
TOTAL NON-HAZARDOUS WASTE PRODUCED	kg	5,090	3,532	-30.6%
TOTAL FUEL CONSUMPTION	t	30	37	25.0%
	l	26,950	41,289	53.2%

### PER-PASSENGER BASIS

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
WATER CONSUMPTION PER PASSENGER	l/pax	51.8	57.1	10.2%
DWATER DISCHARGED PER PASSENGER	l/pax	48.6	56.8	16.8%
ELECTRICITY CONSUMPTION PER PASSENGER	kWh/pax	4.9	5.0	1.6%
HAZARDOUS WASTE PRODUCED PER PASSENGER	Mj/pax	17.7	18.0	1.6%
NON-HAZARDOUS WASTE PRODUCED PER PASSENGER	g/pax	11.4	7.8	-31.1%
FUEL CONSUMPTION PER PASSENGER	kg/pax	0.1	0.1	24.2%
	ml/pax	60.2	91.6	52.2%

## TOTAL FIGURES

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
TOTAL WATER CONSUMPTION	m <sup>3</sup>	15,764	12,108	-23.2%
TOTAL WATER DISCHARGED	m <sup>3</sup>	8,463	6,288	-25.7%
TOTAL ELECTRICITY CONSUMPTION	kWh	870,079	847,896	-2.5%
TOTAL HAZARDOUS WASTE PRODUCED	Gj	3,132	3,052	-2.5%
TOTAL NON-HAZARDOUS WASTE PRODUCED	kg	1,657	1,532	-7.6%
TOTAL FUEL CONSUMPTION	t	52	24	-54.8%
TOTAL FUEL CONSUMPTION	l	13,958	15,377	10.2%

## PER-PASSENGER BASIS

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
WATER CONSUMPTION PER PASSENGER	l/pax	40.4	31.2	-22.8%
DWATER DISCHARGED PER PASSENGER	l/pax	21.7	16.2	-25.3%
ELECTRICITY CONSUMPTION PER PASSENGER	kWh/pax	2.2	2.2	-2.0%
HAZARDOUS WASTE PRODUCED PER PASSENGER	Mj/pax	8.0	7.9	-2.0%
NON-HAZARDOUS WASTE PRODUCED PER PASSENGER	g/pax	4.3	4.0	-7.1%
FUEL CONSUMPTION PER PASSENGER	kg/pax	0.1	0.1	-54.4%
FUEL CONSUMPTION PER PASSENGER	ml/pax	35.8	39.7	10.8%

TOTAL FIGURES

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
TOTAL WATER CONSUMPTION	m <sup>3</sup>	84,398	97,812	15.9%
TOTAL WATER DISCHARGED	m <sup>3</sup>	61,408	53,985	-12.1%
TOTAL ELECTRICITY CONSUMPTION	kWh	7,123,760	7,074,957	-0.7%
TOTAL HAZARDOUS WASTE PRODUCED	Gj	25,646	25,470	-0.7%
TOTAL NON-HAZARDOUS WASTE PRODUCED	kg	2,278	3,040	33.5%
TOTAL FUEL CONSUMPTION	t	88	92	4.6%
	l	43,628	34,767	-20.3%

PER-PASSENGER BASIS

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
WATER CONSUMPTION PER PASSENGER	l/pax	77.9	83.9	7.7%
DWATER DISCHARGED PER PASSENGER	l/pax	56.7	46.3	-18.3%
ELECTRICITY CONSUMPTION PER PASSENGER	kWh/pax	6.6	6.1	-7.7%
HAZARDOUS WASTE PRODUCED PER PASSENGER	Mj/pax	23.7	22.0	-7.7%
NON-HAZARDOUS WASTE PRODUCED PER PASSENGER	g/pax	2.1	2.6	-24.0%
FUEL CONSUMPTION PER PASSENGER	kg/pax	0.1	0.1	-2.8%
	ml/pax	40.3	29.8	-25.9%

**TOTAL FIGURES**

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
TOTAL WATER CONSUMPTION	m <sup>3</sup>	14,800	14,184	-4.2%
TOTAL WATER DISCHARGED	m <sup>3</sup>	4,075	5,788	42.0%
TOTAL ELECTRICITY CONSUMPTION	kWh	853,410	753,339	-11.7%
TOTAL HAZARDOUS WASTE PRODUCED	Gj	3,072	2,712	-11.7%
TOTAL NON-HAZARDOUS WASTE PRODUCED	kg	1,025	989	-3.5%
TOTAL FUEL CONSUMPTION	t	9	4	-52%
	l	11,480	18,928	-64.9%

**PER-PASSENGER BASIS**

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
WATER CONSUMPTION PER PASSENGER	l/pax	98.0	112.8	15.1%
WATER DISCHARGED PER PASSENGER	l/pax	27.0	46.0	70.5%
ELECTRICITY CONSUMPTION PER PASSENGER	kWh/pax	5.7	6.0	6.0%
HAZARDOUS WASTE PRODUCED PER PASSENGER	Mj/pax	20.3	21.6	6.0%
NON-HAZARDOUS WASTE PRODUCED PER PASSENGER	g/pax	26.8	7.9	15.8%
FUEL CONSUMPTION PER PASSENGER	kg/pax	0.1	0.0	-42.3%
	ml/pax	76.0	150.5	98.0%

## TOTAL FIGURES

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
TOTAL WATER CONSUMPTION	m <sup>3</sup>	15,396	17,823	15.8%
TOTAL WATER DISCHARGED	m <sup>3</sup>	4,638	7,802	68.2%
TOTAL ELECTRICITY CONSUMPTION	kWh	896,168	903,576	0.8%
TOTAL HAZARDOUS WASTE PRODUCED	Gj	3,226	3,253	0.8%
TOTAL NON-HAZARDOUS WASTE PRODUCED	kg	2,020	1,800	-10.9%
TOTAL FUEL CONSUMPTION	t	81	94	-15.2%
	l	24,107	27,360	-13.5%

## PER-PASSENGER BASIS

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
WATER CONSUMPTION PER PASSENGER	l/pax	28.4	38.6	36.0%
DWATER DISCHARGED PER PASSENGER	l/pax	8.6	16.9	97.7%
ELECTRICITY CONSUMPTION PER PASSENGER	kWh/pax	1.7	2.0	18.5%
HAZARDOUS WASTE PRODUCED PER PASSENGER	Mj/pax	5.9	7.2	18.5%
NON-HAZARDOUS WASTE PRODUCED PER PASSENGER	g/pax	3.7	3.9	4.7%
FUEL CONSUMPTION PER PASSENGER	kg/pax	0.2	0.2	35.4%
	ml/pax	44.5	59.3	35.4%

TOTAL FIGURES

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
TOTAL WATER CONSUMPTION	m <sup>3</sup>	23,397	22,595	-3.4%
TOTAL WATER DISCHARGED	m <sup>3</sup>	8,185	10,959	33.9%
TOTAL ELECTRICITY CONSUMPTION	kWh	1,778,560	1,546,300	-13.1%
	Gj	6,403	5,567	-13.1%
TOTAL HAZARDOUS WASTE PRODUCED	kg	1,076	810	-24.7%
TOTAL NON-HAZARDOUS WASTE PRODUCED	t	44	34	-23.0%
TOTAL FUEL CONSUMPTION	l	43,488	43,181	-0.7%

PER-PASSENGER BASIS

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
WATER CONSUMPTION PER PASSENGER	l/pax	119.3	119.0	-0.2%
WATER DISCHARGED PER PASSENGER	l/pax	41.7	57.7	38.3%
ELECTRICITY CONSUMPTION PER PASSENGER	kWh/pax	9.1	8.1	-10.2%
	Mj/pax	32.7	29.2	-10.2%
HAZARDOUS WASTE PRODUCED PER PASSENGER	g/pax	5.5	4.3	-22.2%
NON-HAZARDOUS WASTE PRODUCED PER PASSENGER	kg/pax	0.2	0.2	-20.4%
FUEL CONSUMPTION PER PASSENGER	ml/pax	221.7	227.4	2.6%

**TOTAL FIGURES**

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
TOTAL WATER CONSUMPTION	m <sup>3</sup>	22,889	24,077	5.2%
TOTAL WATER DISCHARGED	m <sup>3</sup>	6,975	7,058	1.2%
TOTAL ELECTRICITY CONSUMPTION	kWh	2,373,480	2,150,460	-9.4%
	Gj	68,545	7,742	-9.4%
TOTAL HAZARDOUS WASTE PRODUCED	kg	1,724	642	-62.8%
TOTAL NON-HAZARDOUS WASTE PRODUCED	t	75	83	10.7%
TOTAL FUEL CONSUMPTION	l	32,290	20,545	-36.4%

**PER-PASSENGER BASIS**

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
WATER CONSUMPTION PER PASSENGER	l/pax	25.1	27.0	7.5%
WATER DISCHARGED PER PASSENGER	l/pax	7.6	7.9	3.5%
ELECTRICITY CONSUMPTION PER PASSENGER	kWh/pax	2.6	2.4	-7.4%
	Mj/pax	9.4	8.6	-7.4%
HAZARDOUS WASTE PRODUCED PER PASSENGER	g/pax	1.9	0.7	-61.9%
NON-HAZARDOUS WASTE PRODUCED PER PASSENGER	kg/pax	0.1	0.1	-13.1%
FUEL CONSUMPTION PER PASSENGER	ml/pax	35.4	23.0	34.9%



TOTAL FIGURES

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
TOTAL WATER CONSUMPTION	m <sup>3</sup>	34,089	35,386	3.8%
TOTAL WATER DISCHARGED	m <sup>3</sup>	4,251	5,228	23.0%
TOTAL ELECTRICITY CONSUMPTION	kWh	3,393,923	3,262,427	-3.9%
	Gj	12,218	11,745	-3.9%
TOTAL HAZARDOUS WASTE PRODUCED	kg	425	354	-16.8%
TOTAL NON-HAZARDOUS WASTE PRODUCED	t	89	63	-29.6%
TOTAL FUEL CONSUMPTION	l	29,941	29,537	-1.3%

PER-PASSENGER BASIS

PARAMETER	UNIT MMT	2009	2010	% CAMBIO
WATER CONSUMPTION PER PASSENGER	l/pax	42.5	45.9	8.2%
WATER DISCHARGED PER PASSENGER	l/pax	5.3	6.8	28.1%
ELECTRICITY CONSUMPTION PER PASSENGER	kWh/pax	4.2	4.2	0.2%
	Mj/pax	15.2	15.1	0.2%
HAZARDOUS WASTE PRODUCED PER PASSENGER	g/pax	0.5	0.5	-13.3%
NON-HAZARDOUS WASTE PRODUCED PER PASSENGER	kg/pax	0.1	0.1	-26.6%
FUEL CONSUMPTION PER PASSENGER	ml/pax	37.3	38.3	2.8%