



The ACICA Protocol: Towards More Sustainable Arbitral Proceedings

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ACICA

Australian Centre for
International Commercial Arbitration



The ACICA Protocol: Towards More Sustainable Arbitral Proceedings

("Sustainability Protocol")

OVERVIEW

The purpose of this Protocol is to encourage parties to an ACICA arbitration and their tribunals to commit to conducting the proceedings in a more environmentally sustainable manner. This Protocol builds on the work of the Campaign for Greener Arbitrations, ACICA's signature of the Campaign for Greener Arbitrations' Green Pledge, and ACICA's own commitment to reducing the carbon emissions associated with its operations.

ACICA's Sustainability Taskforce considers that the key to reducing emissions associated with the practice of arbitration is to raise awareness about those emissions and their causes. It is expected that most participants in the arbitral process, once armed with that knowledge, will want to take steps to ensure that arbitration is being conducted efficiently and in a more environmentally sustainable manner.

This Sustainability Protocol seeks to raise awareness about the greenhouse gas emissions ("GHG emissions") associated with international arbitration through the use of Carbon Budgets and Carbon Emissions Scorecards. These tools will demonstrate how parties can reduce the GHG emissions associated with an arbitration by minimising travel, using electronic documents and communications, conducting virtual hearings wherever possible and increasing the use of energy efficient service providers ("Sustainability Measures").

The Protocol also provides a means by which tribunals can encourage the adoption of Sustainability Measures, including through the accountability mechanism of the parties preparing Carbon Budgets, and the consideration of the Parties' actual emissions in the form of Carbon

Emissions Scorecards, when allocating the costs of the arbitration (and potentially through ordering one or more parties to purchase carbon credits to mitigate some or all of the emissions associated with an arbitration). It also recognises that not all participants will be ready to adopt all the recommendations in this Sustainability Protocol, and so it allows for participants to select specific recommendations, without obligation to adopt all recommendations.

The commitment to implementing the Sustainability Protocol is without prejudice to the overriding principles of procedural fairness, equality of treatment, and the right to be heard. It is also acknowledged that international travel for arbitration hearings and conferences has contributed significantly to the profession's development and helped forge the international conventions, laws, rules, decisions and professional relationships that lie at its core. To be clear, the Sustainability Protocol does not seek to eliminate travel in the practice of arbitration. It will continue to be necessary for many hearings and the development of the profession generally. Rather, the Sustainability Protocol seeks to raise awareness of the environmental cost of the choices made by participants in the profession.

ACICA's Sustainability Taskforce intends this protocol to be one of the tools available to assist stakeholders in international arbitrations shift to more environmentally sustainable practices, which may enable them to align their practice of international arbitration with the goal of net zero GHG emissions within a reasonable timeframe.

II. INTRODUCTION

This Protocol recognises:

» Impacts of greenhouse gas emissions:

- Concentrations of the major greenhouse gases (CO₂, methane and nitrous oxide) have increased rapidly from pre-industrial levels as a result of human activities over this period. This is unequivocally causing global warming and other changes to the Earth's climate systems ("Climate Change");¹
- Climate Change has caused widespread and rapid changes in the atmosphere, ocean, cryosphere and biosphere, with associated material adverse effects on the environment;²
- Climate Change is already affecting weather and climate extremes in every region across the globe, resulting in heatwaves, heavy precipitation, droughts and tropical cyclones³
- GHG emissions are continuing to increase, as are global average temperatures (which were 1.8°C above pre-industrial levels in 2023).⁴

» The Paris Agreement:

- To mitigate the adverse impacts of Climate Change, there is increasing consensus as reflected in the Paris Agreement (approved by 195 parties) that we should seek to limit temperature increases to well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5°C above pre-industrial levels by:
 - › undertaking rapid reductions in GHG emissions in accordance with best available science; and

- › achieving a balance between anthropogenic emissions by sources and removals by sinks by 2050;⁵

» The importance of reducing GHG emissions:

- Limiting global temperature increases to a specific level requires limiting cumulative net carbon dioxide ("CO₂") emissions, reaching net zero or net negative CO₂ emissions, along with strong reductions in other GHG emissions (particularly, methane);
- Resolving disputes by means of international arbitration generates significant GHG emissions, primarily in the form of CO₂ emissions. It has been estimated that a medium sized arbitration generates around 160,000kg of CO₂.¹ Extrapolating this across the practice of arbitration globally, it is estimated that international arbitration generates approximately 293 million kg of CO₂ emissions annually. This is equivalent to the emissions from: 63,132 petrol-powered passenger vehicles driven for one year; 57,010 homes' electricity use for one year; or 147,044,622 kg of coal burned.⁶
- Participants in the international arbitration process can act consistently with the goal of limiting global temperature increases by seeking to reduce the activities in the arbitral process that generate significant CO₂ emissions. The largest sources of CO₂ emissions in international arbitration are the transport of people and paper across borders, hotel stays and the printing of documents.⁷ It is also noted that the CO₂ emissions associated with a dispute will increase the

1 IPCC, 2023: Summary for Policymakers. In: Climate Change 2023: Synthesis Report. Contribution of Working Groups I, II and III to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [Core Writing Team, H. Lee and J. Romero (eds.)]. IPCC, Geneva, Switzerland, pp. 1-34, doi: 10.59327/IPCC/AR6-9789291691647.00 (**IPCC 2023 Synthesis Report**), at A.1.

2 IPCC 2023 Synthesis Report at A.2.

3 IPCC 2023 Synthesis Report at A.2 and A.2.1.

4 United Nations Environment Programme (2023), "Emissions Gap Report 2023: Broken Record – Temperatures hit new highs, yet world fails to cut emissions (again)", Nairobi, <https://doi.org/10.59117/20.500.11822/43922>.

5 Paris Agreement adopted by 195 parties at the UN Climate Conference (COP21) in Paris, France on 12 December 2015, Article 4(1). See further IPCC, 2018, Global Warming of 1.5°C: An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global GHG emission pathways in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty, Cambridge University Press, Cambridge, UK and New York (2019).

6 Mangan, Mark & Lim, Lukas. 'The Pursuit of Net Zero Arbitration with the Aid of Carbon Emissions Scorecards'. *Journal of International Arbitration* 39, no. 5 (2022): at 721–723.

7 Mangan, Mark & Lim, Lukas. 'The Pursuit of Net Zero Arbitration With the Aid of Carbon Emissions Scorecards'. *Journal of International Arbitration* 39, no. 5 (2022): 719–748 at 721.

longer it goes on, the more witnesses and experts involved, the more phases of the dispute, and the longer any hearings are conducted. Thus, all participants should aim to conduct all aspects of the arbitration as efficiently and concisely as possible, subject to what is necessary to resolve the dispute fairly, expeditiously and cost-effectively.

» **Contract-related Emissions are beyond the scope of this Protocol:**

- The emissions associated with the performance of the underlying contract containing the arbitration agreement (“Contract-Related Emissions”) may be significantly higher than the emissions associated with the process for resolving disputes under the contract. Nonetheless, contract-related Emissions are a matter for the Parties and are beyond the scope of this Protocol;

» **Campaign for Greener Arbitration:**

- The innovative work of the Campaign for Greener Arbitrations is acknowledged as informing the basis for development of this Protocol and many of its recommendations are adopted herein;

» **Other sustainability measures:**

- Climate change affects the ability to achieve sustainable development goals, and limiting global warming will help meet some sustainable development targets, such as the UN Sustainable Development Goals;
- consideration and support of other sustainability goals is also encouraged.

III. APPLICATION OF PROTOCOL

- A Prior to, or at the preliminary meeting envisaged under Article 14.2 of the ACICA Rules, the Parties and Tribunal shall confer and endeavour to agree on the adoption of all or part of the Sustainability Measures contained in this Protocol to apply for the duration of the arbitral proceedings.
- B The Tribunal in consultation with the Parties may agree to all or part of this Protocol pursuant to a procedural order.

IV. CONDUCT OF PROCEEDINGS

- A All communications and correspondence shall be made electronically, save where express contract provisions or mandatory laws provide otherwise, or the Tribunal so directs.
- B The Parties and Tribunals shall only send hard copy documents by courier (including correspondence, pleadings, applications, witness and expert evidence and exhibits) where necessary or so directed by the Tribunal.
- C Where communications include multiple attachments, the Parties and Tribunals shall where possible provide an upload link to the attachments, rather than sending these as electronic attachments to emails.
- D The Parties shall at the outset of the case consider the use of shared technology platforms or case management systems, for example ACICA Connect or hosted by third party providers, for the receipt and organisation of correspondence, pleadings, applications, witness and expert evidence and exhibits.
- E Printing of documents should be avoided. Thus, the Parties and the Tribunal shall endeavour to use electronic platforms when reviewing, annotating and utilising the documentary record.
- F If printing is deemed necessary, the Parties and the Tribunal shall endeavour to reduce the carbon emissions associated with printing. Examples include:
- 1 Reducing the amount of paper used (e.g. A5 size, double-sided, reduced margin format);
 - 2 Using recycled, chlorine-free and / or tree-free paper;
 - 3 Reducing the amount of ink used (e.g. printing in grayscale) and using vegetable based printer inks;
 - 4 Using energy efficient printers (making use, for example, of LED UV printing).

- G The Parties shall endeavour to use suppliers and service providers who are committed to reducing their carbon emissions, including through the use of renewable energy.
- H Following the conclusion of the proceedings, the Parties and the Tribunal shall endeavour to recycle all printed documents (in a manner which adheres to confidentiality obligations and any obligations to maintain records) and re-use or recycle all related stationery.

V. DATA MANAGEMENT

- A Emails and the storage of electronic data generates CO₂ emissions, which can become significant over time and when done in significant volumes.
- B The Parties shall endeavour to utilise the services of data centres which have committed to operate in an energy efficient manner, and/ or which seek to reduce carbon emissions and use renewable energy (“Green Data Centre”).

VI. CARBON BUDGETS

- A In order to enhance accountability for reducing their CO₂ emissions generated through the arbitral process, the Parties and Tribunal may agree to prepare an estimate of the CO₂ emissions they anticipate generating during the proceedings (“Carbon Budget”).
- B Each Party may prepare its own Carbon Budget based on a reasonable estimate of the GHG emissions it is likely to generate during the course of the proceedings (based on its assessment of the steps anticipated in the arbitration, including the number of witnesses/ experts, distance of travel required and number of trips required etc). This Carbon Budget shall be created shortly after the Tribunal has issued a procedural timetable.

- C The purpose of the Carbon Budget is for the Parties to scope the different elements of the arbitration at the commencement of proceedings, and consider the CO₂ emissions of the key drivers of emissions in the arbitration, and how they can be constrained. The Carbon Budget is not intended to set a limit on any Party’s actual CO₂ emissions, nor penalise any Party that is geographically remote from the seat of arbitration or any other relevant place, but rather to hold the Parties to account for considering and monitoring the aspects of the arbitration that generate the most significant emissions.
- D The Carbon Budget shall be submitted to, and held by ACICA, until ACICA is ordered by the Parties to release it to the Tribunal at the costs phase of the arbitration.
- E No Party shall be required to disclose its Carbon Budget, nor the assumptions on which it was based, to the other Party or the Tribunal, prior to the costs assessment phase of the arbitration.
- F At the conclusion of the proceedings, each Party shall confirm whether or not the Party met or exceeded its Carbon Budget, in the Carbon Emissions Scorecard set out in section XIII below.
- G Unless the Parties and the Tribunal agree otherwise, there shall be no cost consequences if a Party fails to meet its Carbon Budget. If the Parties and the Tribunal agree, the Tribunal may take the Parties’ Carbon Budgets into account in the costs assessment phase of the arbitration, as part of its assessment of whether the Parties have made efforts to limit the GHG emissions associated with the conduct of their case.
- H ACICA may collate and publish de-identified data relating to whether Parties did or did not meet their Carbon Budgets during the course of an ACICA proceeding on its website or via other publications.

VII. WRITTEN SUBMISSIONS AND DOCUMENTARY EVIDENCE

- A Written submissions should be brief commensurate with what is necessary to resolve the dispute fairly, expeditiously and cost-effectively.
- B Written submissions, including pleadings and memorials, applications, exhibits and legal authorities shall be prepared and served electronically in an e-bundle or similar format, via email, secure link, or via any other electronic means, including on shared platforms, agreed between the Parties or ordered by the Tribunal.
- C The Parties shall avoid using and distributing USB keys, unless necessary.
- D The Parties shall endeavour to avoid submitting exhibits already in the record.
- E Electronic versions of documents on the record shall be shared in an agreed format (for example, word-searchable PDF) and arranged in an agreed structure (for example, a separate PDF per document), so as to ensure consistency, ease of use and compatibility across the different systems which may be used by the Parties and the Tribunal.
- F If the Tribunal has determined that hard copies of written submissions are necessary, the Tribunal shall separately consider whether exhibits are required to be printed.
- G If exhibits are required to be printed, the Tribunal should consider whether it is appropriate to print only relevant extracts of lengthy documents (e.g. documents over 100 pages). Any such extracts must provide adequate context to the document and the relevant portion being relied on by the Party. Electronic copies of the entire document should be made available.

VIII. WITNESS AND EXPERT PREPARATION AND CONFERRAL

- A The number of witnesses and experts should be kept to a minimum commensurate with that which is necessary to resolve the dispute fairly, expeditiously and cost-effectively.
- B Where appropriate, the consultation, meeting and conferring with witnesses and experts by Parties, and expert joint meetings, shall be performed using video-conferencing technology.
- C Where in-person meetings are considered to be necessary, Parties shall endeavour to limit the number of persons travelling to the meetings to those deemed necessary.
- D Whenever possible and appropriate, materials for witness and expert review shall be provided and reviewed electronically.

IX. DOCUMENT PRODUCTION

- A Requests for document production should be focused on matters which are relevant to the case and material to its outcome.
- B Document production shall be conducted electronically unless special circumstances require the provision of hard copies.

X. HEARINGS

- A The length of any hearings should be kept to a minimum commensurate with that which is necessary to resolve the dispute fairly, expeditiously and cost-effectively.
- B Where possible and appropriate, pre-hearing conferences, procedural and substantive hearings should be conducted remotely, in whole or in part, via audio or video-conferencing.
- C Where in-person hearings are deemed necessary, Parties and Tribunal shall endeavour to:
 - 1 Reduce the number of people that travel to the hearing to those necessary;

- 2 Consider whether any witnesses or experts can be cross-examined via video-conferencing technology, given the nature and / or duration of their likely testimony;
 - 3 For air travel, take into account the emissions associated with available flight options (these will differ between individual aircraft and different classes of travel i.e. economy, premium economy, business class) when selecting the travel option that is appropriate in the circumstances;⁸
 - 4 Consider engaging court reporters, interpreters and e-hearing providers who are located in the place of the hearing, or which can provide services remotely.
- D Use of electronic documents:
- 1 Wherever possible, documents or presentations shall be projected onto a screen or otherwise be viewable electronically by each participant and electronic copies thereof shall be distributed reasonably in advance (avoiding the need for hard copy documents);
 - 2 If hearing bundles are to be used, they shall be provided in electronic format only, unless otherwise ordered or requested by the Tribunal, or agreed by the Parties.
- E If the use of hard copy documents is deemed necessary:
- 1 The Parties shall endeavour to agree a core bundle of exhibits which shall include only those exhibits which the Parties intend to refer to during the hearing;
 - 2 The Parties shall consider whether bundles can be printed in the city of the hearing; and
- 3 The Parties shall consider whether hard copy hearing bundles can be recycled (respecting confidentiality obligations) in the city of the hearing (to the extent they are not required for subsequent stages of the arbitration).
- F Parties shall endeavour to work with hearing centres that have adopted the Green Protocol for Arbitral Hearing Venues or parts thereof.

XI. SETTLEMENT

- A In addition to strategic and monetary benefits, there can be environmental benefits associated with an early resolution of a dispute. Indeed, the sooner a dispute is resolved, the less GHG emissions are likely to be generated from the dispute resolution process.
- B The Parties should bear in mind the principles of this Protocol when conducting any settlement negotiations, including minimising travel, adopting virtual conferences where appropriate, and reducing the use of paper.

XII. AIR TRAVEL

- A The Parties and the Tribunal shall:
- 1 Endeavour to avoid unnecessary air travel; and
 - 2 Carefully consider the emissions associated with different classes of air travel (i.e. economy, premium economy, business class) and select the lowest emissions travel option that is appropriate in the circumstances.
- B Arbitrators may claim reimbursement of the costs of carbon credits purchased to mitigate the impact of their flights.

⁸ There are many public domain tools which estimate emissions associated with different flight alternatives depending on the route, aircraft efficiency and cabin space associated with the class of travel. Emissions calculators take into account the space taken up by flyers in different cabin classes (as having more space for higher classes limits the number of passengers on the aircraft), allocating higher emissions to travellers in cabin classes with more space. The International Air Transport Association (IATA), uses the concept of "allocated emissions" as a proxy for actual calculations, and assumes that "the allocated emissions for passengers flying in the first class of a wide-body aircraft are 5 times higher than emissions for passengers in the economy class of the same aircraft. Similarly, passengers flying first class in a narrow-body aircraft are allocated with 1.5 times higher emissions than passengers flying in the economy class of the same aircraft". A wide-body aircraft is one with two aisles and a narrow body aircraft is typically smaller, with a single aisle. The IATA methodology also assumes the emissions of a wide-body aircraft in business class is 4 times the emissions of economy class, and premium economy is 1.5 times the emissions of economy class (in a narrow body aircraft the disparity between classes is significantly lower). https://www.iata.org/contentassets/922ebc4cbcd24c4d9fd55933e7070947/icop_faq_general-for-airline-participants.pdf.

- C Parties agree that the costs of purchasing carbon credits to mitigate the emissions associated with air travel may be included in their costs submissions and allocated between the Parties by the Tribunal.

XIII. CARBON EMISSIONS SCORECARDS

- A The Parties are encouraged to adopt the use of carbon emissions scorecards, which record each Party's carbon emissions associated with the arbitration ("Carbon Emissions Scorecard").
- B Where this Protocol has been adopted in whole or in part, the Parties shall prepare and submit a Carbon Emissions Scorecard as part of their costs' submissions at the conclusion of the proceedings, unless all Parties agree otherwise.
- C The Parties shall seek to agree the form and content of the Carbon Emissions Scorecard and the agreed sources for calculating the carbon emissions. Failing any such agreement, the Parties shall adopt the template set out in Annex A to this Protocol.
- D The Parties shall agree, when adopting the Sustainability Measures outlined in this Protocol, what weight, if any, the Tribunal should give the Carbon Emission Scorecards when allocating the costs of the proceedings, in conjunction with standard factors such as the relative success on the merits and the Parties' procedural conduct. Failing any such agreement, the Tribunal shall apply a 10% weighting to the Parties' environmental performance when allocating the monetary costs of the proceedings.
- E ACICA may consider the Parties' Carbon Emissions Scorecards for the purposes of assessing the effectiveness of this Protocol and any future amendments.
- F ACICA may collate and publish anonymised data from Carbon Emissions Scorecards about the amount of GHG emissions

generated through an ACICA arbitration on its website or via other publications to facilitate increased awareness of the emissions associated with arbitration and to provide benchmarks against which the Parties' performance can be considered.

- G The Tribunal can request other participants in the arbitration to generate carbon emissions scorecards, including experts and other service providers.
- H The Tribunal may also produce its own carbon emissions scorecard to be shared with ACICA.

XIV. CARBON CREDITS TO MITIGATE THE IMPACT OF EMISSIONS

- A The Sustainability Measures contained in this Protocol are intended to encourage behavioural change to reduce GHG emissions associated with arbitral proceedings.
- B While efforts to reduce GHG emissions should be the primary focus of the Parties and the Tribunal, the Parties may in addition agree that all or part of their GHG emissions associated with the arbitration procedure be mitigated at the conclusion of the arbitration by means of the purchase of carbon credits.
- C Where the Parties so agree, Parties may include details of any carbon credits that have been purchased for this purpose in their carbon emission scorecards (outlined in Section XIII above).
- D In considering the purchase of any carbon credits, the Parties and Tribunal shall make all reasonable efforts (including by conducting due diligence) to ensure they are purchasing high quality credits, such as schemes that have been accredited as meeting the highest available sustainability standards.

ANNEX A

Template Carbon Emissions scorecard

No.	Activity	Agreed source of calculating carbon emissions per unit ⁹	Details	Carbon emission calculations (kg of CO ₂)
1.	Flights (including for instructions meetings with client/s and witnesses/experts, procedural hearings, merits hearings, etc)	<ul style="list-style-type: none"> • Passenger per hr (international to/from Australia, economy class = 0.146 tCO₂e [to be converted]¹⁰ • Passenger per hr (long-haul to and from Australia, business class) = 0.3127 tCO₂e [to be converted]¹¹ • Passenger per hr domestic Australia = economy = .152 tCO₂e [to be converted]¹² • Passenger per hr domestic Australia – business = .291 tCO₂e [to be converted]¹³ 	<ul style="list-style-type: none"> • Class of travel (business, economy etc) • Origin and destination (unless privileged) • Number of flights 	
2.	Hotel stays	<ul style="list-style-type: none"> • Guest per night in Australia = 35 kg of CO₂¹⁴ 	<ul style="list-style-type: none"> • Location of hotel (unless privileged) • Number of nights 	

Continues over

9 At present, there is no universal standard for calculating carbon emissions. Parties should therefore try to agree the methodology in advance for each of the activities being considered as it can have a significant impact on the final figures. For instance, the BBC reports that for an average long-haul flight (0.102 kg of CO₂ per km, a return flight from London to Singapore (21,776 km) emits 2,221.152 kg of CO₂. See Jocelyn Timperley, *Should we give up flying for the sake of the climate?*, <http://www.bbc.com/future/article/20200218-climate-change-how-to-cut-your-carbon-emissions-when-flying> (19 February 2020). In contrast, the carbon emissions for the same return flight are almost double that amount at 4,183.61 kg of CO₂ based on the UK Department for Business, Energy and & Industrial Strategy's 2021 greenhouse gas reporting conversion factors for an average long-haul flight (0.19212 kg of CO₂). See <http://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2021>. These emission conversion factors are referred to whenever possible for the purposes of the illustrative calculations in the annexes. All calculations will be updated prior to publication.

10 <https://carbonpositiveaustralia.org.au/carbon-footprint-calculator/>

11 *Ibid.*

12 <https://carbonpositiveaustralia.org.au/carbon-footprint-calculator/>

13 *Ibid.*

14 <https://blocicarbon.com/hotel-stay-calculator/>

No.	Activity	Agreed source of calculating carbon emissions per unit ⁹	Details	Carbon emission calculations (kg of CO ₂)
3.	Local transport	<ul style="list-style-type: none"> Passenger per km (medium sized car, petrol) = 0.22 kg of CO₂¹⁵ 	<ul style="list-style-type: none"> Type of transport (car, bus, rail, etc) Class of vehicle (small, medium, large) Fuel type (diesel, petrol, etc) 	
4.	Printing (submissions, bundles, etc)	<ul style="list-style-type: none"> 1 page (on average¹⁶) = 0.005 kg of CO₂¹⁷ 1 kg of paper = 1 kg of CO₂ 	<ul style="list-style-type: none"> Weight of paper Number of sheets Type of paper (unrecycled, recycled) 	
5.	International and local delivery	<ul style="list-style-type: none"> International: variable, depending on km travelled and weight of parcel¹⁸ Local: parcel per km = 0.37 kg of CO₂^{19,20} 	<ul style="list-style-type: none"> Type and class of transport Weight of parcel Origin and destination 	
6.	Emails	1 email = 0.004 kg of CO ₂ ²¹	<ul style="list-style-type: none"> Number of emails 	
	Total			

¹⁵ <https://sustainablecampus.unimelb.edu.au/carbon-offsets-bank/flight-tips>

¹⁶ 1 kilogram of paper, on average, results in approximately 1 kg of CO₂ during its production (1.2kg of CO₂ for unrecycled, and 0.7kg of CO₂ for recycled paper). See conversion at <http://www.ezeep.com/co2-neutral-printing/>.

¹⁷ *Ibid.*

¹⁸ See the CO₂ emissions calculator found at <http://www.carboncare.org/en/co2-emissions-calculator.html>.

¹⁹ UK Department for Business, Energy and & Industrial Strategy, *Conversion factors 2021*, <http://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2021>. ('Delivery vehicles' tab – 'van class 1, petrol').

²⁰ <https://consumerecology.com/carbon-footprint-of-package-shipping-transport/>

²¹ Sarah Griffiths, *Why your internet habits are not as clean as you think*, <http://www.bbc.com/future/article/20200305-why-your-internet-habits-are-not-as-clean-as-you-think> (6 March 2020).



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