



10  
DECADE  
OF  
CHANGE

2020 Performance Summary  
Our journey to be the UK's most sustainable airport

YOUR LONDON AIRPORT  
*Gatwick*

# Welcome



## ABOUT THIS REPORT

This is our Decade of Change summary for 2020 providing a short overview of our activity and performance. It is published as a PDF at [www.gatwickairport.com/sustainabilityreport](http://www.gatwickairport.com/sustainabilityreport)

The impact of COVID-19 made 2020 an extraordinary year for the United Kingdom and around the world. At Gatwick our top priority throughout has been the health and safety of our passengers and our staff; and preserving as many jobs as possible despite the severe disruption.

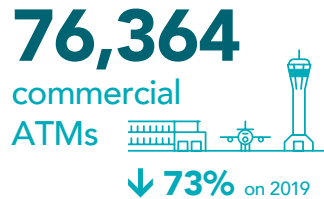
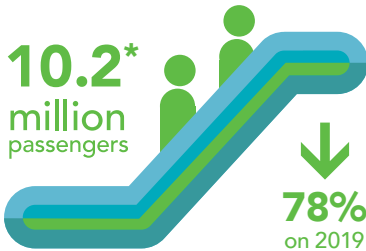
I am proud of the whole Gatwick team for rising to the challenge of keeping the airport open and safe, adapting to new ways of operating, and maintaining our core Decade of Change activities in such testing circumstances. Despite the disruptions of 2020, our commitment to the long-term sustainability of our business remained unchanged.

Looking ahead I am optimistic that we will come through this period stronger and better than ever. We remain committed to taking forward our long-term growth plans and we'll continue to be a passenger-orientated and efficient airport, with a strong focus on contributing positively to the community, the economy and the environment.

A handwritten signature in blue ink, reading "Stewart Wingate". The signature is fluid and cursive, with a long horizontal stroke at the end.

**Stewart Wingate**  
Chief Executive Officer  
June 2021

# 2020 in numbers



**GAL employees**

**40%** on 2019



All core Noise, Air Quality and Water Quality monitoring continued throughout 2020

\* Calendar year ending 31 December 2020

# Community and Economy



Throughout 2020, we maintained close working arrangements with local stakeholders and partners on local economic resilience and recovery planning; and provided regular digital updates on airport operations and future plans to stakeholder forums and local residents.



In 2020, the Gatwick Foundation Fund worked with the Community Foundations for Kent, Surrey & Sussex to award 23 grants totalling £100,000 to community groups that help over 15,000 people; and the Gatwick Airport Community Trust awarded grants totalling £230,000 to 113 projects.



During the national lockdowns, Gatwick supported our charity partners with donations of digital advertising, profits of sales of masks, proceeds of charity collection globes and refreshments for front line workers.



We also donated over 100 laptops to local schools to support students with home schooling during the pandemic.



In September the Airport launched a new programme of online engagement for local community representatives to learn more about the issues that are most important to the local communities surrounding the Airport.



## Supporting STEM education

In February 2020, 42,000 students from 467 schools tuned in to our 'Aviation Live' real-time broadcast. The event was scheduled to coincide with National Apprenticeship Week and students were able to put questions to Gatwick Engineering Apprentices, easyJet's first apprentice cabin crew member and a Border Force apprentice. This live broadcast was hosted by Gatwick team members at a local school with a live feed to colleagues on the airfield.

In 2020 we also sponsored Crawley's STEMfest and the E.Y.E (Eco, Young and Engaged) virtual conference for local schools.

Our engineering apprenticeship programme continued with another 4 apprentices (from over 100 applicants) joining in 2020 to begin the 4-year programme. Those apprentices that have just completed the programme are now working in the Engineering Department putting their learning into practice.



## Reducing Gatwick's noise footprint

Each year, the UK's Civil Aviation Authority (CAA) undertakes noise exposure contour analysis for Gatwick Airport for the preceding year. The 2020 report, on 2019, showed that the Airport's noise footprint (54dBA Leq) reduced in 2019 for the third successive year, this time by 4%: from an area of 77.1 km<sup>2</sup> in 2018 to 74 km<sup>2</sup> in 2019; and the number of people living within this area falling to 9,850 people from 10,200. The CAA attributed the reductions primarily to the increase in the number of new, quieter types of aircraft, such as the EA320NEO and EA321NEO, that operate from Gatwick. This also accounted for a reduction in night noise.

Additionally, for the first time the 2019 analysis included N-above contours for day (N65) and night (N60); i.e. the number of noise events (aircraft overflights) which exceeded a 'trigger' noise level of 65dB during the day and 60dB at night. These additional metrics have been welcomed by communities and confirms Gatwick Airport's industry-leading position in noise management practices.

## Noise



In 2020, the Noise Management Board commenced its second term with a new structure aimed at more effective collaboration on practical initiatives. Two Community Forums were held, in February and September; and NMB executive and stakeholder sessions organised through the year excluding a short pause in the Spring due to COVID-19.



Two Gatwick noise management initiatives made notable progress in 2020:

- Refinement, testing and validation of our Airline Noise Performance Table ahead of its inclusion in reporting and engagement activity during 2021;
- Validation of the Low Noise Arrival Metric, which is designed to complement the current Continuous Descent Operation definition and provide a more nuanced vertical (noise optimised) profile for arriving aircraft.



The Department for Transport and CAA co-sponsored programme for airspace modernisation was paused in 2020 due to the impacts of COVID-19. It is expected to resume during 2021.

For full reporting on 2020 Aircraft Noise and Airspace matters, please visit [www.gatwickairport.com/noise](http://www.gatwickairport.com/noise)



# Emissions



During 2020, the airport's energy and fuel use declined by 35% compared to 2019 due to the impact of COVID-19. GAL's direct CO<sub>2</sub>e emissions reduced by a similar proportion.



Although the airport moved to one terminal operations, core operational and infrastructure maintenance continued throughout the year.



During 2020, 95% of Gatwick flights were by cleanest available aircraft: 39% meeting ICAO CAEP 8 standard and 56% meeting ICAO CAEP 6.



Ratified 2020 data from Gatwick's real-time automatic monitoring site shows that all applicable air quality objectives for NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> continued to be met in 2019. The reduction in airport operations and airport road traffic is seen from April onwards, however regional road traffic and background pollution levels were higher than recent years.



Our direct CO<sub>2</sub>e emissions for 2020 were included in GAL's 2020 annual financial report; and the direct and indirect CO<sub>2</sub>e emissions for 2020 are included in the DOC KPIs table.



## UK aviation's net zero carbon roadmap 2050

On 4 February 2020, the UK Sustainable Aviation industry coalition launched its "Decarbonisation Road-Map: A Path to Net Zero" at a CEO-led event in Westminster joined by the Secretary of State for Transport. Gatwick was closely involved in the roadmap, endorsed the SA commitment to reach net zero carbon for aircraft emissions by 2050, and participated in the event exhibition.

The roadmap shows that UK aviation could achieve net zero CO<sub>2</sub> emissions by 2050 while accommodating further growth, through a combination of in-sector reductions (Fleet, Fuel, Operations) and international carbon pricing and offsets. Achieving this requires substantial additional Government policy support and industry investment, particularly to build commercial-scale UK production of sustainable aviation fuels.

In October 2020, independent research for SA co-funded by Gatwick showed that 14 such plants could be operational by 2035, producing 4.5 million tonnes of SAF by 2050 and contributing 32% reduction in UK aviation carbon by that time.

<https://www.sustainableaviationco.uk/goals/climate-change>

## Gatwick Airport Rail Station moves ahead

The Gatwick Airport Rail Station redevelopment made significant progress in 2020 including major milestones such as laying the foundations for the new concourse, installation of the tower crane and reopening of Platform 7 two months ahead of schedule. Once complete the station will provide a much-enhanced passenger experience, supporting Gatwick's efforts to increase sustainable and public transport use by passengers and staff.

The main construction site opened in March, with working practices and welfare facilities quickly adapted to account for social distancing and enhanced safety and cleaning measures.

The project is using low-carbon concrete, with at least 164 tonnes of carbon emissions saved so far by onsite construction activities. In addition, concrete copers and trestle slabs - key components of station platforms - have been produced in a way that reduces carbon emissions by up to 90% and also saves money. The copers are being used to install a permanent platform 7, which will replace the temporary structure installed in October 2020.

## Surface transport



We also continued to work on infrastructure planning for electric and fuel-cell vehicle with partners including Metrobus, UKPNS, Gridserve and Source London.



CAA survey data shows that in the first quarter of 2020, 53% of non-transfer passengers used public transport to reach Gatwick, with 47% using rail and 6% using bus/coach. Due to COVID-19, the CAA mode share data is not available for the rest of the year.



### Forecourt drop-off charging

In October 2020, Gatwick announced plans to introduce a drop-off charge on its passenger forecourts. The aim of the scheme is to reduce the proportion of kiss and fly passengers and to generate revenues for Gatwick following the impact of COVID-19. The scheme provides exemptions for blue badge holders and registered airport staff; and arrangements are in place for local commuters living in areas with limited public transport. Free drop off or pick up is available at the airport's long stay car park.

The system has been implemented at North Terminal in March 2021 and South Terminal in April 2021. A proportion of revenue generated by the charge will also be contributed to the airport's existing Sustainable Transport Fund which supports public transport and sustainable travel initiatives in the local area.

# Waste recycling and water



In 2020, Gatwick reused or recycled 67% of the 3,787 tonnes of materials collected across the airport's operations.



We also maintained zero untreated waste to landfill for the fifth consecutive year.



In March 2020, in response to COVID-19, we introduced across the airport the provision of yellow bins for the safe and hygienic segregation, collection and disposal of Personal Protective Equipment (PPE) items.



Airport water use declined by 42% compared to 2019 due to the impact of COVID-19 on operating levels.



Despite COVID-19 impacts and constraints we have continued to manage and operate our water infrastructure in a compliant and safe manner.



We continued with our statutory reservoir inspections by developing an app so that the inspections could be shared by suitably qualified staff during furlough periods.



## Covid-Safe waste and recycling operations

In response to reduced volume and changes to Gatwick's operational waste profile during COVID-19 pandemic, several waste and recycling practices have been temporarily amended to maintain a safe operation.

Where waste has been successfully segregated at source (i.e. food, oil, wood, cardboard etc.) it is sent offsite for recycling/reuse. Other general waste is sent to local Energy from Waste facility.

All PPE waste is segregated and disposed of in line with Government guidelines, with specific processes put in place to manage COVID-19 related and potential biohazardous waste safely.

To reduce waste handling and minimise the risk to the waste and recycling teams, the onsite dryer, biomass boiler and materials recycling line have been temporarily decommissioned and mothballed.



## Wildflower road verges initiative

In 2020 Gatwick continued its implementation of a new road verge management approach to enhance biodiversity benefits from Gatwick's greenspaces. This approach involves reducing cuts and ensuring collection of cuttings to reduce nutrient load to support native wildflower populations. A total area of 6.79 ha has been surveyed to understand baseline conditions, and 0.25ha of verges are now under active management. Surveys of these areas in summer 2020 identified previously unrecorded flowering plant species, including two new positive indicator species, specifically the Bee Orchid and Pyramidal Orchid. The areas have also experienced a longer flowering period, directly benefiting pollinators as well as other invertebrates, amphibians and small mammals. Implementation of this initiative will continue in 2021.



## Biodiversity



Gatwick's Biodiversity Benchmark accreditation has been renewed for the 7th consecutive year, with commendations for the continued focus and progress during 2020.



During 2020, we maintained a substantive programme of ecological monitoring, habitat works and community engagement while complying with COVID-19 restrictions throughout.



Several notable species were identified onsite, including Black Redstart, Nightingale, Bee Orchid, Pyramidal Orchid, two nationally scarce species of hoverfly and three undescribed species of fungi new to science.



Gatwick's Volunteer Reserve Managers completed their first year of habitat management within the biodiversity areas.



A University of Sussex research study on Long-horned Bees, based on a PhD sponsored by Gatwick, was published in the Journal for Insect Conservation.

# Our People

During 2020, our primary focus was managing the impact of COVID-19 on our business, operations and people. In March 2020, agreement was reached after consultation with GAL employee representatives to reduce everyone's hours worked and thus pay by 20%. In addition, a voluntary severance scheme was launched. We have also made use of the Government furlough scheme.

As the year progressed it became evident further restructuring was required and formal consultations on

this commenced in August 2020. While this was a very difficult time for all, the process was candid, inclusive and constructive and a workforce reduction mitigation plan was agreed. Between March and November 2020, GAL's headcount reduced from 3,261 to 1,867, mainly through voluntary severance with 430 compulsory redundancies.

Our commitment to diversity, inclusion and development remains strong and we will be refreshing these programmes during 2021.



Gatwick Clap for Carers, April 2020



Gatwick Clap for Carers, April 2020

# Covid Safe Operations

Throughout 2020 Gatwick has ensured strong focus on enhanced health protection of staff and passengers by following Government guidance, implementing control measures and communicating with all stakeholders.

Thorough risk assessments were prepared and implemented for all departments and activities, and in consultation with trade unions. Governance arrangements were implemented to prioritise investment and installation of control measures including PPE for front line staff, hand sanitiser stations, Perspex screens, enhanced cleaning regimes and special cleaning for high-touch points such as security trays. Regular training, briefings and guidance, airport-wide directives and notices, and extensive staff and passenger communications were also introduced and maintained. Advice and guidance were provided to staff that worked from home, including occupational health support and advice related to shielding.

Gatwick's COVID-19 control measures were verified by Bureau Veritas as part of a VINCI Airports Group initiative; and are subject to an ongoing internal audit programme.

During 2020, passenger accidents were lower in both absolute terms: 83 in 2020, compared to 407 in 2019; and relative terms: 8.57 per million passengers in 2020, compared to 8.74 in 2019. Our staff injury rate per 100,000 hours worked was also lower: 2.39 in 2020 compared to 3.79 in 2019.

In January 2021, Gatwick achieved annual Gold status from the Royal Society for the Prevention of Accidents (RoSPA) for the eighth consecutive year. This award recognises Gatwick's commitment to helping staff, customers and contractors to keep safe and well.



# Decade of Change Performance Indicators

This table presents a summary of our Decade of Change performance data. The sections on Carbon, Energy efficiency, Water efficiency, Materials waste management, Noise and Air Quality have been included since 2010. The sections on Construction waste management, Biodiversity, Community and Local economy have been included since 2015. Decade of Change targets are marked with ●. Data that has been externally verified is marked with ●●. Information on data boundaries and on verification is provided overleaf. NB. 2020 performance was affected by the impacts of COVID-19.

	2010	2015	2019	2020	
Passengers	31,353,547	40,267,938	46,568,000	10,165,000	
<b>Carbon <sup>1</sup></b>					
<b>GAL direct emissions: scope 1 &amp; 2</b>					
Total scope 1: Owned or controlled sources (tCO <sub>2</sub> e)	16,499	11,332	12,223	7,778	●●
Total scope 2: Purchased electricity (location-based accounting) (tCO <sub>2</sub> e)	79,106	44,627	25,443	15,394	●●
Total scope 2: Purchased electricity (market-based accounting) (tCO <sub>2</sub> e)	–	–	5	3	
Total scope 1 and scope 2 (location-based accounting) (tCO <sub>2</sub> e)	95,605	55,959	37,666	23,172	●●
Total scope 1 & 2 per passenger (kgCO <sub>2</sub> e)	3	1.39	0.81	2.28	●●
● Scope 1 & 2 - Cumulative % change on 1990 baseline of 82,843.5 tCO <sub>2</sub> e (%)	15.4%	-32.45%	-54.53%	-72.03%	●●
<b>GAL indirect emissions: Scope 3</b>					
<b>Total scope 3 emissions (tCO<sub>2</sub>e)</b>					
GAL business travel	–	–	418	62	●●
Other airport operations*	30,264	35,481	26,484	13,024	●●
Airport staff commuting (estimated)	48,332	44,324	45,482	21,582	●●
Passenger surface access (estimated)	164,156	189,410	195,692	38,176	●●
Aircraft take-off and landing cycle (estimated)	383,043	424,615	426,923	118,318	●●
Aircraft engine testing (estimated)	–	–	1,629	1,963	●●
<b>Total scope 1, 2 &amp; 3 emissions (tCO<sub>2</sub>e)</b>	<b>721,502</b>	<b>749,869</b>	<b>734,294</b>	<b>216,297</b>	<b>●●</b>

<sup>1</sup> Greenhouse gas (GHG) emissions calculated in line with the Greenhouse Gas Protocol using BEIS emission factors for the corresponding year and quantifying all six GHGs in terms of carbon dioxide equivalence (CO<sub>2</sub>e).

\* Includes airport third parties ground fuels and electricity; electricity T&D losses, airport water, wastewater and waste systems.

<b>Energy efficiency <sup>2</sup></b>					
Total energy consumption (kWh)	237,955,708	200,140,933	211,906,999	137,190,187	●●
Electricity - consumption (kWh)	162,621,805	144,850,628	150,888,761	96,913,246	●●
Gas - consumption (kWh)	75,333,903	55,290,305	61,018,238	40,276,941	●●
● Total energy consumption - Cumulative % change on 1990 baseline of 240m kWh (%)	-0.9%	-16.6%	-11.7%	-42.8%	●●
Total energy consumption per passenger (kWh)	7.59	4.97	4.55	13.50	●●
Renewable energy generated onsite (kWh)	n/a	53,086	33,990	45,156	●●
● % of total energy from renewable sources <sup>3</sup>	n/a	72.4%	71.2%	70.6%	●●

<sup>2</sup> Data is Airport consumption (see boundary notes).

<sup>3</sup> Gatwick purchases 100% certified renewable electricity, this is included in this figure.

<b>Water efficiency <sup>4</sup></b>					
Water - consumption (m <sup>3</sup> )	974,067	689,922	721,336	416,064	●●
● Water consumption - Cumulative % change on 2010 baseline of 974,067 m <sup>3</sup> (%)	–	-29.2%	-25.9%	-57.3%	●●
Water consumption per passenger (litres)	31.07	17.13	15.49	40.93	●●

<sup>4</sup> Data is airport consumption (see boundary notes). Water consumption figures do not include rainwater harvesting. In 2016, the 2010 baseline was re-stated from 956,493m<sup>3</sup> to 974,067m<sup>3</sup>, following resolution of a multi-year Water invoicing issue, in which a small volume of water was incorrectly invoiced by the supplier in the period 2010 to 2015.



	2010	2015	2019	2020	
<b>Materials waste management <sup>5</sup></b>					
Total operational & commercial waste collected (tonnes)	9,685	10,494	13,493	3,781	●●
● Operational & commercial waste recycled/ reused (% of annual total tonnage) (%)	41%	49%	70.87%	66.94%	●●
Operational & commercial waste recovered for energy (%)	not known	46.6%	29.13%	32.89%	●●
● Operational & commercial untreated waste sent to landfill (%)	not known	4.3%	0%	0%	●●
Operational & commercial waste per passenger (kg)	0.31	0.26	0.29	0.37	●●

<sup>5</sup> From May 2016, when DHL assumed GAL's waste contract, goods pallets have been included in reuse data rather than in recycling data as previously. Previously, only pallets sent for recycling were tracked.

<b>Air quality</b>					
Air Quality - Nitrogen Dioxide, NO <sub>2</sub> annual average at on-Airfield site LGW3 ( $\mu\text{g}\text{m}^{-3}$ )	37	28	29	17	●●
Air Quality - PM <sub>10</sub> (VCM corrected) annual average at on-Airfield site LGW3 ( $\mu\text{g}\text{m}^{-3}$ )	22	22	14	14	●●
Air Quality - PM <sub>2.5</sub> (VCM corrected) annual average at on-Airfield site LGW3 ( $\mu\text{g}\text{m}^{-3}$ )			9	8	●●

<b>Noise <sup>6</sup></b>					
Percentage of aircraft movements in Chapter 4 (or equivalent), or a higher Chapter (%)	98%	99.7%	98.07% <sup>7</sup>	99.24% <sup>7</sup>	●●
Percentage of aircraft movements in Chapter 14 (%)			62%	66%	●●
Noise - track keeping (%)	97%	99.71%	98.42%	98.49%	●●
Noise - total noise infringements	0	0	1	0	●●
Noise - daytime noise infringements	0	0	1	0	●●
Noise - night-time noise infringements	0	0	0	0	●●
Continuous Descent Operations (CDO) compliance (%)	89.7%	89.75%	89.58%	89.59%	●●

<sup>6</sup> ICAO's Noise standards for aircraft were introduced in 2001 (Chapter 4) and 2013 (Chapter 14). Aircraft that meet the Chapter 14 will automatically meet the Chapter 4 standard. Chapter 14 is a new KPI from 2017. Data reported for 2017 was 1 April 2017-30 March 2018. Data reported for 2018, 2019 and 2020 is 1 January-31 December.

<sup>7</sup> Does not include unmodified A320 aircraft (1.5% of aircraft in 2018, 0.73% in 2019, and 0.61% in 2020).

<b>Public transport use</b>					
● Passenger public transport use (%) (combined rail, bus/coach use)	40.4%	43.6%	47%	Not available	

<b>New KPIs from 2015</b>			
<b>Construction waste management</b>			
Diversion from landfill (%)	93%	95%	99%
<b>Biodiversity</b>			
Habitat maintained onsite (hectares)	75	75	75
Annual conservation actions completed (%)	88.2%	87.6%	67.7%
Annual conservation actions deferred to following year (%)	11.8%	12.4%	32.3%
Surveys completed (total number of different surveys)	19	26	11
Onsite volunteering days undertaken (total number) by airport employees, community members and schools.	44	40	38
Onsite education days undertaken (total number) by airport employees, community members and schools.		29	12 <sup>8</sup>

<sup>8</sup> Includes one online event

# Local Economy and Community performance indicators

New KPIs from 2015	2015	2019	2020
<b>Local economy</b>			
Annual spend with local and regional suppliers (East & West Sussex, Surrey & Kent postcodes) <sup>9</sup>	£71.4m	£100m	£48.8m
Meet the Buyers - number of buyers attending	"45 managers from 23 buying organisations"	50 buyers <sup>10</sup> attended from 30 buying organisations	Not held
Meet the Buyers – number of suppliers attending <sup>10,11</sup>	"104 delegates from 79 companies"	38 local food and beverage producers	Not held
Total employed at Gatwick Airport – full site <sup>12</sup>	21,000	24,000	19,400
GAL employees (at 31 December each year)	2,704	3,217	1,829
% GAL employees from local area (RH postcodes)	56%	57.4%	59.5%
Number of GAL graduates and apprentices	20	26	20

<sup>9</sup> 2015 data was Invoice Total; since 2016 data is Purchase Order Value (committed to spend).

<sup>10</sup> In 2019, Gatwick did not run the general Meet the Buyer programme as the delivery model is being reviewed. 2019 data refers to Meet the Local Producer event (Food and Beverage) held as a pilot in October 2019.

<sup>11</sup> In 2016, data changed from number of delegates to number of suppliers.

<sup>12</sup> Data for 2015 and 2019 is from periodic Airport Employer surveys. 2020 data is from Gatwick's Economic Value Report, May 2021; includes furloughed employees.

<b>Community</b>			
Sponsorships: number of community events supported by Gatwick (includes non-profit, charitable and business events)	32	56	51
Nominated charity partners – fundraising total			
Surrey and Sussex Healthcare NHS Trust <sup>13</sup>	n/a	n/a	£15,091.88
Cancer Research UK	£32,027	n/a	n/a
Air Ambulance Kent Surrey Sussex <sup>14</sup>	n/a	£57,617.78	£20,127.80
Chestnut Tree House	£42,004	n/a	n/a
St Catherine's Hospice	n/a	£61,077.33	£13,312.96
TravelCare	£23,315.50	£62,937.20 <sup>15</sup>	£41,452.25 <sup>15</sup>
In-terminal passenger donations (paid in calendar year)	£49,600	£86,865.61	£31,929.29
Employee fund-raising and GAL match-funding for charities of employees' own choice			
GAL match-funding	£17,528	£20,213	£12,693
Gatwick Give as You Earn	£11,218	£22,343	£22,328

<sup>13</sup> Since April 2019.

<sup>14</sup> Since April 2018.

<sup>15</sup> In 2019 and 2020 includes £25,000 grant from Gatwick Airport Limited.

Gatwick's contribution to the independent Gatwick Airport Community Trust	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
	£170,000	£176,000	£182,000	£188,000	£194,000	£200,000	£206,000	£212,000	£218,000	£224,000	£230,000



## Environmental data boundaries

**Carbon:** Our Decade of Change target covers direct emissions (GHG Protocol Scope 1 and 2), i.e. emissions from GAL fuel and energy use. Indirect emissions, including airport third parties' use of fuel and energy, travel by passengers and airport staff to the airport, and GAL business travel, are reported in Scope 3.

**Energy consumption:** Our Decade of Change target covers energy consumption by GAL and third parties that are supplied and invoiced from GAL electricity and gas networks; and renewable energy generated and consumed on site. This consumption includes most but not all large energy users (e.g. the Hilton Hotel is not included). This boundary facilitates airport-wide focus on energy efficiency. The GAL and third party breakdowns are reported in the Energy pages of our report.

**Renewable energy:** Our Decade of Change target covers the percentage of total energy consumption (as defined in the Energy target boundary above) that is purchased from certified renewable sources or generated onsite.

**Water consumption:** Our Decade of Change target covers water consumption by GAL and third parties that are supplied from GAL owned water networks. This includes all water used within the Gatwick Airport site boundary for terminals, piers, offices, car parks, airfield and most but not all third party facilities. Rain water harvested on site is not included.

**Operational & commercial waste:** Our Decade of Change target covers operational and commercial waste for all facilities within the Gatwick Airport site boundary including offices, terminals, car parks, piers, airfield and some third parties where the waste management of these facilities/companies is handled by GAL waste management contractor. Excluded facilities include construction projects within the Gatwick Airport boundary and some commercial arrangements with third parties operating on the airport estate.

**Construction waste:** Data for construction waste diversion from landfill is provided by contractors as part of contractual requirements.

## Certifications



Silver  
Until 2021



# Assurance Statement 2020

## Decade of Change Performance Indicators and Carbon Footprint

Ricardo Energy & Environment has been working with Gatwick Airport Limited (GAL) in 2021 to independently assure the Airport's Carbon Footprint for 2020 and Decade of Change 2020 Performance Report. This statement summarises the outcome of the review. The intended users of this statement are the readers of the Decade of Change Performance Report.

### RESPONSIBILITIES

The information and presentation of data within the Decade of Change 2020 Performance Report are the responsibility of GAL. This statement is the responsibility of Ricardo and represents our independent opinion and is written to be read in its entirety by readers of the GAL Decade of Change 2020 Performance Report. Ricardo Energy & Environment accepts no liability whatsoever to any third party for any loss or damage arising from any interpretation or reliance upon this assessment.

### ASSURANCE PERIOD

The assurance review of GAL's carbon footprint and DoC performance report has been carried out for the year 2020 covering the period from January 1st until December 31st.

### LEVEL AND SCOPE OF ASSURANCE

Ricardo has carried out an assurance review, which included the review of a 5% sample of the primary data on which the carbon footprint is based. Ricardo's scope of work included the assurance of the accuracy and completeness of data presented in the carbon footprint and the DoC report in relation to the Key Performance Indicators (KPIs) listed below, for the calendar year 2020. These were selected by GAL.

### DECADE OF CHANGE KEY PERFORMANCE INDICATORS

- Carbon emissions scope 1, 2 and 3 (tCO<sub>2</sub>eq)
- Carbon emissions % change on 1990 baseline
- Total scope 1 & 2 per passenger (kgCO<sub>2</sub>eq)
- Total energy consumption (kWh)
- Electricity - consumption (kWh)
- Gas - consumption (kWh)
- Consumption % change on 1990 baseline
- Total energy consumption per passenger (kWh)
- Renewable energy generated onsite (kWh)
- % of total energy from renewable sources
- Water - consumption (m3)
- Water consumption % change on 2010 baseline
- Water consumption per passenger (litres)
- Total operational & commercial waste collected (tonnes)
- Operational & commercial waste recycled/reused (%)
- Operational & commercial waste recovered (%)
- Operational & commercial untreated waste sent to landfill (%)
- Operational & commercial waste per passenger (kg)

- Air Quality - Nitrogen Dioxide, NO<sub>2</sub> annual average at on-Airfield site LGW3 (µgm<sup>-3</sup>)
- Air Quality - PM<sub>10</sub> (VCM corrected) annual average at on-Airfield site LGW3 (µgm<sup>-3</sup>)
- Percentage of Chapter 4 (or equivalent) aircraft, or a higher chapter (%)
- Percentage of Chapter 14 aircraft (%) (new KPI)
- Noise - track keeping (%)
- Noise - total noise infringements
- Noise - daytime noise infringements
- Noise - night-time noise infringements
- Continuous Descent Operations (CDO) compliance (%)

### CARBON FOOTPRINT COMPONENTS

**Scope 1:** Gas, Diesel, Gas Oil, Unleaded petrol, LPG and Propane; Fire training; Refrigerant gases

**Scope 2:** Electricity; Solar

**Scope 3:** Transmission & Distribution losses-GAL; Gas - third party consumption; Fuel - third party consumption; Electricity - third party consumption - third party; Electricity - third party T&D losses; Water consumption and treatment; Waste; Passenger Surface Access; Staff Commuting; GAL Business Travel; Aircraft landing and take-off (LTO), and Aircraft Engine Testing.





## METHODOLOGY

In undertaking the assurance exercise, Ricardo Energy & Environment has reviewed GAL's carbon footprint data and KPI collection and calculation methodologies against the requirements the ISO 14064-3 (Specification with guidance for the validation and verification of greenhouse gas assertions) and the GHG Protocol Corporate Standard.

A material error is defined in the assurance plan as a 5% error in an emissions source.

## RICARDO ENERGY & ENVIRONMENT'S OPINION

Based on the review of the 2020 carbon footprint and Decade of Change key performance indicators, Ricardo Energy & Environment is able to provide the following opinions:

- GAL continues to make good progress in calculating its carbon footprints and KPIs and has set up credible processes for collating data and calculating emissions and indicators. It should therefore be commended for the efforts that it has made.
- The data sources used to calculate the footprint and KPIs are robust and, in instances where future improvements can be made, it is clear that GAL will work towards these as part of the on-going improvement of its processes.
- In accordance with the points above, we can make the following final opinion<sup>1</sup>:

Based on the process and procedures conducted, the 2020 GHG and KPI assertions have been found to be:

- materially correct and a fair representation of GAL data and information, and
- prepared in accordance with the ISO 14064-1 and the GHG Protocol Corporate Standard.

GAL should keep up this good effort and Ricardo Energy & Environment recommends that GAL undertakes a similar carbon footprint assurance, for its 2021 footprint, in 12 months' time.

## INDEPENDENCE AND COMPETENCE

Ricardo Energy & Environment is one of the world's leading energy and climate change consultancies. The team performing the verification has the appropriate experience and competency to do so and other than providing verification of the GAL ACA verification Report, are not working for GAL in any other capacity. Ricardo has a Quality Management System (QMS) which is certified to BS EN ISO9001.

## VALIDITY OF STATEMENT

This statement is valid for the Decade of Change performance indicators and carbon footprint assurance review, for the periods from 1st January to 31st December 2020.

Ricardo Energy & Environment  
May 2021



Ricardo  
Energy & Environment

<sup>1</sup>Note this is standard text for a limited assurance against ISO 14064-3.



# YOUR LONDON AIRPORT

## *Gatwick*

### Cover photography:

Front: In June 2020, Nurse Rebecca Howells who works at East Surrey Hospital / SASH NHS Trust ran a leg of a unique runway marathon relay with Gatwick Firefighters to raise money for the hospital charity, our partner SASH Charity. For more on their work and our partnership visit [www.sashcharity.org/gatwick](http://www.sashcharity.org/gatwick).


Back: Gatwick Airport control tower

The publication of this report supports our Decade of Change. We have used a local design agency and printing firm, Xpress Group, to produce this report.

### **GATWICK AIRPORT LIMITED**

Corporate Affairs, Planning and Sustainability  
7th Floor Destinations Place  
Gatwick Airport  
West Sussex  
RH6 0NP

E [sustainability@gatwickairport.com](mailto:sustainability@gatwickairport.com)

 [www.gatwickairport.com](http://www.gatwickairport.com)

 [twitter.com/Gatwick\\_Airport](https://twitter.com/Gatwick_Airport)