

**UKACCs 44TH ANNUAL
MEETING**

**18 & 19 NOVEMBER
2021**



SETTING THE SCENE



AOA DECARBONISATION REPORT

AIRPORT
OPERATORS
ASSOCIATION

**DECARBONISATION
REPORT**

<https://www.aoa.org.uk/wp-content/uploads/2021/10/AOA-Decarbonisation-Report.pdf>

Different emissions at airports

Greenhouse gas emissions are categorised into three groups or 'Scopes' by the most widely-used international accounting tool, the Greenhouse Gas (GHG) Protocol.

These scopes are:

- **Scope 1** - Direct emissions from fuel combusted in company-owned or -controlled facilities and vehicles, such as heating terminals, airside vehicles, etc.
- **Scope 2** - Indirect emissions from the generation of purchased electricity, steam, heat and cooling by the reporting company.
- **Scope 3** - All other upstream and downstream emissions in a company's value chain, such as flights taking off, travel to/from an airport (surface access), etc.

OVERVIEW: NET ZERO COMMITMENTS

As a whole, the UK aviation industry has committed to net zero by 2050. However, several individual airports have set earlier targets, which are summarised here.

Airport	Scope 1&2 net zero target date	Accreditation
Heathrow	mid-2030s	ACI
London Gatwick	before 2040	ACI
Manchester	2038	ACI
London Stansted	2038	ACI
London Luton	2040	ACI
Edinburgh	2030	ACI
Birmingham	2033	
Glasgow	mid-2030s	ACI
Bristol	2030	ACI
Belfast International	2050	ACI (pending)
Newcastle	2035	ACI
Liverpool	2040	ISO 50001
East Midlands	2038	ACI
London City	2050	ACI
Leeds Bradford	2030	ACI
Aberdeen	mid-2030s	ACI
Belfast City	2050	ACI
Southampton	mid-2030s	ACI
Cardiff	Under discussion	
London Southend	2027	ACI
Doncaster Sheffield	2030	
Exeter	2050	
Bournemouth	2050	
Norwich	2050	
Cornwall Airport Newquay	2030	ACI
Humberside	2050	
City of Derry	2035 (under discussion)	
Teesside	2035	
London Biggin Hill	2029	