

# Sustainability Strategy:

2023 – 2028

Bristol  Airport

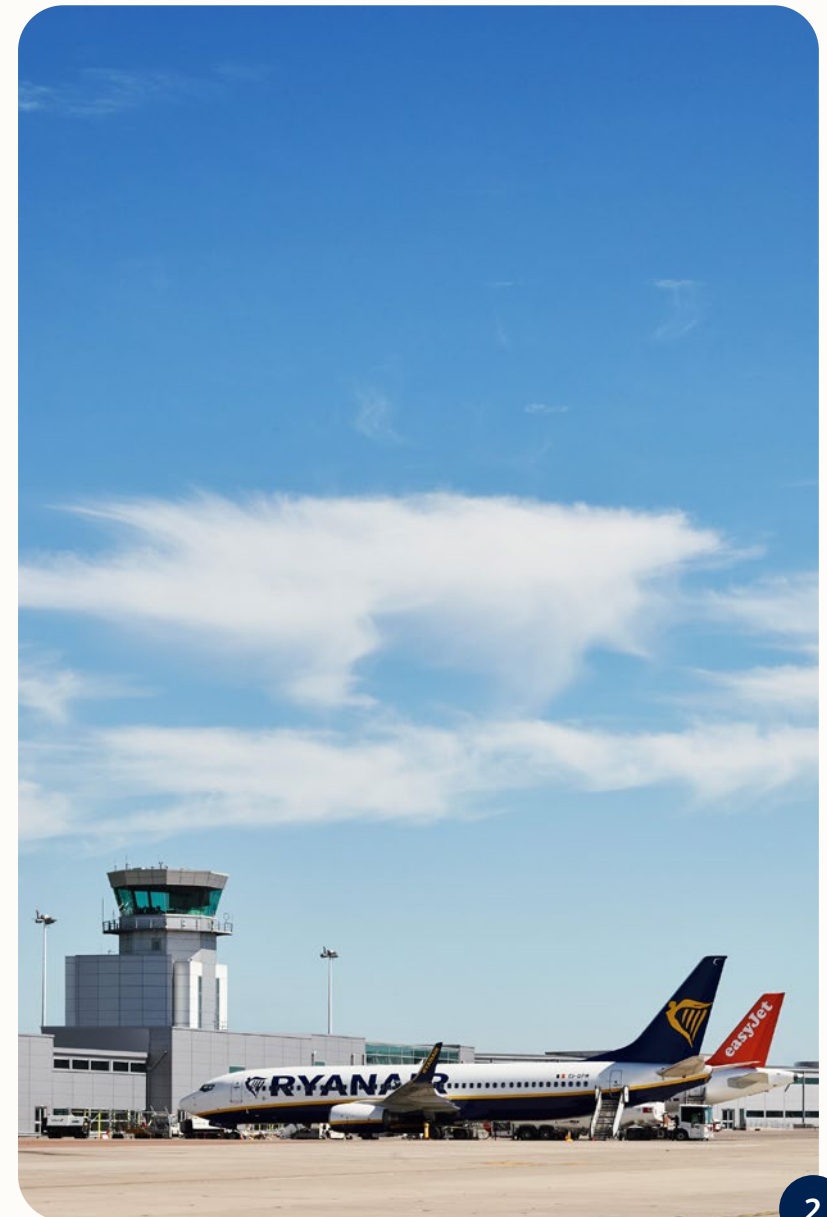






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# Foreword from Dave Lees



Bristol Airport is here to connect the people and communities of our region to new places, new experiences, and to enable visitors from all over the world to experience this wonderful region for themselves.

We're committed to doing this in a responsible way. This includes creating a great place for people to work, mitigating our environmental impacts and emissions, and supporting our region to thrive socially and economically. Our vision is to be everyone's favourite airport, delivering a future we can all be proud of.

The Bristol Airport site is the biggest employer of the region. We can use this status to be a positive force for good by creating employment opportunities, including for those who live in the more deprived parts of our community. I'm proud that our jobs, and our business partner's jobs at Bristol Airport have been accredited as paying at least the Real Living Wage. With over 50 employers on-site and thousands of jobs supported off-site, we are critical to the region's economy.

The UK is an island nation, and as such has a higher dependency on aviation to connect with other parts of the world. At the same time, climate change is a real and significant threat to our planet, and therefore all forms of transport, including aviation, will have to continue to decarbonise if we want to continue to reap the numerous rewards of connecting by flying. Bristol Airport wants to be a driver for change, cutting emissions from airport operations and supporting action to decarbonise surface access and flight. We sit in the UK's world-leading aerospace hub and centre for research and innovation. We are uniquely placed to lead on decarbonisation and maximise the social value potential of our business.

We are confident that there is a route for aviation to decarbonise sufficiently for the UK to meet its net zero 2050 goal, but we are not complacent. Significant progress has, and continues to be made, including the introduction of newer and more efficient aircraft, the decarbonisation of many ground vehicles, along with a commitment to using renewable electricity sources for airport operations.

In 2019, we published our first carbon roadmap, setting out our path towards a low carbon future. Since then, we became the first UK airport to commit to net zero operations by 2030, updated our carbon plan into a detailed Emissions and Climate Change Action Plan, and formed new partnerships to accelerate the delivery of zero emissions flight. We have increased the understanding of the challenges we face and the opportunities that are presented.

This document builds on everything we've learned to set an even more ambitious approach over the next five years. Our Sustainability Strategy brings together existing and new targets on cutting emissions from our operations, details how we're working with partners to accelerate the development of zero emissions flight, enhancements to our local environment, and how we'll support our region's economy.

Setting a high level of ambition with clear interim targets sets us on a clear path to ensure we deliver on our purpose to connect our region responsibly.

**Dave Lees**  
CEO, Bristol Airport

# About Bristol Airport

Bristol Airport is England's third largest regional airport, acting as the international gateway for the South West of England and South Wales. We provide links to over 120 destinations, more than all the other airports in the region combined, including to major hub airports for onward connections.

We are central to our region's economy, providing business links to European capitals and financial hubs, and bringing in hundreds of thousands of inbound visitors each year. The Bristol Airport site provides the largest number of jobs in the area, with some 3,750 full-time equivalent jobs being provided on-site by over 50 companies, all paying more than the Real Living Wage.

The Airport was established in its current location in 1955 on the site of a former RAF airfield, opening for commercial flights two years later. In 1957, 33,000 passengers passed through the Airport, a figure which grew to just under 9 million by 2019.

The Airport no longer handles cargo or air mail flights, with the vast majority of air traffic movements being passenger aircraft.

Located 11km (7 miles) to the south west of Bristol city centre, the Airport is on high ground at an elevation of 190m (662ft). Bristol Airport is the largest airport in the UK without a direct mass transit link, instead relying on the single carriageway A38 for access. The Airport is committed to increasing the proportion of passenger and colleague journeys made by bus or coach.

Sitting on top of a black rock limestone aquifer, to the east are woodlands and the North Somerset levels and the Mendips Hills Area of Natural Beauty is to the south. Located in a predominantly rural area, the villages of Felton, Winford, Cleeve, Wrington, Claverham and Barrow Gurney are most impacted by Airport operations.



## Plans for growth and investment

Bristol Airport has permission to grow to 12 million passengers per annum. To enable this, the Airport is investing in a new Public Transport Interchange, car parking, terminal upgrades, road infrastructure, and improvements to public transport. Our expanded capacity is projected to add 800 jobs at Bristol Airport and bring an estimated £430 million to the regional economy.

The first part of this investment will be the construction of the Public Transport Interchange and multi-storey car park, including a glazed pedestrian bridge to provide step-free access to the terminal. This £60m investment will be complete in 2025 and is the Airport's largest capital investment since the terminal opened in 2000. The project will significantly improve the customer experience and enable public transport improvements.

# Our approach to sustainability

Bristol Airport defines sustainable business as being environmentally and socially conscious, ensuring that risks and opportunities in this field form an integral part of the business strategy to achieve long-term value. This links to Bristol Airport’s ambition of connecting the region responsibly, with long-term environmental health and economic and social prosperity being an integral way of achieving this.

Bristol Airport has developed this Strategy to identify the areas where the organisation can have the greatest impact, as well as those posing the greatest risk and opportunity. We have undergone extensive internal and external stakeholder engagement via a materiality assessment, to better understand the key social and environmental impacts and develop the sustainability objectives and actions.

The Strategy articulates our core goals for the next 5 years, with ambitious objectives and targets having been established in collaboration with stakeholders, and a robust governance structure to ensure accountability. To drive progress across our goals, our plans span across Bristol Airport’s own operations as well as its value chain (customer and business partner activity) and our communities.

To drive accountability across the business, “a sustainable future” is one out of six of the business’ strategic intents and therefore an integral part of our business strategy.



We have set targets that focus on the reduction of waste, CO<sub>2</sub> emissions per passenger and our energy consumption, all of which form part of our performance.

Bristol Airport understands the importance of reporting transparently on its progress against the targets in each of its priority areas and commits to doing so through annual sustainability reporting.

## Materiality Assessment

Bristol Airport worked with responsible business charity, Business in the Community (BITC) to identify risks, opportunities, and emerging trends. This included industry peer analysis, market analysis, horizon scanning and trend insight regarding the Airport and the aviation sector. Established frameworks including the Global Reporting Initiative, the UN Global Compact, the Sustainable Development Goals and BITC’s Responsible Business Map were used to align with best practice.

A variety of external perspectives were gathered including reports and strategies from government, industry stakeholders and key third sector experts.

Extensive internal and external consultation took place to test the relative importance of the issues uncovered through the desk-based research ensuring that a broad and inclusive range of voices were listened to. During the materiality assessment process, we engaged with 2,344 people through surveys, focus groups, and 1:1 interviews. Additional polling of over 1,000 members of the public in the region and focus groups was also undertaken.





# Results

The materiality assessment provided an enormous amount of data. In summary, the results showed notable consistency across the different stakeholder groups. Climate Action was a priority for the majority of internal and external stakeholders. The research identified the importance of setting ambitious but realistic targets.

Improvements to biodiversity and air quality were identified of importance, with an opportunity to make a difference at a local level in response to the global challenge of climate change.

The Airport’s impact on employment and skills, providing fair pay and good quality jobs, on diversity and inclusion, and on those most affected by the noise and traffic effects of airport operations were all themes that emerged.

The results were used to refresh the Airport’s purpose and underpin the goals and objectives of this Sustainability Strategy.

## Key sustainability topics identified



**BIODIVERSITY AND AIR QUALITY**  
Impact on biodiversity and air quality within the region and beyond and investing in the preservation and restoration of ecosystems.



**EMPLOYMENT AND SKILLS**  
Creating meaningful employment, investing in the development of current and future skills required by the industry.



**LOCAL ENVIRONMENT**  
Addressing issues considered of greatest importance to stakeholders most affected by the Airport, such as noise and traffic congestion.




**DIVERSITY AND INCLUSION**  
Fair treatment and opportunity for all, eradicating prejudice and discrimination.




**CLIMATE ACTION**  
Addressing risks and opportunities of the business impact on the environment and climate related risks to the business, such as emissions and fuel use.



**TECHNOLOGICAL ADVANCES**  
Risks and opportunities presented by developments in technological airspace.



**IMPROVING USE OF RESOURCES**  
Maximise value and minimise waste. Reducing demand for primary resources and allowing the regeneration of the natural environment.



**FAIR PAY AND GOOD QUALITY JOBS**  
Offering work that is fairly rewarded, allows for work-life balance, and is physically and mentally healthy for people.



**RESPONSIBLE GOVERNANCE**  
The systems of rules, practices and processes by which the company is directed and controlled.

# Alignment with UN Sustainable Development Goals

The goals and targets set out in this Sustainability Strategy have been developed to align with the UN Sustainable Development Goals (SDGs) so that a clear link can be made between the actions of Bristol Airport and the UK's contribution to the shared blueprint for the world we want to see by 2030. Focusing on the key issues identified by our stakeholders and our corporate commitments, we have mapped these against the relevant SDG, to ensure the link and contribution to SDGs is clear. These will be monitored and reviewed, with annual reports on progress and areas for improvement identified.

UN SDG	GOAL	BRISTOL AIRPORT'S SUSTAINABILITY COMMITMENT
 Decent work & Economic Growth	Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.	Support local communities in accessing jobs at the Airport with a targeted approach to supporting underrepresented groups and the disadvantaged.
 Industry, Innovation & Infrastructure	Build resilient infrastructure, promote an inclusive sustainable industry and foster innovation.	Continue to develop our sustainability partnerships, working with airlines, government and industry experts to accelerate the development of zero emission flight.
 Sustainable Cities & Communities	Make cities and human settlements inclusive, safe, resilient and sustainable.	Continue to work with our local communities to mitigate our impact on local communities and enhance biodiversity.
 Responsible Consumption & Production	Ensure sustainable consumption and production patterns.	Working with our value chain to reduce waste and emissions. Ensuring the running of our buildings and vehicles is as efficient as possible.
 Climate Action	Take urgent action to combat climate change and its impacts.	Net zero commitment across our operations by 2030, influencing our airlines and business partners to decarbonise the industry by 2050.
 Affordable & Clean Energy	Ensure access to affordable, reliable, sustainable and modern energy for all.	Using 100% certified renewable energy to power our site, and achieving 25% on-site renewable energy for our own consumption by 2025.*

\* Relative to 2019 baseline



# Our Sustainability Journey

This Sustainability Strategy is our latest step as we move towards net zero operations (our scope 1 and 2 emissions) by 2030 and a net zero airport (our scope 3 emissions) by 2050.

Our journey to net zero operations began in 2014, when we commenced our first carbon management plan. Since then, we have achieved a 52% drop in scope 1 and 2 emissions.

Bristol Airport has produced an Emissions and Climate Change Action Plan (ECCAP), that sets out numerous commitments to achieving net zero operations by 2030 and how we will move towards net zero for all emissions, including flights, by 2050.

## SCOPE 1

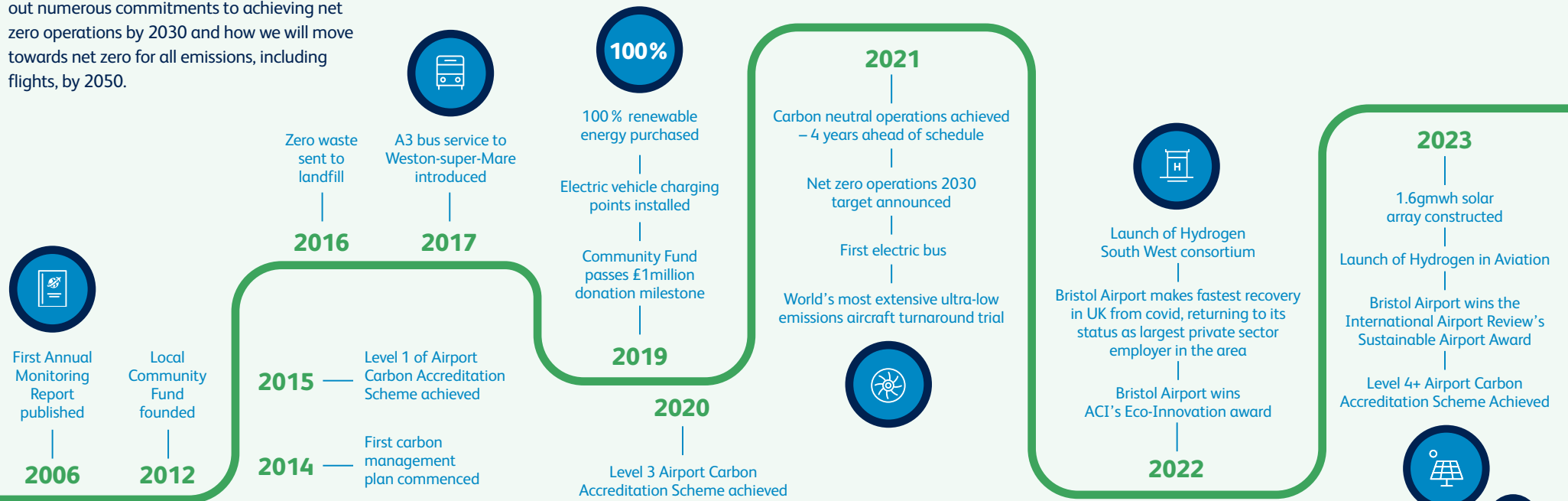
Direct emissions from the organisation's owned and operated activities, such as refrigerants and fuel consumption from Bristol Airport owned vehicles and equipment.

## SCOPE 2

Emissions that are caused by the consumption of electricity and heat from the Airport's owned and operated activities.

## SCOPE 3

Indirect emissions from activities of the organisation but occurring from sources not owned or controlled by the organisation, including aircraft emissions and passenger and colleague travel to and from the Airport.





# Our transformation



Passengers

2016: 7.6 million

2022: 7.8 million



Aircraft movements

2016: 73,754

2022: 65,678



Average load

2016: 103

2022: 119



Most popular route

2016: Amsterdam

2022: Alicante



Max recorded noise level

2016: 84.6 Lmax dB

2022: 82.6 Lmax dB



Waste recycled on-site

2016: 30.6%

2022: 50%



Public transport use

2016: 15%

2022: 19%



CO<sub>2</sub> per passenger\*\*

2016: 1.26 kg

2022: 0.48 kg



Jobs

2016: 3,070

2022: 3,401



Community funding

2016: £161,000

2022: £171,000

\*\*2016 – 1.26 kg (scope 1 and 2), Scope 3 emissions not reported.  
2022 – 0.48 kg (scope 1 and 2) or 86kg (scope 1, 2 and 3)





# Our Goals

Reflecting on the results of the Materiality Assessment, the framework provided by the relevant UN Sustainable Development Goals, and the sustainability work already undertaken by Bristol Airport, we have developed four sustainability goals that form the basis of our Sustainability Strategy.

Specific targets sit underneath these four sustainability goals.

1

**Be a net zero airport across our operations by 2030.**

2

**Reduce indirect emissions and support the development of zero emissions flight.**

3

**Protect and enhance our local environment.**

4

**Support our communities and enable our region to thrive.**



## GOAL 1:

# Be net zero across our operations by 2030

Our ultimate goal is to become a net zero airport by 2050. An important milestone on that journey will be to achieve net zero operations, minimising our direct (scope 1 and 2) emissions as far as practicable. Any residual emissions, which cannot be minimised (where safety would be compromised or where the technology isn't available) will be offset to achieve net zero emissions.

We know that trust and transparency is important, and so we measure and report on our carbon footprint in line with the Green House Gas Protocol (GHG Protocol) – an international standard for accounting and reporting emissions), and the Airport Carbon Accreditation Standard (ACAS) – an independent, institutionally endorsed certification programme.

### Carbon footprint verification

In 2023, Bristol Airport achieved level 4+ ACAS carbon accreditation standard. This is the highest level of accreditation awarded by the Airport Council International (Europe).

This is independent verification that Bristol Airport has a long-term carbon management strategy for absolute emissions reductions, actively drives third parties towards delivering emissions reductions, and that the residual carbon emissions over which the airport has control, are being offset using internationally recognised offsets.

The accreditation is externally verified in two stages, the first by an independent, qualified assessor and secondly by ACI against the requirements of the ACAS. To represent the overall Airport-wide impact, the reporting of Scope 2 emissions follows the ACA guidelines so that all electricity imported on-site is captured, with metered third-party usage included in Scope 3 emissions.

**-45%**

In 2022, our carbon footprint decreased by 45% relative to our 2019 baseline year\*

\*Baseline year: 2019. Due to the global pandemic, 2020 and 2021 data was incomplete



The ACAS is the only institutionally endorsed, global carbon management certification programme for airports. The accreditation is awarded by the Airports Council International (ACI) that independently assesses and recognises the efforts of airports to manage and reduce their carbon emissions through four levels of certification.





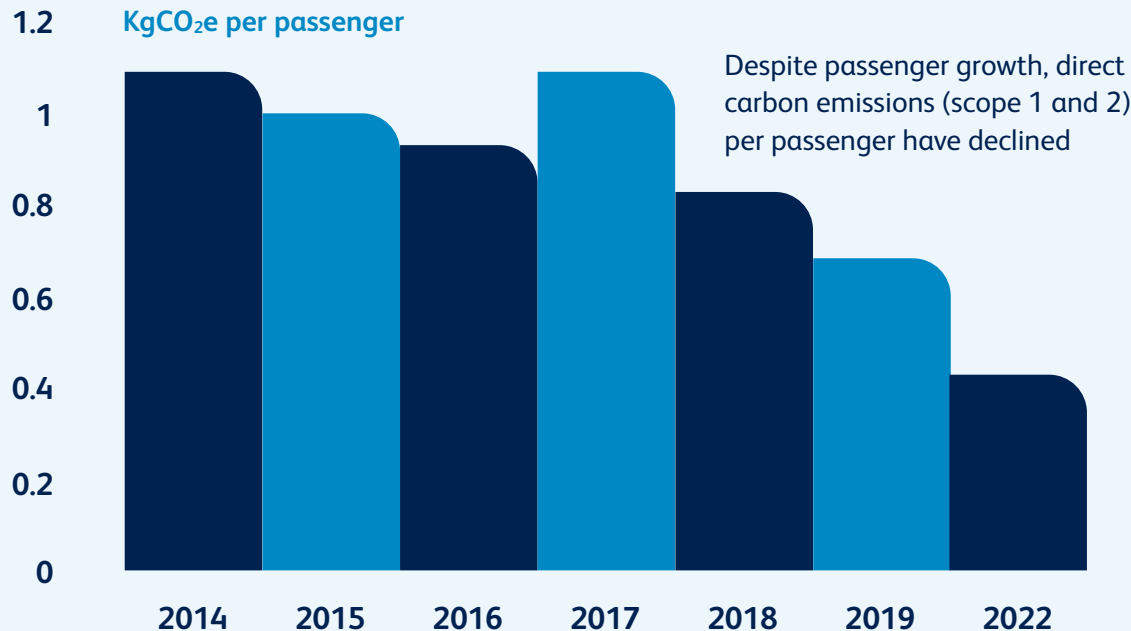
## GOAL 1:

# Be net zero across our operations by 2030

## Our progress so far

### Direct emissions

We have made significant progress in reducing carbon emissions by investing in energy efficiencies across our buildings and vehicles and increasing the amount of renewable energy generated on-site.



\* 2020 and 2021 incomplete due to global pandemic

### Direct Emissions (Scope 1 and 2) – Tonnes of CO<sub>2</sub>e

SCOPE	ACTIVITY	2019	2022
Scope 1	Fuel Consumption – Utilities	659.3	521.1
Scope 1	Operational Vehicles & Equipment	1,564.5	886.9
Scope 1	Refrigerants	145.8	145.8
Scope 1	De-icer	46.8	12.9
Scope 1	Liquid Petroleum Gas (LPG) use for Fire training	6.2	6.3
Scope 2	Purchased Electricity (Location based)* (Market based)**	3,660.0 (0.0)	1,781.2 (0.0)
<b>Total Scope 1 and 2 (Location based) (Market based)</b>		<b>6,082.6 (2,422.7)</b>	<b>3,354.2 (1,573.0)</b>
(Location based)	<b>% Difference to 2019 baseline</b>	<b>0%</b>	<b>-45%</b>

\*Location-based emissions depend on the emissions intensity of the grid and do not consider the procurement of renewable energy.

\*\*Market-based emissions consider procured electricity from the market, including Renewable Energy Guarantees of Origin (REGO), resulting in scope 2 emissions being “0” as 100% REGO backed electricity is procured.



## GOAL 1:

# Be net zero across our operations by 2030

## Our progress so far

### Decarbonisation

#### Decarbonisation of Buildings

Our new Building Management System removes the need for our cooling units to constantly run. We are removing gas from our estate and replacing with air source heat pumps and have already removed the gas boilers from our Air Traffic Control tower and in the terminal, which have been replaced with electric heating or localised electric hot water boilers. Our tenants are now provided with their own smart meters, ensuring the 50+ companies that operate at Bristol Airport are taking responsibility for reducing their energy use.

Further efficiencies are being delivered through retrofitting existing buildings with LED lighting and solar film. Buildings older than c.2000 have now been replaced with considerably more energy efficient buildings, with photovoltaics (PV) on their roofs and natural light to reduce electricity use. Our Car Rental Centre produces more energy than it uses, and the cars are washed on-site with rainwater, which is recycled, with the remainder going into a sustainable drainage system.

#### Decarbonisation of Vehicles

We are continuing to transition our airside and landside vehicle fleet to electric or low emission alternatives. This is a phased approach, as we look to time replacements with vehicles reaching end of life and ensuring we have the relevant infrastructure in

place to support the demand. A suite of charging points opened in customer car parks in 2019 and to date have seen 80,000kWh of use. A further 24 charging bays will open this year to assist our car rental companies' transition to an EV fleet. We are also using biofuel as a low emissions alternative for our landside buses. All landside buses have been converted to use Hydrogenated Vegetable Oil (HVO) which reduces carbon emissions by up to 90 % compared to diesel counterparts as we begin a phased approach to incorporate more electric vehicles into our landside fleet. HVO is a type of biofuel predominantly made from vegetables oils and animal fats. It is a more sustainable alternative to conventional diesel and works within existing infrastructure not only emitting fewer greenhouse gases but also reducing the air pollutants released from the vehicles.

#### Renewables

We've made substantial progress with increasing our on-site renewable energy consumption, installing solar panels across most of our buildings, including Lulsgate House (employee office), our car rental centre and the terminal. We completed a 2.8 acre solar array in 2023 situated on the airfield. Combined with existing PV on our buildings, we are on track to achieve our target of generating 25 % on-site renewable energy for our own consumption by 2025.\*



\* relative to 2019 baseline.





## GOAL 1:

# Be net zero across our operations by 2030

## What's next?

We have made significant progress in reducing our direct emissions and have plans in place to ensure that we reach our goal to be net zero across our operations by 2030. To help achieve this goal we are committed to an interim carbon target to reduce emissions across our operations by 73 % by 2027 (relative to 2019 levels). This translates to a reduction of 4,421 tonnes of CO<sub>2</sub>e.



### Our targets for achieving our goal to be net zero across our operations by 2030 are:

1. 25 % on-site renewable energy generation for our own consumption by 2025\*. Continue to source the remainder of our energy from renewable energy sources.
2. 65 % of Bristol Airport airside buses to be electric by 2027.
3. 25 % of Bristol Airport landside buses to be electric by 2027. All landside buses to be electric or run on HVO by 2030.
4. Bristol Airport will have no gas on-site by 2026 through the replacement of chillers and boilers with air source heat pumps where feasible\*\*.
5. Runway lighting to be 100 % LED by 2027.
6. Achieve a BREEAM rating of 'Very Good' for the west and south passenger terminal extensions.
7. Continue to embed actions to manage risk associated with climate resilience into normal business risk management, planning and decision-making.

\* Relative to 2019 baseline

\*\*Minus gas from franchised hotel on site

## GOAL 2:

# Reduce indirect emissions and support the development of zero emissions flight

Our indirect (Scope 3) emissions account for a significant part of the total carbon footprint of the Airport, and we understand that net zero across our own operations is only the first step of the journey towards net zero by 2050. We are committed to a number of immediate actions to reduce indirect emissions, as well as actions that we can deliver working with our airline partners to reduce indirect emissions, through changes to operational procedures and infrastructure.

We recognise that achieving sustainable flight is a longer-term journey. Aviation continues to make progress on reducing noise and becoming more fuel efficient with more modernised aircraft. The most modern aircraft, such as A320neo and Boeing 737 MAX provide a 15-20% greater fuel efficiency than its predecessors and offer up to a 40% noise reduction. These modern aircraft make up an increasing percentage of commercial flights taking off from the Airport. In 2024 we are putting in place additional incentives for airlines to use more modernised aircraft at Bristol Airport.

We have been working with an accredited provider to ensure our entire footprint is independently calculated, verified, and aligned to the GHG protocol, an international standard for accounting and reporting emissions.

We have calculated our 2019 carbon footprint (baseline year) to ensure we take a consistent approach to tracking emission reductions and have seen a reduction of 10% in indirect emissions between 2019 and 2022.

### Indirect Emissions – Tonnes of CO<sub>2</sub>e

ACTIVITY	TCO <sub>2</sub> e		EMISSIONS SOURCE
	2019	2022	
Flight emissions	498,757	460,424	These are emissions generated by aircraft during their operations at the Airport, including taxiing, take off, cruise, and landing
Business travel	26	42	Emissions arising from employees' work-related travel
Airport surface access	108,386	86,771	Emissions associated with passengers and employees accessing the airport, typically through transportation modes like cars, buses and taxis
Operational Vehicles & Equipment	2,170	1,670	Emissions from vehicles and equipment used for Airport operations, such as ground support equipment and maintenance vehicles
Airport Construction (Contractors)	427	37	Refers to emissions related to construction and development activities at the Airport
Waste and water	617	619	These emissions result from waste management and water consumption at the Airport
Electricity Consumption*	673	1,594	Emissions arising from the electrical consumption of third-party operators at the Airport
Fuel Consumption – Utilities	98	77	Emissions arising from the natural gas consumption of third-party operators at the Airport
De-icer**	144	214	Emissions associated with the application of de-icing substances on aircraft and Airport surfaces to prevent ice buildup
<b>Total Scope 3</b>	<b>611,297</b>	<b>551,447</b>	
<b>% Difference to 2019</b>	<b>0%</b>	<b>-10%</b>	

\*Electricity consumption increased due to completion of metering project, which gives us greater visibility of tenant usage than ever before.

\*\*Use of de-icer increased due to increase of cold weather/temperatures across site



## GOAL 2:

# Reduce indirect emissions and support the development of zero emissions flight

## Our progress so far

### Indirect emissions

#### Accelerating hydrogen infrastructure development in the South West

Bristol Airport was one of the founding members of Hydrogen Southwest, a network of bringing companies coming together to accelerate hydrogen innovation and research and development.

The Hydrogen Southwest partnership is supporting a number of initiatives, including Project Acorn, an easyJet and Bristol Airport led project to trial hydrogen powered ground equipment at Bristol Airport, and our work with Airbus to ensure Airport readiness for hydrogen powered flights.

#### Sustainable Aviation Fuels

Sustainable Aviation Fuel (SAF) is a drop-in fuel, meaning it can be mixed with existing fossil-based aviation fuel and used in existing aircraft and infrastructure. SAF can achieve lifecycle emissions savings of over 70% when replacing kerosene.

The UK Government has committed to creating a ‘thriving UK SAF production industry’ with a minimum of five production facilities operating in the UK by 2025. A SAF mandate is proposed

where 10% of aviation fuel across the UK is SAF by 2030, then increasing through increments through to 75% in 2050, and supported by a revenue certainty scheme.

#### Aviation Carbon Transition programme

In 2021 we launched Bristol Airport’s Aviation Carbon Transition Programme (ACT). The ACT programme is an annual fund of £250,000 to kick start and fast track decarbonisation initiatives in the Southwest focusing on Scope 3 emissions from flight and transport at the Airport, and is unique to Bristol Airport Organisations that have been awarded funding include Buckinghamshire New University for their deep dive into surface access and commuting emissions at Bristol Airport; airlines easyJet and Jet2 to accelerate the electrification of airside vehicles and equipment; and Johns Associates Limited for exploring airfield grassland sequestration through innovative biochar absorption.

#### Low emissions turnaround trial

As part of the ACT programme, EasyJet and Bristol Airport joined forces to trial an ultra-low emission aircraft turn initiative, using electric powered ground equipment instead of diesel.

The initiative was part of a collaboration between easyJet and Bristol Airport to decarbonise ground operations at the Airport. The trial results have shown a 97% reduction in CO<sub>2</sub> emissions.

Over the trial period, using data over a five month period:

- over 23,500 kilograms of CO<sub>2</sub>e was saved
- 12,810 kWh of energy was used to charge the equipment
- almost 9,000 litres of diesel fuel use were avoided

Switching to electric ground equipment including steps, baggage trollies, belt loaders and ground power units to service the aircraft between flights is one of multiple initiatives focusing on reducing emissions.







## GOAL 2:

# Reduce indirect emissions and support the development of zero emissions flight

## What's next?

We will continue to actively work with our airline partners to reduce the indirect emissions resulting from flights operating out of the Airport and passenger transport. We are committed to being a leading player in facilitating zero carbon flight and will continue to build on Bristol Airport's connections within the South West's world-leading aerospace hub and centre for research and excellence. We will work with partners to be a driver for change, supporting and leading where we can, actions to decarbonise flight and work with our airline partners and suppliers to decarbonise ground operations. We will be building an ultra-rapid EV hub to accommodate EV charging for passengers, colleagues and business partners.



### Our targets for achieving our goal to collaborate with partners to reduce indirect emissions and accelerate the development of zero emissions flight are to:

1. Continue to support our business partner's phased transition to zero emission ground fleet vehicles and equipment by 2030.
2. Develop infrastructure for electric vehicles (EVs) for passenger use.
3. Reduce indirect carbon emissions through the modernisation of the Airport's airspace and operational procedures, including Continuous Descent Approaches and departure routes.
4. Actively support the development of Airport hydrogen infrastructure with the aim of enabling commercial flights by 2035.
5. Commit to an annual fund of £250k for the Aviation Carbon Transition programme, which supports research and development for decarbonisation initiatives that reduce scope 3 emissions up to 2030.
6. Be an Airport testbed to drive the development of electric vertical, take-off and landing (eVTOL) technology to 2030.
7. Work with our airline customers on reaching the proposed UK wide Sustainable Aviation Fuels mandate of 10% uplift by 2030.



## GOAL 3:

# Protect and enhance our local environment

We are committed to managing and mitigating the environmental impacts of Airport operations on our neighbouring communities and will continue to make improvements in our management of noise, air quality, waste reduction and to enhance biodiversity.

### Monitoring our environmental impacts

Our Environmental Management System (EMS) allows us to monitor and manage our environmental impacts. Certified to ISO14001 standards, it helps us drive continuous improvement in environmental management. The EMS is built around the operational requirements of the operation and monitors our consumption of resources, including fuel, gas and waste, in addition to reviewing any environmental complaints and identifying opportunities for improvement.



### Air Quality

We recognise that, alongside climate change, the potential health effects of local air quality are of concern to those living in the vicinity of the Airport and we are committed to minimising impacts on local air quality.

The main sources of NO<sub>x</sub> and PM emissions from airport operations are from vehicle traffic (employee and passenger journeys and Airport operational vehicles), aircraft engines (during taxiing, take-off and landing), energy generation (diesel generators and gas boilers), fugitive emissions (evaporation – during fuelling of aircraft and vehicles) and other activities such as fire training. Measures to reduce these emissions include transitioning to electric ground power equipment, schemes to reduce the idling vehicles on-site, and working with our airlines to increase the number of modern aircraft at the Airport.

We monitor air quality continuously, with real-time monitors recording levels of NO<sub>2</sub> and PM<sub>10</sub> at the Airport site, and diffusion tubes deployed to monitor average monthly NO<sub>2</sub>. The results are reported every year in our Annual Monitoring report. No exceedances of the Air Quality Standards have been recorded in the last 5 years (2017 – 2022).

### Noise

Our local community fund provides grants for noise insulation, including new windows or acoustic loft insulation, for residents who are exposed to over 57 dB LAeq 16(h) noise levels. In 2021 we expanded our scheme to include acoustic loft insulation for properties to offer noise insulation beyond double glazing. In 2022 we funded work for 19 properties, and in 2023, we have funded work for 33 properties.

Under the Environmental Noise (England) Regulations 2006, airports above a certain size are required to produce a Noise Action Plan designed to manage noise issues and effects arising from aircraft departing from and arriving at the airport.

We have recently drafted our 2024-2029 Noise Action Plan. The Plan sets out how we will manage the noise arising from airport operations. Our action plan includes measures such as phasing out mobile diesel generators through fixed electric ground power units, ensuring we consistently monitor noise where hotspots are identified through the noise inquiry system, and mitigation measures during construction works, including controls on hours of work, and use of approved traffic routes.



## GOAL 3:

# Protect and enhance our local environment



In summer 2023, the A1 Airport flyer to Bristol city centre saw an increase of 40% compared to 2019.

**+40%**

## Our progress so far

### Traffic and Transport

Bristol Airport is the largest UK regional airport without a direct train or tram link, with public transport provided by bus and coach. Nevertheless, amongst UK Airports without a direct mass transit link, Bristol Airport is the best performing in terms of public transport usage. Our main bus link, the A1 Airport Flyer to Bristol city centre, is seeing peak summer usage up by almost 40% compared to 2019. With GWR, we launched an integrated bus link with the nearby Worle railway station in August 2023. In addition, we offer all staff free bus travel.

### Waste

Bristol Airport set a 60% recycling target for 2023, making recycling everyone's responsibility. We have a 'zero waste to landfill' policy, with any non-recyclable waste going to energy recovery to be converted into renewable energy to power homes and businesses. To encourage passengers to move away from single-use plastics, in August 2023, six new water refill stations were installed in our terminal. Within the first week of them being installed, they had saved the use of over 34,000 single-use plastic bottles.

We are working in partnership with our waste contractor on innovation. Their food waste collection vehicle runs on fuel derived from food waste, reducing its carbon footprint by around 90% compared to a traditional diesel vehicle. Rather than using skips for collecting wood, our contractor works with a partner who gives workplace opportunities to disadvantaged people who collect, recycle, and remanufacture wood waste into new products, such as tables and bookcases.





## GOAL 3:

# Protect and enhance our local environment

## Our progress so far

### Biodiversity

Bristol Airport owns Lulsgate Wood, 11 acres of woodland which forms part of Goblin Combe, near Cleve. Bristol Airport has been implementing a range of management and enhancement measures to support biodiversity, including the protection of horseshoe bats within an on-airport area of woodland known as Cornerpool Wood. Habitat management works included thinning areas of dense scrub and ruderal vegetation and preventing cattle overgrazing/trampling within the wood to encourage the re-establishment of the ground flora. On-going maintenance and management ensure these features and the woodland continues to provide good opportunities for biodiversity.

This project will evolve to further develop woodland structure and diversity, in line with our long-term commitment to conserve and enhance opportunities for bats and biodiversity at the Airport and on other locations under its ownership.

Working with the Eden Project's National Wildflower Association we are creating wildflower landscapes across site, to improve biodiversity, using local flora, fauna and materials, such as cheddar pink from the neighbouring Cheddar Gorge. We have mirrored these landscapes at two local schools in the area, with signage to raise awareness on local habitats and the importance of them.

### Water

We continue to identify the wasteful use of water at the Airport to maximise water reuse and recycling. We have installed rainwater harvesting tanks at our car rental facility for the wash-bay facility. 80% of the water used in the wash bays is recycled, and subsequent wash cycles are topped up by the rainwater harvesting tanks. Preventing water pollution is part of our Environmental Management System and the Airport has a number of groundwater boreholes across site which are sampled and analysed every three months. These are reviewed against the Environmental Quality Standards and the Drinking Water Standards, and the data is reported in our Annual Monitoring Report.







## GOAL 3:

# Protect and enhance our local environment

## What's next?

We will continue to implement biodiversity enhancement at the Airport and off-site in our effort to improve habitats for local wildlife, flora and fauna. Working with our business partners to adopt a reduce, reuse and recycle approach and drive improvements in waste management. The Airport is committed to accommodating the expansion to 12 million passengers and will focus on increasing the use of public transport to and from the Airport to support this growth.

As part of our expansion to 12 million passengers, the Airport will also implement a new Ground Noise Management Strategy to identify measures to reduce noise from pre-flight servicing, measures to reduce and phase out mobile diesel generators and measures to reduce engine noise while taxiing, and the installation of a new permanent ground noise monitor. We will review our Noise Control Scheme to implement measures to encourage aircraft operators to improve levels of aircraft noise and minimise the impact of noise, such as incentives for the use of quieter aircraft.

We are committed to the continued monitoring of air quality around the Airport to ensure compliance with the Air Quality Standards. We will install a second continuous air quality monitoring station at the Airport to monitor NOx, NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> and expand diffusion tube monitoring for NO<sub>2</sub> to 16 sites. We will continue to reduce harmful emissions through the phased transition to zero emission ground fleet vehicles and equipment by 2030.



## Our targets for achieving our goal to protect and enhance our local environment are to:

1. Increase the biodiversity value on and off-site through the implementation of our Integrated Landscape, Visual and Ecological Mitigation Masterplan committed to as part of our planning permission.
2. Implement a new ground noise management strategy to minimise ground noise by 2024.
3. Work with our business partners over the next three years to increase recycling levels to 65% and target carbon-intensive waste. Continue to divert all waste from landfill.
4. Increase passenger journeys to and from the Airport made by public transport, with a target of 17.5% public transport modal share upon reaching 12 million passengers per annum.
5. Work towards a stretch modal share target of 30% of Airport employees adopting sustainable travel and working arrangements upon reaching 12 million passengers per annum.



## GOAL 4:

# Support our communities and enable our region to thrive

Our region is a great place to live, work and visit. As we grow we are putting in place measures to ensure that our communities and region benefit from new employment opportunities and economic growth. Bristol Airport plays a crucial role in boosting the region’s economy. We pride ourselves on being a good employer and we will continue to focus on connecting people and small businesses with jobs and opportunities as we grow to 12 million passengers. Expansion of the Airport is forecast to provide an additional 800 jobs at Bristol Airport and up to a further 5,000 jobs regionally. As a gateway for visitors to the many attractions of the South West and South Wales, and with increases in passenger numbers, it is estimated that the value of Bristol Airport to tourism in the region will be £430m over the next five years.



## Our progress so far

### Supporting our staff

One of the key strategic commitments that we have made is to make Bristol Airport a great place to work. We are members of InclusiveEmployers – the UK’s first membership organisation for employers looking to build inclusive workplaces – providing us with consultancy, training and resources to help us on our journey.

We are proud to say that in 2023, Bristol Airport received the Real Living Wage accreditation from the Real Living Wage Foundation – an independent organisation that champions fair pay for all.

Bristol Airport and each of their on-site business partners have committed to paying the Real Living Wage, reflecting the cost of living, as a minimum.

### Supporting our local community

Bristol Airport administers a community fund with grants for projects that mitigate the environmental impacts of the Airport’s operations on local amenity and give something back to the surrounding communities most affected by Airport operations. It reflects our aim to develop our Airport in a sustainable way, respectful of the local community and the environment. Bristol Airport’s community fund was formed in 2012 and since then has awarded over £1.5million to local projects in the villages of Winford, Wrington, Backwell, Brockley, Cleeve and Barrow Gurney supporting local sports teams, charities, and schools.

Bristol Airport has formed a sustainability partnership with the charity Groundwork Trust. This includes support to maintain and upgrade their nearby educational facility, which provides learning, volunteering opportunities, training, and skills initiatives.





## GOAL 4:

# Support our communities and enable our region to thrive



## What's next?

We are developing measures to deliver employment opportunities at the Airport for residents of North Somerset and the wider region. Alongside, we are embarking on a programme of activities with Weston College and the City of Bristol College and others to deliver employment and skills initiatives aimed at promoting the take up of employment from residents in Weston-super-Mare and Bristol. We are also engaging with schools from primary to further education to develop opportunities for young people. We recognise that as we grow we need to influence our supply chain to realise greater environmental and social value and are developing a supplier code of conduct and scorecard to actively track and encourage our value chain to adopt more sustainable practices. We will continue to work with our local communities and invest in local community projects to reduce impacts on local amenity through and volunteering activities of our employees. We continue to support local businesses and work with a local providers for our employee cafes.

We will continue to develop diversity and inclusion within our workplace and the wider aviation industry. Initiatives include supporting the Royal Aeronautical Society's mentorship scheme for women in aviation and the aerospace industry.

We will continue to develop strategic partnerships with Visit Britain, Great West Way, South West Tourism and other tourism organisations in the region to support inbound tourism.

### Our targets to support our communities and region are to:

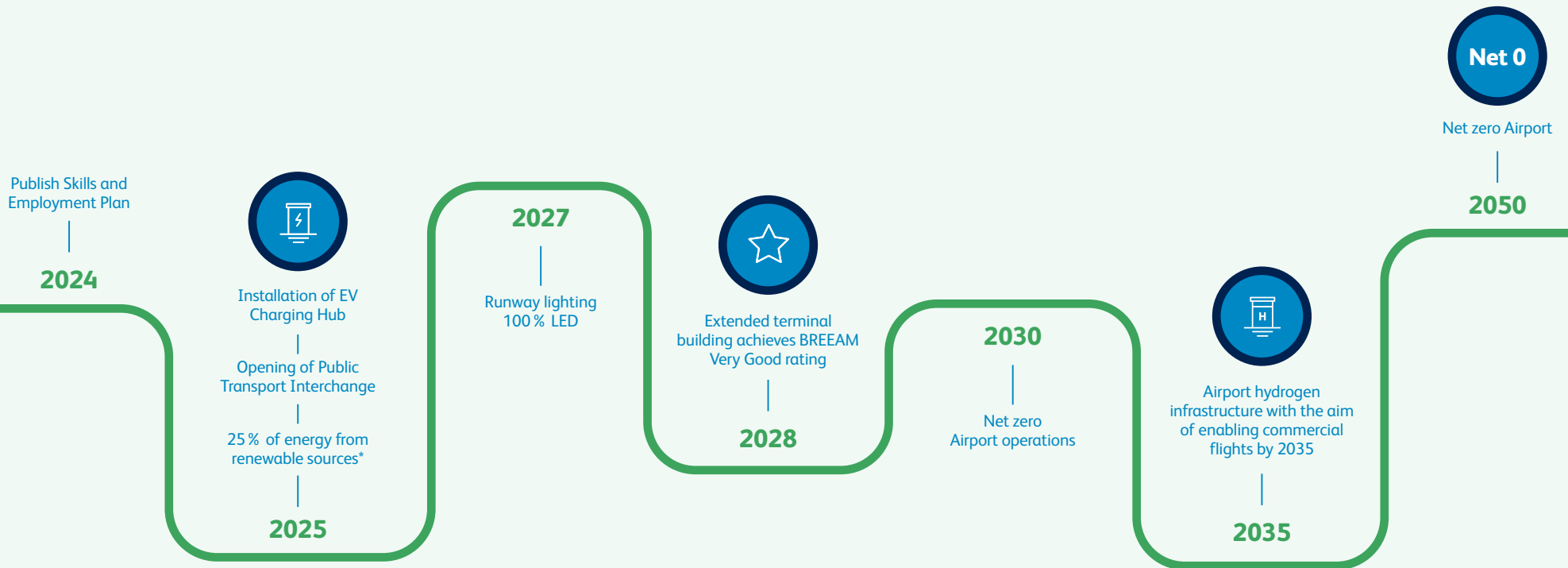
1. Deliver employment and skills interventions and a programme of activities with education providers to support local communities in accessing jobs at the Airport, targeting support for individuals from underrepresented groups, those living in deprived areas and those who experience barriers to entering the workplace.
2. Increase our school's engagement and awareness programme 10% year on year to 2030\*.
3. Work with Visit West and other partners to promote our region and increase inbound tourism and work with our airline partners to increase flight routes.
4. Maintain the community fund with annual investments of £150,000 per annum to support community projects and initiatives in the communities most affected by Airport operations.

\*Percentage relates to number of hours





# Delivering our sustainability journey



\* Relative to 2019 baseline



# Delivering and monitoring our sustainability journey

The delivery of our Sustainability Strategy will be overseen and led from the top of our organisation. The ultimate owner is our CEO, Dave Lees, and Board of Directors. The Board have embedded a strategic intent for delivering a Sustainable Future which guides the business planning for the Airport.

The Board of Directors have scrutinised and approved the goals and actions set out in the Strategy and have tasked our Net Zero Steering Group, chaired by a dedicated Head of Sustainability, with the responsibility for tracking and reporting on progress to the Board of Directors.

We will provide an annual update on progress made under the four goals, shared on our website and with our key stakeholders. Where there are new challenges and opportunities these will be identified, and we will aim to refresh the goals and targets towards the end of the 2023-2028 period.

In addition we have a number of management plans and strategies in place that underpin the delivery of the Sustainability Strategy including the four key points below:



## Emissions and Climate Change Action Plan



## Surface Access Strategy



## Noise Action Plan



## Skills and Employment Plan

Additional monitoring and reporting arrangements are in place for each of these.

### External Assurance

WSP Global Inc has provided assurance for Bristol Airport's greenhouse gas emissions covering 1 January 2022 to 31 December 2022.

Bristol Airport will benchmark the environmental performance of new buildings against the BREEAM "very good" standard, a sustainability assessment method to ensure the western and south passenger terminal extension are in the top 25% of UK new non-domestic buildings.

Our carbon footprint calculations were also reviewed by the Airport Carbon Accreditation Standard as part of our level 3+ application for level 3+.





# Glossary

## **Airport Carbon Accreditation**

Airport Carbon Accreditation is a global carbon management programme for Airports that independently assesses and recognises Airports' efforts to manage and reduce their CO<sub>2</sub> emissions.

## **Biodiversity Net Gain**

According to DEFRA, Biodiversity net gain (BNG) is a way to contribute to the recovery of nature while developing land. It is making sure the habitat for wildlife is in a better state than it was before development.

## **BREEAM**

BREEAM, or Building Research Establishment Environmental Assessment Method is sustainability assessment method used to masterplan projects, infrastructure and buildings. It sets standards for the environmental performance of buildings through the design, specification, construction and operation phases and can be applied to new developments or refurbishment schemes.

## **Continuous Descent Approach**

Continuous Descent Approach is a method by which aircraft approach Airports prior to landing. It is designed to reduce fuel consumption and noise compared to other conventional descent.

## **Green House Gas Protocol**

The Greenhouse Gas Protocol provides a global standard and tools that help countries, cities and organisations measure and manage Green House Gas Emissions and track progress toward climate goals.

## **Materiality Assessment**

Materiality assessment is the process of identifying, refining, and assessing numerous potential environmental, social and governance issues that could affect your business, and/or your stakeholders, and condensing them into a short-list of topics that inform company strategy, targets, and reporting.

## **Net zero**

According to ACI Europe, net zero for an Airport means reducing absolute emissions to the furthest extent possible and address any remaining emissions through investment in carbon removal and storage.

## **Sustainable Aviation Fuels**

A drop-in fuel, meaning it can be mixed with existing fossil-based aviation fuel and used in existing aircraft and infrastructure. It has the potential to reduce carbon emissions.

## **Sustainable Development Goals**

The SDGs provide a shared blueprint to end poverty, protect the planet and ensure prosperity for all. They recognise that ending poverty and other deprivations must go hand-in-hand with strategies that improve health and education, reduce inequality, and spur economic growth. All while tackling climate change and working to preserve oceans and forests.

## **Zero waste to landfill**

At least 99 percent of generated waste being diverted away from landfill, which means that all waste produced is either reused, recycled, composted, or sent to energy recovery.

## **Zero emissions flight**

Flight by an aircraft that results in no carbon emissions at the aircraft tailpipe. This can be achieved through electric, or hydrogen-based propulsion technologies.



**Bristol  Airport**

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