



Net Zero Roadmap

Towards Net Zero (Scope 1 & 2) Emissions 2030

May 2024



LONDON GATWICK

POWERED BY VINCI AIRPORTS | GLOBAL INFRASTRUCTURE PARTNERS

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About this document

This document provides an overview of Scope 1 and 2 emissions, decarbonisation roadmap, and actions to achieve Net Zero by 2030.

This document is supplementary to our Second Decade of Change Policy, Roadmaps, and Performance Reports.

[Second Decade of Change Policy](#)

In June 2021, we published our second Decade of Change sustainability policy, which looks ahead to the end of 2030. The policy is made up of 10 goals that sit across three key themes: People and Communities, Net Zero, and Local Environment.

[Second Decade of Change Roadmaps](#)

We strengthened our ten Decade of Change goals with ten roadmaps. These clearly define our ambition and set out Key Performance Indicators (KPIs) for each goal. This includes a roadmap for Goal 6 – Airport Emissions.

[Second Decade of Change Performance Reports](#)

We track and report progress of our sustainability performance annually. 2023 was the first year in which we tracked progress against the roadmap KPIs. This includes our progress toward Net Zero.





About London Gatwick

With 41 million annual passengers, London Gatwick is the UK's second largest airport and is one of Europe's top ten. It is a vital piece of national infrastructure that drives both the national and regional economies by generating £5.5 billion GVA and supporting over 76,000 jobs (2023).

Almost 60 airlines fly from the airport to over 150 short-haul and more than 50 long-haul destinations. With a declared capacity of 55 movements an hour, London Gatwick is also the most efficient single runway airport in the world. Vinci Airports owns a 50.01% stake in the airport, with Global Infrastructure Partners managing the remaining 49.99% interest.

The airport is located 28 miles south of the UK capital and is extremely well-connected, with more than a quarter of England's population – including all of London – just one hour away by road or rail. A six-year, £2 billion sustainable growth programme includes an ambitious plan to be a net zero airport by 2030 and to increase capacity by bringing the airport's Northern runway into routine use.

London Gatwick is committed to building a sustainable future for both the airport and the local communities that surround it, including by sharing the benefits of growth. As such, sustainability is an important and continually evolving focus of our work.

Our sustainability journey so far

This timeline shows some of Gatwick's sustainability achievements so far over our first and second Decade of Change.



2010

First Decade of Change sustainability policy was released



2013

Moved to 100% renewable electricity to run the airport, certified with Renewable Energy Guarantee of Origin



2014

Achieved Biodiversity Benchmark Accreditation (and has unprecedentedly been achieved every year since)



2016/2017

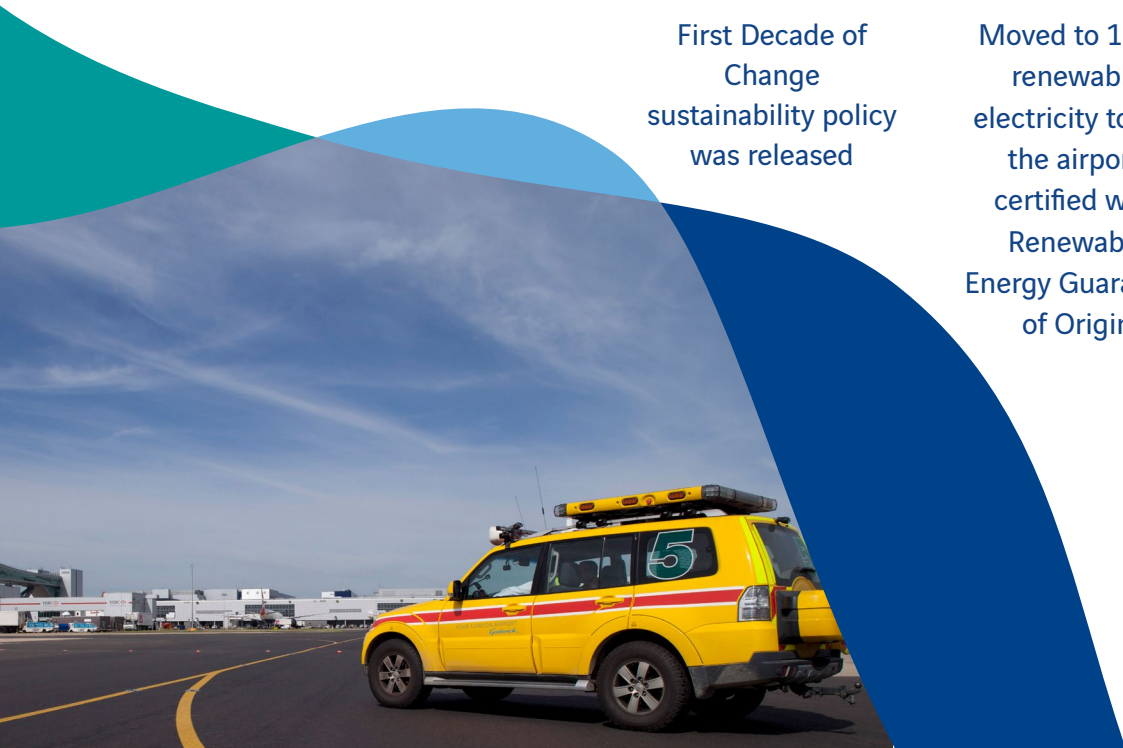
Achieved Airport Carbon Accreditation at Level 3+ 'Neutrality'



2019

Launched Noise and Track Keeping System

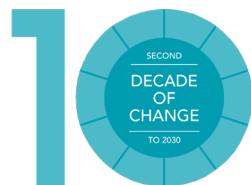
Completed an upgrade to improve access between the local bus network, the terminals and train station





2020

54% reduction in Scope 1 and 2 emissions by the end of the first Decade of Change on our 1990 baseline



2021

Published the first Gatwick Economic Value report

Launched our Second Decade of Change Sustainability policy



2022

Inaugural Economic Summit

Launched our Airport Surface Access Strategy (ASAS) at the Annual Transport Forum



2023

Accelerated our commitment to be a net zero airport (Scope 1 and 2) by 2030, ten years ahead of our previous target




Achieved Airport Carbon Accreditation at Level 4+ 'Transition'



Net Zero - Airport Emissions

The following commitments relating to airport emissions (scope 1 & 2 GHG) are from the Second Decade of Change Roadmaps.

By 2030:

-  Gatwick will achieve net zero for GAL scope 1 and 2 GHG emissions.
-  Gatwick will source 50% of airport network electricity and 50% of heat network from UK renewable sources via onsite generation and direct purchase agreements (PPAs).
-  All Gatwick and airport duty vehicles, ground support equipment and mobile construction equipment will meet zero or ultra-low emission standards.

Defining the ambition: Net Zero refers to reducing greenhouse gas (GHG) emissions as far as possible and removing any residual GHG emissions.

“Residual emissions” (if any) in 2030 are likely to be from:

- Fire Training, for which current regulations require on site combustion.
- The technological availability of replacements for refrigerant F-gases, used in our air conditioning.
- Airfield de-icer.
- Not having replaced very low-duty non-life expired assets.



“GAL vehicles” refers to any vehicle asset owned by GAL.

“Airport duty vehicles” refers to any road-going vehicle that is involved in or supports the airport operation.

*“Mobile construction equipment” refers to non-road mobile machinery (NRMM)**

*“Ground support equipment” refers to apparatus used to service aircraft between flights***

“Zero or ultra-low emission” relates to tailpipe emissions.

- Zero emission means no tailpipe emission e.g. full electric vehicles.
- Ultra-low emissions are defined as “having less than 75gCO₂e/km from the tailpipe”***

* The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018.

**GSE’s main purpose is to support the safe operations of the aircraft after landing and before taking off again. <https://www.tronair.com/support/ground-support-equipment-glossary>

***Vehicle Certification Agency: <https://www.vehicle-certification-agency.gov.uk/fuel-consumption-co2/fuel-consumption-guide/zero-and-ultra-low-emission-vehicles-ulevs>

Achieving the ambition – progress to date

We've been taking action to decarbonise since the first Decade of Change. This has included switching to 100% renewable electricity in 2013 and being accredited as carbon neutral since 2017. More recently, we achieved ACA Level 4+ accreditation in 2023 and updated our target to be Net Zero (Scope 1 and 2) by 2030. Since the start of our Second Decade of Change, we have focussed on:

- Decarbonising heat
- Improving energy efficiency across control systems and optimising energy use
- Electrifying our vehicle fleet and delivering supporting infrastructure
- Reducing emissions related to refrigerants and HVAC faults
- Increasing on-site generation.

In 2022 we accelerated our Net Zero target and committed over £250M capital to achieve this goal by 2030. The portfolio of projects that form our Net Zero delivery plan includes removing c.100 gas boilers and providing an alternative heating source in our buildings.

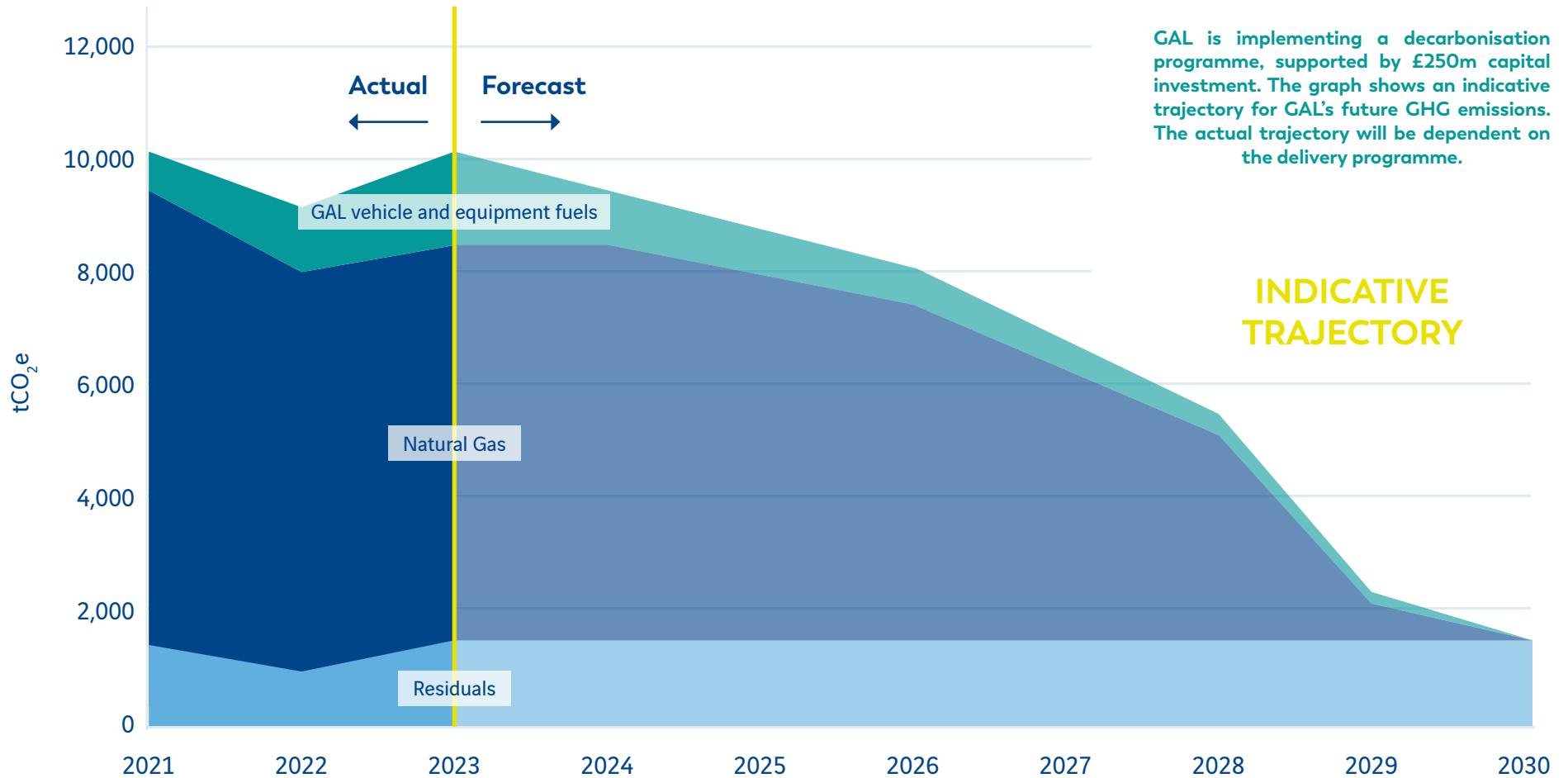
In 2023, we replaced 1000 street lights and 3600 car park lights with LEDs, resulting in a combined predicted saving of 1.4GWh/year. All GAL and airport duty-vehicles, ground support equipment, and mobile construction equipment will meet zero or ultra-low emissions standards by 2030.



Achieving the ambition - next steps

Airport Emissions Ambitions	Example Initiatives	Status
Net Zero	• Develop heating and cooling strategy and action plan	Complete
	• Replace refrigerants with low GWP options	WIP
	• Develop energy strategy and action plan	WIP
	• Develop and implement maintenance and repair regimes to minimise fugitive emissions	WIP
	• Investigate de-icer alternatives	To do
	• Explore low-carbon options for fire training	To do
Electricity and heat sources	• Remove natural gas burning boilers	WIP
	• Discrete metering to record heat-related energy usage	To do
	• Feasibility study for deployment of on-site renewables	WIP
Fleet	• Develop low-carbon replacement strategy aligned to asset life	Complete
	• Deploy HVO as a transitional measure	Complete
	• Improve data on fleet usage and resulting carbon emissions to aid prioritisation of replacement and downsizing of fleet	WIP
	• Develop plan for EV recharging infrastructure	WIP

Net Zero (Scope 1 and 2) trajectory (indicative)



GAL is implementing a decarbonisation programme, supported by £250m capital investment. The graph shows an indicative trajectory for GAL's future GHG emissions. The actual trajectory will be dependent on the delivery programme.

**INDICATIVE
TRAJECTORY**

Residual GHG emissions are made up refrigerants (F-gas), fire training materials, and de-icer. The dominant source is fugitive F-gas emissions which vary annually, so future residual emissions have been predicted in line with previous years to represent a worst-case scenario. Work is underway to reduce residual GHG emissions as far as possible.



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