

1. **“Eastbourne Borough Council understands that Gatwick Airport has claimed to be the first carbon neutral London airport in 2017...It is recognised that Gatwick Airport’s level 3+ Airport Carbon Accreditation is based on direct emissions (that come from sources that are owned or controlled by the reporting entity).”**

Gatwick announced in May 2017 (link [here](#)) that the airport had become the first carbon neutral London airport and at the time, the second busiest carbon neutral airport in Europe. We achieved this accreditation by using 100% renewable electricity and offsetting Scope 1 emissions and GAL business travel (Scope 3) through Gold Standard carbon credits; assessed through the *Airport Carbon Accreditation* programme.

Airport Carbon Accreditation is the global carbon management certification programme for airports. It independently assesses and recognises the efforts of airports to manage and reduce their carbon emissions through 6 levels of certification: ‘Mapping’, ‘Reduction’, ‘Optimisation’, ‘Neutrality’, ‘Transformation’ and ‘Transition’.

Airport Carbon Accreditation is also the only global, airport-specific carbon standard which relies on internationally recognised methodologies. It provides airports with a common framework for active carbon management with measurable targets. The programme is site-specific, allowing flexibility to take account of national or local legal requirements; whilst ensuring that the methodology used is robust.

Gatwick Airport is currently Level 3+ (Neutrality) accredited, which means we are required to compensate for our remaining carbon emissions that cannot be reduced by other means by offsetting, namely the purchase of carbon credits. This provides funding to projects that reduce carbon dioxide and a bespoke Offsetting Manual advises airports on choosing reliable carbon credits.

Airport Carbon Accreditation is owned and governed by Airports Council International (ACI) EUROPE in close cooperation with four ACI regions and with support of ACI World. The programme is independently administered by WSP, the environmental consultancy tasked with enforcing the strict criteria of accreditation and safeguarding the independent character of the programme’s framework.

2. **“...they are committed to net zero direct emissions by 2040.”**

Gatwick Airport Ltd. has committed publicly to net zero direct (Scope 1 and 2) emissions before 2040 through our Second Decade of Change sustainability strategy. This is an acceleration of the UK Government’s economy-wide target of net zero by 2050 (UK Climate Change Act 2008). We will set out in more detail the menu of options available to us in the pursuit of net zero (by 2040), in our Carbon Action Plan as part of our application for Development Consent.

We do/will keep the 2040 target under constant review, taking into account Government policy on decarbonization e.g. the Jet Zero Strategy, the Transport Decarbonisation Plan, the wider net zero transition of the economy, innovation in technology, and the net zero plans of our airlines.

3. “...the impact of this [Northern Runway Project] on the Council's Carbon Neutral 2030 – A Plan for Action.”

The extent to which the Northern Runway Project would impact Eastbourne’s pledge is emissions from surface access journeys for those travelling to and from the airport to work or travel; although the extent of the impact would depend on how those emissions are accounted for (is it emissions on the part of the journey(s) within the borough’s boundaries or the journey as a whole?). Consequently, Gatwick’s plans to bring the Northern Runway into routine use may have a insignificant (*de minimis*) impact on Eastbourne’s plan to be carbon neutral by 2030.

It is more certain than not that the number of surface access journeys to/from the airport undertaken by residents of Eastbourne would increase, but that does not necessarily mean emissions as a whole will increase.

Gatwick already has a good record of encouraging passengers and staff to travel to/from the airport by rail and bus. Rail is a low carbon transport option of which emissions will decrease over time as the grid decarbonises. We are working with local bus service producers to encourage the use of EV/hydrogen buses on services to and from Gatwick.

In 2019, 47% of passengers used public transport and our longer-term ambition is that by 2030, 60% of journeys to and from the airport will be using zero or ultra-low emission modes of transport.

Government is committed to decarbonising the transport sector through the *Transport Decarbonisation Plan* and Gatwick ensures alignment with relevant Government policy.

The Committee has asked for further information regarding Gatwick’s Surface Access Strategy. Draft actions and targets for the Airport Surface Access Strategy are included in the Preliminary Transport Assessment Report (Appendix 12.9.1). Part 1 can be found [here](#) and Part 2 [here](#).

The final Airport Surface Access Strategy in the application for Development Consent will be prepared in conjunction with Gatwick’s Airport Transport Forum and in accordance with the Aviation Policy Framework guidance.

4. **“Any discussion with Gatwick Airport representatives to include both passenger journeys to and from the airport and fuel emissions... the main area of focus should be the use of the Northern Runway and its resultant increase in traffic, and how this may affect Eastbourne Borough Council’s ability to fulfil the pledge to be Carbon Neutral by 2030.”**

See above answer to Q3 regarding passenger journeys and Q1 and 5 of Appendix A.

Gatwick regularly publishes its Scope 1,2 and 3 emissions – these can be found [here](#).