

London Gatwick Airport Waste Management Action Plan

2009-2011



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Introduction

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Position

Gatwick Airport is the world's busiest single runway airport and, in the UK, second only to Heathrow in terms of passenger throughput, which was close to 35 million in 2008. The airport is also an important public transport hub, with frequent rail services to London, and direct or connecting rail or coach services to many towns in South East England and elsewhere in the UK.

Passenger numbers are currently forecast to increase to around 40 million in 2018, in line with government policy to make full use of existing airport runways. The Gatwick Airport Interim Master Plan (October 2006) explains the character and implications of Gatwick's growth as a single runway airport over the period to 2015 and, for 2030, outlines scenarios with either one or two runways.

The scale of existing and future activity at the airport brings appreciable benefits to the local, regional and national economies, but also has environmental impacts that need to be mitigated and/or managed. This action plan is focused on meeting our waste management objective which is "to manage the generation, recycling and disposal of waste from Gatwick in a manner which mitigates its impact on the environment"

Our environmental policy

We have set out our approach to environmental management in a series of objectives and commitments. A proportion of the latter take the form of 'obligations' contained in a legal agreement between us, Crawley Borough Council and West Sussex County Council. Signed in December 2008, and covering the period until 2015, the Agreement includes obligations relating to the production, auditing and periodic review of a number of Action Plans, of which this is one example. One of the obligations agreement provides that Gatwick Airport will prepare a Waste Management Action Plan. This document is the Waste Management Action Plan.

This action plan covers the years 2009-2011. It contains measures to manage waste arising from Gatwick Airport through reducing, reusing and recycling materials where possible and to recover energy from waste in preference to landfilling. This will aid us in meeting our waste management objective, which is:

"To manage the generation, recycling and disposal of waste from Gatwick Airport in a manner which mitigates its impact on the environment"

The waste management objective is supported by 2 of the commitments we adopted in November 2007. These commitments address a variety of objectives and relate to ways in which we will manage Gatwick's environmental and surface access impacts. They also complement our Interim Master Plan and replace commitments originally included in our Sustainable Development Strategy (July 2000). The two commitments supporting the waste management objective are:

- Gatwick will publish a waste management action plan and it will be reviewed no less frequently than every three years. The action plan will describe Gatwick's approach to the management of the content and quantity of third party waste which the company or its contractors collect for disposal, and of that which arises from Gatwick's own operational activities and construction sites, with particular emphasis on reducing tonnage to landfill. The review process will be informed by information obtained, and progress, in the intervening period.
- Gatwick Airport will monitor and report annually on:
 1. total waste arising (tonnes);
 2. waste per passenger;
 3. percentage recovered – recycled/energy recovery; and
 4. percentage disposed.

The actions within this plan detail our approach and priorities to minimise waste at its source and to improve the way in which we manage waste. Our general approach to waste management is firstly to comply with all relevant legislation and further to manage waste in line with the waste hierarchy. This hierarchy is the basis for a Waste Strategy for England 2007. It dictates that the preferred method of dealing with waste is to eliminate it at source and then to reuse and/or recycle waste materials before disposal. The hierarchy also states the preferred waste disposal methods; should include energy recovered from it (e.g. through an Energy from Waste incinerator) before disposing of final residues to landfill.

Landfilling of waste is considered the lowest feature of the hierarchy due to the methane and other greenhouse gases emitted from landfills. Where waste is sent to landfill the gases should be collected and used to generate energy in preference to landfilling with no energy recovery.

01 Introduction

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Sustainable aviation strategy

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Sustainable Aviation is a comprehensive strategy for the long-term sustainability of the UK aviation industry. This initiative brings together the UK's leading airlines, airports, aerospace manufacturers and air navigation service providers. Signatories to the strategy are committed to delivering significant reductions in carbon dioxide emissions, nitrogen oxide emissions and aircraft noise over the next 15 years. It identifies eight goals to which each endorsing company (BAA being one) will contribute according to its respective operation; one of these goals directly underpins this Action Plan:

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“Continue to manage and limit the industry's overall environmental footprint.”

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The Waste Management Action Plan, along with the other Action Plans, contributes to meeting the aims of the Sustainable Aviation Strategy. Sustainable waste management has the potential to reduce our environmental footprint and reduce its impacts on climate change.

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The content of the Action Plan is as below:

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This Waste Management Action Plan is structured as follows:

Section 2 Summarises the legislative, regulatory and policy context concerning utility consumption.

Section 3 Explains how the actions set out in this plan have been developed and agreed.

Section 4 Records the actions GAL is proposing to undertake

Section 5 Details the means by which the action plan is to be implemented.

Section 6 Glossary.

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Legislative, regulatory and policy context

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02 Legislative, regulatory and policy context

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Legal context

In the UK a range of statutory instruments designed to reduce the environmental impact of waste are in place. European Union Directives have been the main driver in the introduction of many waste-related regulations and it is vital that the Action Plan meets current and future statutory requirements. The Regulations typically define how wastes should be stored, collected, treated and disposed of and the EU have directed that certain waste streams are managed in particular ways. The Regulations listed represent the key regulations that apply to us.

National policy

Modern waste management is reflected in European legislation, UK legislation and the Waste Strategy for England 2007. This national strategy encourages businesses to take responsibility for the materials and goods they consume and the waste they generate. The Government's key targets are to:

- Decouple waste growth from economic growth and put more emphasis on waste prevention and reuse;
- Increase diversion from landfill of non-municipal waste and secure better intergration of treatment for municipal and non-municipal waste;
- Secure the investment in infrastructure needed to divert waste from landfill and for the management of hazardous waste;
- Get the most environmental benefit for that investment, through increased recycling of resources and recovery of energy from residual waste using a mix of technologies.

Our Waste Management Policy concurs with these key targets and is detailed opposite.

Our policy

At the heart of the our Waste Management Strategy is a commitment to achieve 40% recycling of all our contract waste by 2010, and to achieve 70% recycling and zero waste to landfill by 2020. In addition, the strategy sets targets of reduction in contract waste produced per passenger, against a baseline of average waste per passenger for the period 2005 to 2009; by 2020 the target is to achieve a reduction in contract waste per passenger. These targets follow the themes described in the Waste Strategy for England 2007 targets with a strong emphasis on waste minimisation, recycling and diversion from landfill. Our Strategy also addresses hazardous waste streams, with a requirement to gather robust baseline data by 2010 and to reduce hazardous waste per passenger against that baseline by 2020.

We have adopted the following preference in response to the Government's waste hierarchy in priority order:

1. Reduce waste creation
2. Reuse materials
3. Recycle waste
4. New Generation Thermal Treatment
5. Traditional Energy recovery from waste
6. Landfill final residual waste

This action plan aims to deliver against our waste targets and also includes measures needed to meet legal compliance requirements, along with a number of agreed measures on waste with Crawley Borough Council through various planning commitments.

02 Legislative, regulatory and policy context

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Relevant UK Legislation

Statutory instrument	Key requirements
<p>Environmental Protection Act 1990 Environmental Protection (Duty of Care) (Amendment) Regulations 1991 Environmental Protection (Duty of Care) (Amendment) Regulations 2003</p>	<p>The EPA 1990 and subsequent amendments in 1991 and 2003 detail how waste must be stored, treated and disposed of. Often referred to simply as 'Duty of Care,' the regulations also state that the person from whom the waste originates remains responsible for it until it is properly treated or disposed of. A system of licencing for waste carriers and waste brokers is in place to ensure that those responsible for collecting, treating and disposing of waste do so without causing nuisance or pollution.</p> <p>Duty of Care underlies most other waste management legislation in its requirements for environmentally responsible waste management.</p>
<p>Hazardous Waste (England and Wales) Regulations 2005 List of Wastes (England) Regulations 2005</p>	<p>These two statutory items define wastes that must be classified as 'hazardous' and further, how hazardous waste must be collected, recorded, stored, transported and disposed of. Whilst all third parties currently manage their own hazardous waste, we produce hazardous waste including waste oil cans, fluorescent lights, some waste electric and electronic equipment, batteries and contaminated soils, etc.</p>
<p>Waste Electrical and Electronic Equipment (Waste Management Licensing) Regulations 2007 also known as the "WEEE Regulations"</p>	<p>The main purpose of this regulation (and subsequent amendments) is to state the obligations of producers of electrical and electronic equipment with regard to 'take-back,' recycling and disposal of waste equipment. However it does also detail how WEEE from "users other than private households" should dispose of waste equipment.</p>
<p>The End of Life Vehicles Regulations 2003</p>	<p>Motor vehicles contain a range of materials, some of which can be recycled and some of which are hazardous. These Regulations detail how end-of-life vehicles should be collected, who is authorised to de-pollute and dispose of them and also set reuse, recovery and recycling targets for vehicles.</p>
<p>The Animal By-Products Regulations 2005</p>	<p>These regulations provide rules on how waste derived from animals (including kitchen and food processing/preparation wastes) must be collected, stored, handled and disposed of and also how any products derived from the waste (such as compost) can be used. These regulations apply to waste generated within terminals, office canteens and from aircraft.</p>
<p>Site Waste Management Plan Regulations 2008</p>	<p>These regulations state how those responsible for construction projects should reduce, reuse and recycle construction waste through the development of a Site Waste Management Plan for all projects. Whilst much of the obligation for meeting the regulatory requirements falls on the principal contractor, the client organisation has a responsibility to ensure that the plan is in place and should also work with designers and sub-contractors to improve waste management practices.</p>

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Development of the action plan

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03 Development of the action plan

A site-wide Waste Inventory was undertaken at Gatwick Airport in December 2007. This was designed to identify the waste streams generated within the remit of the current airport waste contract; assess the highest areas of waste generation and recommend the best opportunities to increase recycling. This identified that airline cabin waste and terminal retail and catering waste pose the greatest opportunity for improving recycling. This action plan utilises the findings of the waste inventory, along with current waste performance data, to inform what improvements and processes can be used to meet the airport's waste targets.

A number of alternative options were considered and assessed through workshops and scoping sessions with key internal experts before the action plan's preferred options were identified and developed into tangible actions with milestone dates and performance indicators.

Our Action Plan is designed to bring about practical actions to improve the management of waste at Gatwick Airport. The actions focus on the short to medium term with all actions projected to be complete by the end of 2011. The actions include measures to conduct reviews of existing waste management practice, communication of waste management objectives to the our supply chain, staff and Gatwick based third party businesses and amendments to existing collection arrangements.

Long-term approach – beyond 2011

Beyond 2011, we recognise the following challenges in terms of achieving:

- 70% recycling
- Zero waste diversion to landfill
- Reducing waste produced per passenger

Measures currently being considered to achieve these targets include increasing segregation of biodegradable waste for diversion and treatment through anaerobic digestion or in-vessel composting. We will also investigate other technologies which may help to deliver the long-term targets such as autoclave, Biological and Mechanical Treatment (BMT) and advanced MRF technologies.

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The actions

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04 The actions

This action plan covers those activities to be completed over the next 2-3 years. The actions have been identified through a series of internal scoping exercises and consultation with our key external stakeholders.

Table of actions

Complete by year end Ongoing

Detail of Action	Year			
	2009	2010	2011	
Action completed or commissioned in 2008	We will track progress against our annual targets for waste on a monthly basis via our governance groups within the airport.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	We will work with our airport business partners who operate at Gatwick Airport to reduce their impact on the environment – waste management being an important topic.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	We will put in place new systems to increase segregation of recyclable materials from general waste streams, focussing specifically on airline cabin waste streams.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	We will carry out a comprehensive review of Terminal waste to identify opportunities for recovering recyclable materials from the waste stream. This review will assess each retailer and outlet, identify opportunities to segregate mixed dry recyclables at point of collection and determine what additional facilities are required.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	We will conduct a review of existing waste collection facilities at the Airport to ensure that they are fit for purpose (i.e. clearly marked and labelled segregation, with appropriate capacity to accommodate increases in recycling rates across the airport).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Actions 2009 – 2011	We will increase the use of the Materials Recycling Facilities. As the MRF cannot accept “contaminated” dry mixed recyclables the increased use of the MRF will be facilitated through increases in waste segregation at source.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
	We will incorporate sustainable waste management principles in to our Supply Chain processes to ensure that our suppliers and Framework Contractors seek more environmentally friendly materials which generate less waste during and after consumption.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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04 The actions

Detail of Action	Year			
	2009	2010	2011	
Actions 2009 – 2011	We will set guidance on disposal and airport waste management procedures at the Airport.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	We will develop guidance for Development, Retail and Property managers on designing for sustainable waste management.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	We will conduct environmental assessments on development projects to ensure that waste management issues are considered and addressed where applicable.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	We will implement a phased implementation of back-of-house collection of recyclable materials by providing tenants with facilities to segregate their recyclable waste, following our initial assessment of terminal waste streams. Implementation will be phased according to material type and opportunities available to each tenant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	We will investigate and consult with the airline community on the potential for us to implement Direct Charging Measures in order to reduce waste generation and encourage recycling.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	We will identify and quantify the waste footprint at Gatwick Airport (three year review thereafter).	<input checked="" type="checkbox"/>		
	We will deploy new Terminal bins in appropriate locations that make it clearer and easier for passengers to separate recyclable materials. We will also install mixed recyclable bins in offices for dry mixed recyclable waste and evaluate on an ongoing basis.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	We will allocate staff in each of the main waste collection areas who will be on hand to accept waste from tenants and ensure that waste is deposited correctly in order to minimise contamination of waste streams.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Implementing the action plan

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05 Implementing the action plan

This action plan is to be reviewed no less than once every three years, taking into account the waste performance data and delivery of the actions. Reviews will assess whether there are significant changes to the performance against waste targets, changes in the waste practices or legal and other changes. The review should also act as a trigger to initiate subsequent actions within this action plan, and look to add extra detail when more information arises.

Action Plans will be audited as set out in the Action Planning obligation.

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Glossary

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06 Glossary

MDI	Managing Director's Instruction
MRF	Materials Recycling Facility
BMT	Biological and Mechanical Treatment
EPA	Environment Protection Agency
WEEE	Waste Electrical and Electronic Equipment

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