

Southampton: a carbon neutral airport

How we are reducing our carbon impact and working in partnership for a cleaner future

We are delighted to announce that Southampton Airport is **carbon neutral**.

As of May 2020, all of our **CO₂ emissions** identified in our carbon footprint are offset.

We are amongst the first airports in the UK to offset all of our CO₂ emissions, making this a tremendous achievement not just for the airport but Eastleigh, and regional transport.



Salkhit Wind Farm, a key project we are supporting with our carbon offsetting

Carbon Neutral
PAS 2060

Southampton Airport (SOU) is a Carbon Neutral Airport and holds the PAS 2060 accreditation, the British Standard for demonstrating carbon neutrality.

We offset our own, direct emissions as identified in our 2019 Carbon Footprint. We recognise that the bulk of emissions generated on site come from passenger surface access and the landing/take-off cycle.

We believe we have gone further than any other UK airport at this time. We have offset the emissions of our business partners and passengers as identified in our 2019 Carbon Footprint (Scope 3). This includes emissions generated in 2019 through the ground transportation of passengers and employees, ground handling operations and the landing, taxi and take-off operations of aircraft.

Eastleigh has a carbon budget of 3.8MtCO₂, which excludes aviation. Southampton Airport's carbon neutrality contributes to keeping within this budget by reducing to zero all emissions generated by the airport. By offsetting the entire emissions associated with airport operations, we are reducing to zero emissions beyond the airport's direction control, and beyond Eastleigh's carbon budget.



SUSTAINABLE AVIATION

Carbon Footprint

Every year we publish our carbon footprint. We consistently achieve year on year reductions in energy use and are proud of our ground-breaking achievements in this area. We have reduced our own emissions by nearly 80% since 2015. That is equivalent to 5 million miles by average car or 230 household yearly energy use. We only purchase green electricity from wind or solar and have invested heavily in low carbon technology.



CARBON
FOOTPRINT
80%
SINCE 2015

2015
89 KG/ATM
1.4 KG/PAX

2019
15.1 KG/ATM
0.3 KG/PAX

Kg CO₂e per ATM (air traffic movement)
Kg CO₂e per PAX



Investment in Low Carbon technology

We are investors in pioneering low carbon technology. We were delighted to make live our Fixed Electrical Ground Power (FEGP) earlier this year. This technology replaces the generators used by stationery aircraft, replacing it with green electricity. FEGP will save 60 tCO₂e per annum over running aircraft generators and is cleaner and quieter.



Developing a Solent carbon offsetting project

The airport recognises a need to develop carbon offsetting closer to home. We are exploring local schemes for nature-based solutions to sequester (absorb) carbon and nitrates and to restore local habitat and increase biodiversity.

Working in Partnership towards Net Zero

Like Eastleigh Borough Council, the airport is working towards Net Zero. We will play an active part in meeting objectives set out in Eastleigh's 'Climate Change Action Plan' by reducing emissions or becoming carbon positive. For example, energy innovators have identified potential for large-scale solar electricity generation on our site. Working in partnership with the borough, this has real potential to not only supply our needs but develop

into a scheme involving and benefitting the community.

We are scoping a charging infrastructure for community electric vehicles, taxis, buses and even aircraft, which will considerably increase our electrical power needs. Working together on a community electricity generation scheme that can also supply Eastleigh residents or businesses is the future.

Electric Aircraft

SOU is ideally placed to operate first generation electric aircraft which will fly short-haul. We need to invest in infrastructure to provide rapid charging. We would welcome the opportunity to work with Eastleigh Borough Council and strategic partners, under the Department of Transport's 'Decarbonising Transport' initiative, to make electric aircraft at Southampton a reality.

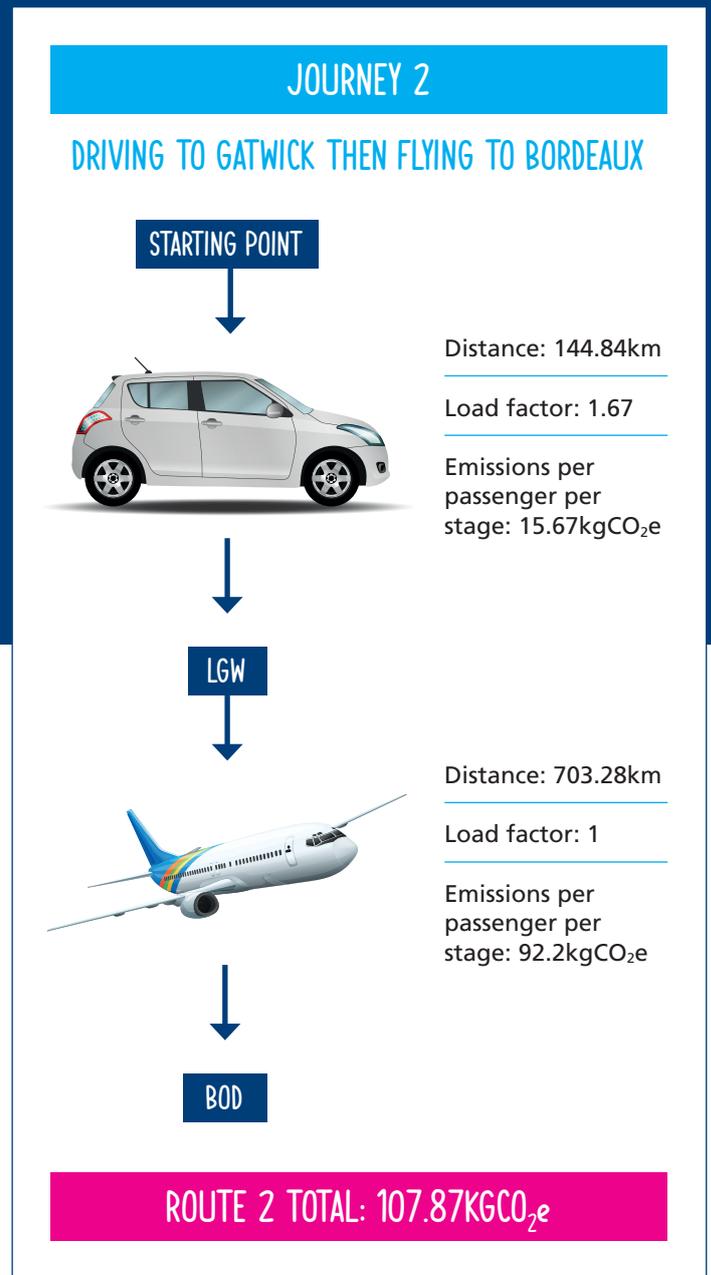
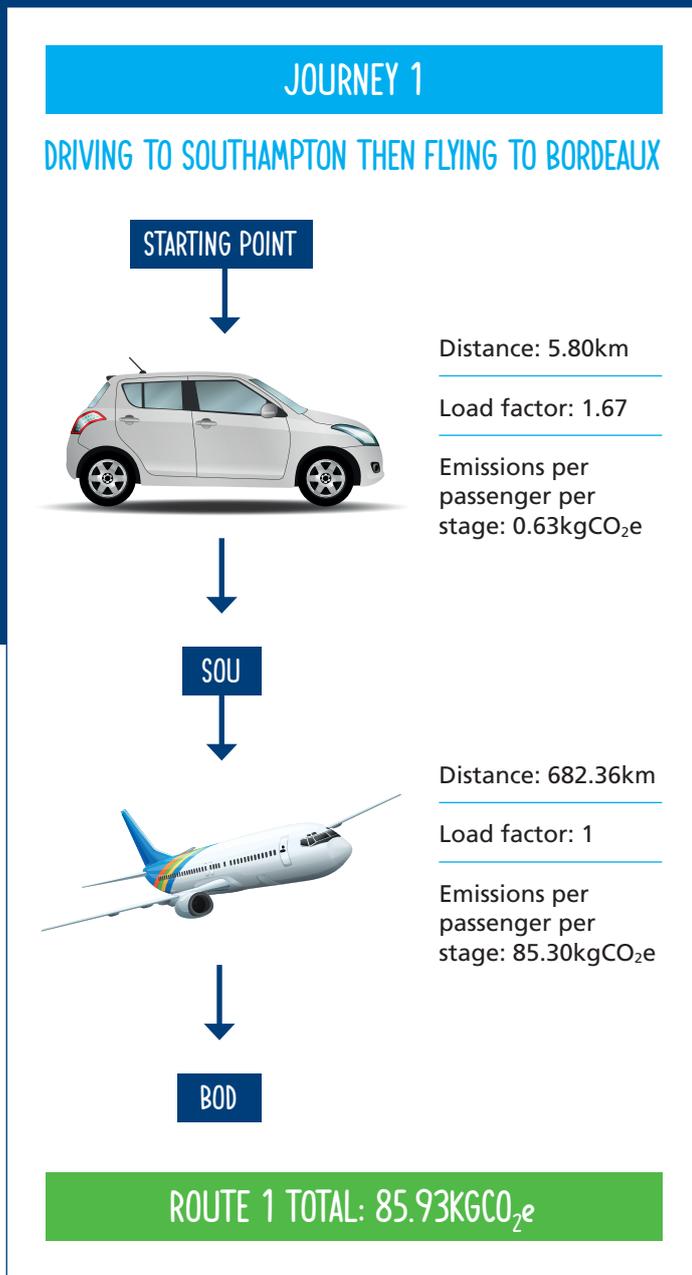
Airport Carbon Accreditation

The Airport already holds the Airport Carbon Accreditation Level 2 and is now applying for ACA 3+, the highest level of accreditation. Maintaining our ACA carbon accreditations ensures our emissions are independently verified and that we continue to achieve stretching targets for energy reduction on site. Holding ACA accreditation will be a condition of our S106 agreement.



Flying regionally is better for the planet

Flying regionally reduces carbon emissions, producing less CO₂ and easing road congestion compared with travelling to larger hub airports to fly. Our calculations show that a passenger flying to Bordeaux from a Southampton postcode would generate **20% less** CO₂ than flying from Gatwick, and nearly **30% less** than driving to Bordeaux.



Can aviation adapt to a low carbon future?

EasyJet, which operates out of Southampton, became one of the first major airlines to operate carbon neutral flights when it announced it was spending £25 million on offsetting all its flights. EasyJet and Loganair have successfully trialled electric flights and are working with manufacturer Airbus to develop electric and hybrid electric planes for short-haul domestic and European flights. As an airport which specialises in short-haul and domestic, we are in an excellent position to make early use of electric aircraft.

Producing aviation fuel from waste is also becoming a reality. Two leading carriers already incorporate cleaner-burning Sustainable Aviation Fuel (SAF). The UK's first commercial scale waste to transport fuel plant is awaiting planning

permission. SAF reduces carbon emissions by 70% compared to fossil fuel equivalent. A further 3 SAF plants are being backed by the Department of Transport.

Working together as the coalition UK aviation, it has set out in detail where carbon savings can be made to achieve Net Zero emissions by 2050, for example:

- Fleet upgrades with new aircraft technology
- Airspace improvements
- Sustainable Aviation Fuel

The sector has pledged to support the development of sustainable aviation fuel plants with a contribution of £500 million over the next five years.

Our Carbon Footprint

- SOUTHAMPTON AIRPORT IS NOW A CARBON NEUTRAL AIRPORT;
- AS WELL AS OUR OWN EMISSIONS, WE HAVE OFFSET THOSE CREATED BY PASSENGERS AND STAFF JOURNEYING TO AND FROM THE AIRPORT, FROM THE LANDING AND TAKE-OFF CYCLE AND THIRD PARTY EMISSIONS GENERATED ON SITE;
- WE ARE AMONGST THE FIRST AIRPORTS IN EUROPE TO OFFSET CARBON EMISSIONS AND ARE COMMITTED TO EVOLVING OUR CARBON NEUTRAL STATUS EVEN FURTHER WITH DEVELOPING TECHNOLOGY AND INNOVATION, AND BY WORKING CLOSELY WITH EASTLEIGH BOROUGH COUNCIL AND LOCAL BUSINESS PARTNERS.

Aviation can be a force for good

Southampton Airport plays a key role in regional connectivity, as our lifeline Channel Islands routes, receiving those in need of medical treatment, has shown. In addition to economic and employment benefits, today's aircraft are 80% more efficient than first generation jet aircraft. Globally, airlines have invested over a trillion dollars since 2009 in more fuel efficient, quieter aircraft. The aviation industry is investing \$15bn each year in development of more efficient technology. CORSIA is the world's first global offsetting scheme for any industry will mitigate approx. 2.5bn tonnes of CO₂ between 2021 and 2035, which is an annual average of 164m tonnes.

