

Carbon Strategy

Topic paper

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1. Carbon Strategy

1.1 Scope of the Carbon Strategy

- 1.1.1 Heathrow's Net Zero by 2050 commitment [1] supports the UK Government's wider aviation sector target set out in its Jet Zero Strategy [2]. Delivering this commitment requires ongoing measures and actions that apply to current operations and any increase in future activity specific to the Project.
- 1.1.2 This document describes Heathrow's Carbon Strategy which incorporates a suite of strategies and plans which set out the overall approach to managing and reducing carbon emissions at Heathrow with and without the Project. This Carbon Strategy covers the full scope of Heathrow's carbon emissions, including those that Heathrow can directly control (known as scope 1 and 2) as well as those it can influence (known as scope 3). In terms of emissions from flights, it is important to note that as an international sector, it is government policy that these emissions are managed at a national level through mechanisms such as the UK ETS and CORSIA working with key stakeholders including airports, airlines and industry. The information presented in this Carbon Strategy is preliminary, reflecting a point in time with respect to our current strategies and emerging proposals for Heathrow expansion. We will be undertaking further work to develop the Carbon Strategy following the 2026 Public Consultation to support our Development Consent Order (DCO) application.

1.2 Why is a Carbon Strategy required

- 1.2.1 The Project has the potential to increase carbon emissions at Heathrow and therefore this Carbon Strategy has been prepared to set out the strategies, policies and measures Heathrow plans to adopt to limit the expanded airport's carbon emissions.
- 1.2.2 In this strategy carbon emissions are grouped into four categories. This is consistent with how emissions have been assessed in **Chapter 10: Carbon and other greenhouse gases** of the **Environmental Information Consultation Document (EICD)**:
 - **Construction:** carbon emitted in the construction of the Northwest Runway, terminal buildings and other infrastructure.
 - **Surface access:** carbon emitted by passengers, colleagues and freight travelling to and from Heathrow using road and rail.
 - **Airport Buildings and Ground Operations (ABAGO):** carbon emitted as a result of energy used in airport buildings (such as terminals, piers, offices and hangars) and fuel and energy used by airport vehicles and machinery.
 - **Air transport:** carbon emitted from aircraft from Heathrow.

1.2.3 **Table 1.1** shows how the categories reported in **Chapter 10: Carbon and other greenhouse gases**, and in Heathrow's annual reporting compare, as well as the carbon emissions reported in 2025 for each category.

Table 1.1: Comparison of carbon emissions reporting for DCO and Heathrow with 2025 breakdown

DCO emissions category	Inclusion in Heathrow's annual carbon reporting category	Carbon Emissions 2025 MtCO ₂ e and percentage of total
Construction	On the ground – Supply Chain and Buildings and Infrastructure	0.3 (1.5%)
ABAGO	On the ground – Buildings and Infrastructure and Airport Vehicles	0.05 (0.3%)
Surface access	On the ground – Surface Access	0.5 (2.6%)
Air transport	In the air	19.9 (95.6%)

Note: Only ABAGO emissions are within the direct control of Heathrow (known as scope 1 and 2). All other sources listed above can only be indirectly managed (known as scope 3).

1.2.4 It is also important to recognise that the future trajectory and pace of aviation decarbonisation is dependent on a broad range of external factors, including government policy and technology innovation; therefore, Heathrow's Carbon Strategy, which is a long-term framework for the lifetime of the Project, needs to be flexible and adaptable to future changes in policies and technologies. As such, Heathrow adopts a scenario-based approach to planning its decarbonisation trajectory, and the Carbon Strategy is designed to respond to future changes and ensure Heathrow, with or without the Project, is able to meet the needs of the sector and play its role in reducing carbon emissions, including working with government and other stakeholders to support government's management of air transport emissions and economy-wide climate change obligations.

1.3 Legislation and policy context

1.3.1 The Airports National Policy Statement (ANPS) [3] is currently the main policy document that applies to the Project. The ANPS requires Heathrow to develop measures to manage carbon emissions associated with the Project. The draft Heathrow Expansion National Policy Statement (HENPS) includes the need to produce a Carbon Management Plan (CMP) which forms a key component of the Carbon Strategy as explained in **Section 1.6: Carbon Strategy measures**.

1.3.2 The Climate Change Act [4] requires the UK to reduce its carbon emissions to net zero by 2050. Net zero is to be achieved at a national level and is led by Government; however, it is recognised that private sector organisations can play a key role. The Carbon Strategy sets out Heathrow's approach to meeting the targets set out within its Net Zero plan (NZP) [8] with airport expansion.

1.4 How much control does Heathrow have

- 1.4.1 Heathrow's carbon monitoring and reporting is carried out in accordance with The GHG Protocol [5] and is described further in Heathrow's methodology report [6].
- 1.4.2 The GHG Protocol is an international carbon reporting standard, which is universally used by public and private sector organisations to calculate and report their annual carbon emissions.
- 1.4.3 The GHG Protocol recognises that an individual organisation has varying levels of control over the carbon emissions arising from its operations. Accordingly, it categorises emissions into three 'scopes' (scope 1, 2 and 3) defined by the level of control an organisation has over those emissions.
- 1.4.4 In the context of Heathrow, scope 1 emissions are those from assets (e.g. buildings, vehicles) that Heathrow has operational or financial control over. Scope 2 emissions are from energy purchased by Heathrow (e.g. electricity used) and are also considered to be in the control of Heathrow. Scope 3 emissions are from activities related to the operation of Heathrow (e.g. flights), but over which Heathrow does not have direct control. Heathrow may have influence over these emissions but does not have direct control. Although Heathrow has operational control over scope 1 emissions, many of the measures required to eliminate or reduce scope 1 emissions, such as replacement of gas boilers, require funding and investment. Heathrow is economically regulated by the Civil Aviation Authority (CAA). Within its role as regulator, the CAA has responsibility to ensure Heathrow's pricing on passengers and airlines is fair, and investment in the airport and passenger experience is efficient and appropriate. Part of the CAA's 5-yearly review of airport pricing and funding is to review proposed investments in areas such as buildings and infrastructure, and environmental sustainability including carbon reduction. Heathrow requires approval of funding for investment by the CAA, and in the scenario where funding is not approved, or reduced funding is approved, this could result in a slower rate of investment in decarbonisation measures.
- 1.4.5 The largest source of carbon emissions at Heathrow is from air transport. In 2025, emissions from flights made up over 95% of Heathrow's total carbon emissions. This proportion is expected to rise as a result of additional flights from the expanded airport.
- 1.4.6 Air transport emissions are categorised as scope 3. Whilst Heathrow facilitates flights to and from a suite of global destinations, Heathrow has limited control over these emissions. Aircraft are designed and built by major global manufacturers such as Boeing and Airbus and owned and operated by airlines. Airports such as Heathrow facilitate the flights, but do not own, operate or control the aircraft. Government has set out national level policies in its Jet Zero Strategy, such as UK ETS, CORSIA and the SAF Mandate to ensure UK aviation emissions reach net zero by 2050. As a key stakeholder, Heathrow has a role to support these policies. The key mechanisms for decarbonising air travel over the next two decades are newer, more fuel-efficient aircraft and SAF. Measures that Heathrow can help to facilitate to improve the efficiency of aircraft operations (on the airfield and in the airspace near Heathrow) can also reduce emissions, such as airspace modernisation, single engine taxiing and intelligent departure management systems.

- 1.4.7 However, even with these measures there will remain some residual carbon emissions arising from air travel. To meet the Government's Jet Zero target of net zero aviation emissions by 2050, and under the terms of the current Jet Zero Strategy, government expects that residual emissions will be addressed through Greenhouse Gas Removals (GGRs). Further into the future Zero Emissions Aircraft (e.g. electric and hydrogen) are likely to play a role in the longer-term decarbonisation of air transport.
- 1.4.8 Heathrow cannot deliver net zero aviation alone, as detailed earlier it is for government to set appropriate policies to manage air transport emissions to reach net zero. As such there is a need for collaboration between governments, investors, aircraft manufacturers, airlines, fuel suppliers and industry. Heathrow can play a supporting role by implementing policies and offering incentives to encourage change, such as Heathrow's SAF Incentive Programme, and differential landing charges that reward newer more fuel-efficient aircraft.
- 1.4.9 Heathrow is committed to playing its part in decarbonising air transport emissions which is evidenced through its Carbon Strategy.

1.5 Heathrow's carbon journey so far

- 1.5.1 In February 2020, the UK aviation sector became the first to commit to net zero by 2050. Heathrow built on this commitment through the publication of its Net Zero Plan in 2022, which set out its pathway to net zero and established interim 2030 goals to reduce carbon emissions both 'in the air' and 'on the ground'.
- 1.5.2 Reference to **Table 1.1** shows that over 99% of Heathrow's carbon footprint sits within scope 3 emissions outside its direct control (of which 95% is from air transport). Heathrow's approach is centred on working collaboratively with airlines, Team Heathrow partners, suppliers, passengers and Government to accelerate decarbonisation across the aviation system.
- 1.5.3 Progress in the air has been driven primarily by the deployment of more fuel-efficient aircraft and increasing uptake of SAF, with emissions from flights in 2025 reported to be around 7% below 2019 levels despite record passenger numbers. This has been achieved through a number of measures implemented at Heathrow including:
- **SAF Incentive Programme:** a funding mechanism to incentivise airlines to use SAF, by halving the price difference between SAF and conventional jet fuel.
 - **Differential landing charges:** a tiered landing charge system which rewards the use of newer more fuel-efficient aircraft.
 - **Intelligent approach:** also referred to as enhanced Time Based Separation, this is an airspace management tool which optimises aircraft spacing during approach and reduces arrival holding times.
- 1.5.4 Heathrow has also taken action to reduce emissions on the ground through investment in electric vehicle (EV) charging infrastructure, sustainable surface access initiatives, renewable energy procurement and strengthened carbon management requirements for capital projects.

- 1.5.5 Heathrow is currently updating its Net Zero Plan (NZP), in line with its regulatory planning cycle, to reflect progress to date, improvements in data and methodologies, and the latest industry and policy developments.
- 1.5.6 Heathrow aligns its reporting to the **Airport Carbon Accreditation (ACA)** scheme [7], which is a global carbon management standard specifically for airports. Heathrow holds Level 4+ ACA certification which requires full scope 1, 2 and 3 emissions reporting and demonstrable evidence of reducing emissions through methods such as stakeholder partnership, carbon management plans and ambitious target setting.

1.6 Carbon Strategy measures

- 1.6.1 This section describes the key components of Heathrow's Carbon Strategy. As detailed earlier, Heathrow is committed to meeting the targets set in the Net Zero Plan, both with and without the Project. This strategy therefore sets out the measures that Heathrow has identified to meet this commitment. These are detailed below, noting those specific to the Project and those which relate to the wider airport, sitting outside of the Project.

DCO Project specific measures

- 1.6.2 The Development Consent Order (DCO) itself will be a piece of secondary legislation, and a number of legally binding documents and plans will be directly secured by the DCO that will form part of the Carbon Strategy and are described further below.

Environmentally Managed Growth (EMG) framework

- 1.6.3 The DCO will include an EMG framework that includes four key environmental topics: noise, air quality, surface access and carbon. It is designed as a control mechanism to limit the environmental effects of the Project. It will set limits to provide certainty on the maximum effects that can occur as a result of the Project.
- 1.6.4 The EMG framework is proposed to include carbon emissions on the ground defined within the ABAGO and surface access categories (see **Table 1.2**).
- 1.6.5 EMG will set carbon limits for ABAGO and surface access, and will provide the framework for monitoring, reporting and independent scrutiny. Measures implemented to ensure EMG limits will be met, will be defined within the Carbon Management Plan (CMP) described below.
- 1.6.6 Carbon emissions limits set in EMG will apply to the operation of the whole expanded airport, not just additional emissions from the Project. EMG will however continue to develop in response to the 2026 public consultation.
- 1.6.7 Further details are included in the **Environmentally Managed Growth Topic Paper**.

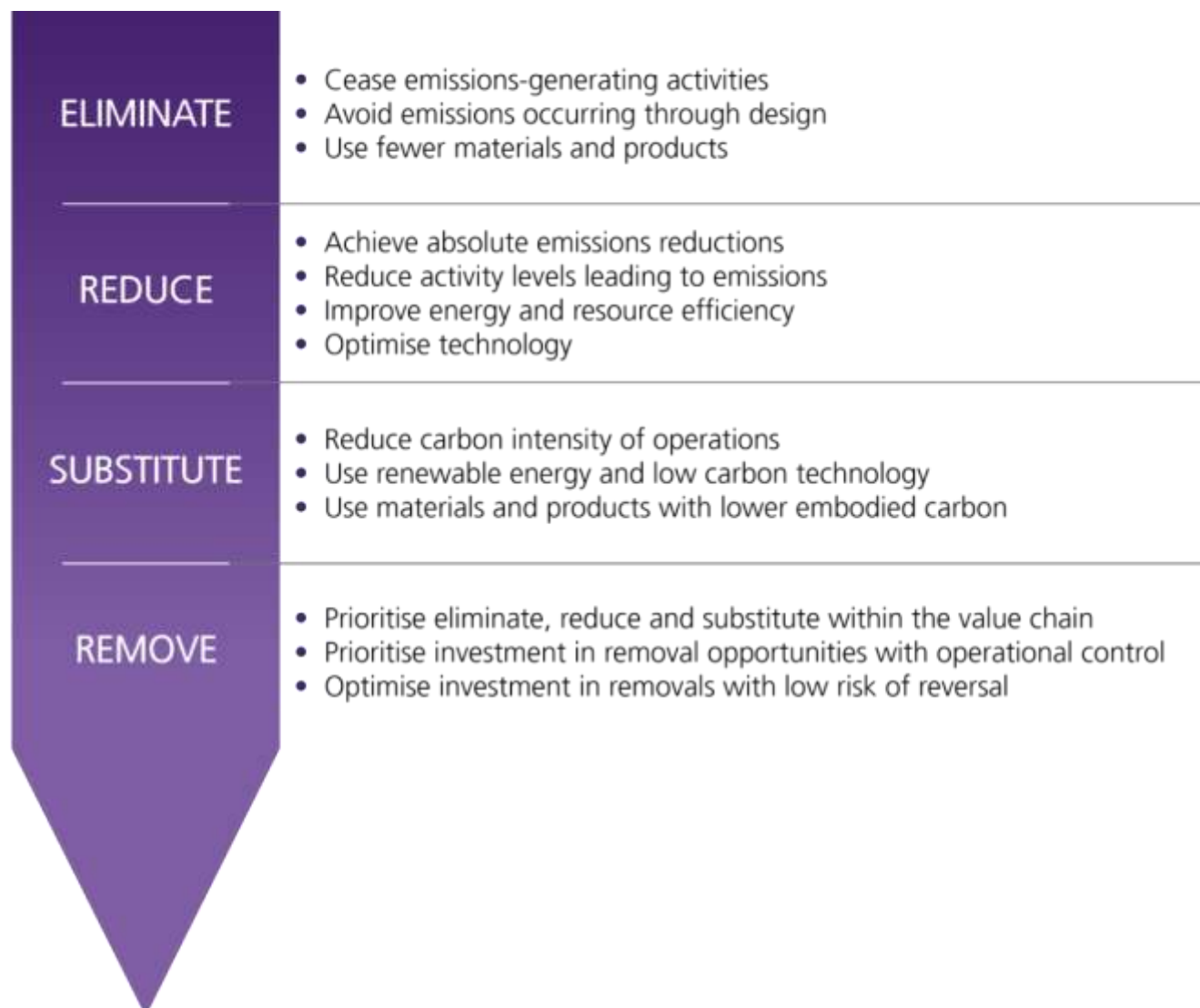
Carbon Management Plan (CMP)

- 1.6.8 The objective of the CMP is to provide a single and comprehensive suite of measures and actions that Heathrow will take to reduce the carbon emissions resulting from the Project. It will aim to directly respond to requirements that are anticipated to be set out in the HENPS.

Formal carbon limits for ABAGO and surface access emissions will be defined in the EMG framework described above. The CMP will not itself include targets, limits or caps related to carbon emissions and emissions reductions.

- 1.6.9 The CMP will, however, complement the EMG framework by identifying the measures that will be used to keep emissions within the EMG limits. In addition to measures for ABAGO and surface access designed to complement EMG, the CMP will also include measures to reduce construction emissions, as well as measures that Heathrow will seek to deploy to support Government controls on air transport emissions. The measures will reflect the level of control and influence that Heathrow has over each emissions source, as described in **Section 1.4**.
- 1.6.10 Construction emissions will be subject to measures embedded in the CMP, complimented by other plans and strategies including the **Code of Construction Practice (CoCP)** and Carbon Management Standard (CMS). Measures will include alignment with whole life carbon and assessment and management standards including PAS 2080:2023 Carbon Management in Buildings and Infrastructure [10].
- 1.6.11 Air transport emissions are controlled at national and international level, led by Government policies and measures, including UK ETS and CORSIA. The CMP will though set out measures and actions that Heathrow will take to support the decarbonisation of air transport through developing airfield infrastructure, use of airfield policies and incentives, airspace modernisation, and working with airlines and industry partners.
- 1.6.12 Measures within the CMP will be developed to align with the carbon management hierarchy shown in **Figure 1.1**, which is adapted from guidance published by the Institute of Sustainability and Environmental Professionals (ISEP).

Figure 1.1: Carbon management measures hierarchy



- 1.6.13 For construction emissions, the PAS2080 classifications of avoid, switch and improve are specifically relevant. These terms are used interchangeably with eliminate, reduce and substitute shown in **Figure 1.1**.
- 1.6.14 The CMP will be secured by the DCO. Our current intention is that it will be produced in outline form as part of the DCO submission with a DCO 'requirement' that requires us to produce a detailed CMP following the grant of development consent.
- 1.6.15 The Project will be built out over a 30-year period and operational measures will need to capture operations for decades to come. As such, the CMP will be developed as a live document and will be deliberately designed to be flexible and adaptable to future changes in legislation, policies and technologies as the UK transitions to net zero and beyond.
- 1.6.16 To support this need for adaptability, the CMP will be subject to periodic review and monitoring to ensure that it remains fit for purpose.

Surface Access Strategy

- 1.6.17 The emerging Surface Access Strategy (SAS) for the Project is described in detail in **TICD Part 3: Our emerging Surface Access Strategy for Heathrow expansion** and sets out Heathrow's strategy for managing the travel of passengers, colleagues and freight to and from Heathrow.
- 1.6.18 The emerging SAS is split into a number of individual strategies:
- Air passenger strategy
 - Colleague strategy
 - Active travel strategy
 - Bus and coach strategy
 - Parking and private vehicle strategy
 - Taxi and private hire vehicle strategy
 - Rail strategy
 - Freight strategy
- 1.6.19 These strategies all work together to define how passengers, colleagues and freight will move to and from the expanded airport.
- 1.6.20 The emerging SAS includes existing commitments and proposed measures to increase the number of passengers and colleagues using public transport to access Heathrow, which supports carbon reductions as public transport has lower carbon emissions per passenger than private cars.
- 1.6.21 The emerging SAS also includes measures to reduce carbon emissions that extend beyond public transport mode share by working towards reducing drop-off trips, increasing passenger vehicle loading, promoting car-share and incentivising use of cleaner vehicles such as EVs.

Draft Code of Construction Practice (CoCP)

- 1.6.22 The draft **CoCP** will set out Heathrow's proposed approach to manage the potential impacts of the construction of the Project on people, businesses and the natural and historic environment.
- 1.6.23 The draft **CoCP** will include a framework of measures that apply to Heathrow and its construction contractors to manage carbon emissions during construction works.
- 1.6.24 All construction contractors will need to develop a detailed CMP for specific phases of construction works they are involved in. The draft **CoCP** will set out the principles that need to be followed in developing the works specific plans.

Construction Transport Strategy (CTS)

- 1.6.25 The emerging CTS for the Project is described in detail in **TICD Part 5: Our emerging Construction Transport Strategy for Heathrow expansion** and sets out Heathrow's strategy for managing the transport of materials and workforce to and from the site during construction works.
- 1.6.26 The CTS includes proposed policies, measures and initiatives to deliver efficient and sustainable construction transport. As part of the CTS, a framework Construction Transport Management Plan (CTMP) and Construction Workforce Management Plan (CWMP) will be prepared and submitted and secured via the DCO. These management plans will sit within the draft **CoCP** and include reducing the stress on the road network through construction freight consolidation and using rail for sustainable travel for workforce and materials transport.

Design and Access Statement (DAS)

- 1.6.27 The DAS will set out key design principles for the Project. It will set out the key design features of the Project, including a range of measures and design features which work to avoid or reduce carbon emissions, such as efficient airfield design, highly energy-efficient airport buildings, and electrification of key airport infrastructure.

Supporting measures

- 1.6.28 It is important that a CMP is in place that directly addresses the potential effects of works associated with the Project. However, once operational any additional runway capacity won't be isolated from all other existing infrastructure and activities associated with the operation of the expanded airport. For that reason, the Carbon Strategy will align with wider airport operational management policies and procedures to help manage carbon emissions from the airport as a whole.
- 1.6.29 These plans apply to the whole of Heathrow and are not targeted specifically at the Project. These plans also exist in the present day and are not new, but subject to regular review and update.
- 1.6.30 It is recognised that the management of operational carbon from the use of the DCO Project will need to align with existing measures at the airport and therefore a holistic approach to operational decarbonisation is required which does not focus solely on the Project.

Net Zero Plan (NZP)

- 1.6.31 The NZP [8] is Heathrow's existing strategic plan for reducing carbon emissions. It sets out a range of targets, actions, measures and incentives to achieve carbon emission reductions both on the ground and in the air, and work towards net zero by 2050. The NZP also considers a wide corridor of different and plausible decarbonisation pathways.

- 1.6.32 The NZP will not be secured by the DCO, but will complement EMG and the CMP by providing a wider framework for Heathrow's carbon ambitions and decarbonisation plans across the airport. The CMP provides measures to ensure the Project is designed and delivered within the limits set out in EMG, and the NZP sets out Heathrow's wider corporate targets and ambitions for decarbonisation of the airport and its operations including existing assets. The NZP provides the overarching approach to decarbonisation at Heathrow with and without the Project.
- 1.6.33 Heathrow has committed to undertaking a full update to the NZP alongside development of the DCO. Recognising that a robust update to the NZP requires substantial work and effort, this process began early in 2026 and will continue into 2027 with the updated NZP planned for publication alongside the DCO application.
- 1.6.34 This will allow time for the NZP to take account of other key UK aviation decarbonisation plans currently being updated, principally the recently published Sustainable Aviation Net Zero Roadmap and the Department for Transport's Jet Zero Strategy [2] (expected early 2027).
- 1.6.35 The NZP, working with academic and industry experts, tests transition plans through five different scenarios to ensure applicability to real world changes in policy action, technology development and climate outcomes. These scenarios help ensure that the plans and levers needed for the transition will be resilient through different future transition and physical risks.
- 1.6.36 The NZP will continue to be periodically reviewed, iterated and updated beyond the DCO submission as policies, technologies and potential measures evolve, and Heathrow will proactively mature and update the NZP over time. These updates will be done in line with updates to the CMP to ensure they are co-ordinated.
- 1.6.37 The scope of the updated NZP is anticipated to continue to include all on-the-ground and in-the-air emissions whilst acknowledging the role of government to lead on the management of air transport emissions. It will also be updated to include the expected growth in flights, passengers and construction works associated with the Project.
- 1.6.38 We continue to work on the CMP and NZP in preparation for the DCO application and this includes developing a clear outline for how the CMP and NZP will interact and complement one another.

Sustainability strategy

- 1.6.39 Heathrow's sustainability strategy, Connecting People and Planet (CPP) [9] sets out Heathrow's overarching framework for sustainability. The CPP embeds the NZP and includes measures and targets with indirect carbon benefits such as nature positive and waste reduction actions.

Heathrow Carbon Management Standard (CMS)

- 1.6.40 Heathrow's Carbon Management Standard (CMS) sets out the carbon reporting and management requirements for suppliers working on all Heathrow capital projects and programmes exceeding £10m, or where Heathrow believes there are significant carbon opportunities.
- 1.6.41 The CMS requires that projects align with PAS 2080:2023 Carbon Management in Buildings and Infrastructure [10] and complete a **Whole Life Carbon Assessment (WLCA)** following the RICS Professional Standard [11]. Alignment with PAS 2080:2023 is current best practice for carbon management in the infrastructure sector and emphasises that the greatest carbon reduction opportunities often lie within the design phase of projects.
- 1.6.42 The CMS is intended to standardise carbon assessment and reporting for capital projects and sets targets and requirements for carbon reduction from construction works, including an overall carbon reduction target, carbon intensity targets for key construction materials (such as concrete, steel and asphalt), commitments to avoid diesel use, and commitments to identify and implement carbon reduction opportunities. Suppliers are required to use a carbon reduction hierarchy (such as the one shown in **Figure 1.1**) to identify and implement measures.
- 1.6.43 The CMS will apply to capital projects at Heathrow with and without the Project and provides a toolkit to drive carbon reductions in Heathrow's supply chain.

1.7 Summary of the Carbon Strategy

- 1.7.1 A summary of the key measures relevant to the Project within the overall Carbon Strategy is provided in **Table 1.2**. The table provides a summary of the purpose and role of each document, as well as signposts to other public consultation materials and resources published by Heathrow that provide further details of measures and initiatives that are planned, proposed or considered with and without the Project. The table also maps the carbon emissions categories captured under each document, to highlight where measures are managed .

Table 1.2: Key measures embedded in the Carbon Strategy

Document	Main Purpose	Which emissions does it help reduce?			
		Construction	ABAGO	Surface	Air Transport
Measures that will be secured directly within the DCO					
Environmentally Managed Growth (EMG)	Provides validation and certainty to the overall amount of carbon emissions from ABAGO and surface access. EMG will include limits and thresholds, and a framework for independent review and scrutiny. Further details of the approach to carbon in EMG can be found in the Environmentally Managed Growth Topic Paper.		✓	✓	
Carbon Management Plan (CMP)	Sets out the measures Heathrow will deliver to avoid and reduce carbon emissions at the expanded airport. The CMP will set out the mechanisms available to Heathrow to comply with its EMG commitments relating to ground emissions (i.e. ABAGO and surface access). It will also set out the measures that Heathrow will take to reduce emissions from construction works, and measures to support and encourage Government’s control of air transport emissions.	✓	✓	✓	✓
Environmentally Managed Growth (EMG)	Provides validation and certainty to the overall amount of carbon emissions from ABAGO and surface access. EMG will include limits and thresholds, and a framework for independent review and scrutiny. Further details of the approach to carbon in EMG can be found in the Environmentally Managed Growth Topic Paper.		✓	✓	
Surface Access Strategy (SAS)	Provides detail on the approach for increasing public transport mode share and promoting efficient and sustainable transport of passengers, colleagues and freight to and from Heathrow. Further details of Heathrow’s SAS and the emerging measures and initiatives for surface access can be found within the TICD Part 3: Our emerging Surface Access Strategy for Heathrow expansion.			✓	
Code of Construction Practice (CoCP)	The draft CoCP will provide detail on the approach and actions for managing carbon from construction. A number of preliminary carbon management measures for the construction works are included.	✓			

Document	Main Purpose	Which emissions does it help reduce?			
		Construction	ABAGO	Surface	Air Transport
Construction Transport Strategy (CTS)	Provides the approach to management of construction transport. Further details of Heathrow's CTS and the emerging measures and initiatives for construction transport can be found within the TICD Part 5: Our emerging Construction Transport Strategy for Heathrow expansion .	✓			
Design and Access Statement (DAS)	Details design measures to avoid and reduce carbon emissions through the design of the Project. Details of emerging design measures included in the current masterplan that help to avoid and reduce carbon emissions can be found in the Preferred Scheme Document .		✓	✓	✓
Supporting measures					
Net Zero Plan (NZP)	The main plan for achieving net zero carbon at Heathrow on the ground and in the air. The NZP includes measures, actions and targets for carbon, and an updated NZP is being developed alongside the DCO. Details of measures being brought forward can be found in the current NZP [8] and work is ongoing to develop further measures and plans as part of the updated version of the NZP which will be published in line with the DCO submission.	✓	✓	✓	✓
Connecting People and Planet - Sustainability Strategy (CPP)	Provides a strategy for sustainability at Heathrow which embeds the NZP. Details of the progress on delivery of CPP as well as the NZP can be found in Heathrow's latest annual Sustainability Report [12].		✓	✓	✓
Carbon Management Standard (CMS)	The CMS sets the standard for carbon assessment and reporting along with targets and requirements which applies to all contractors delivering capital projects at Heathrow. The CMS is intended to drive down carbon in Heathrow's supply chain and improve carbon reporting.	✓			

1.8 Next steps and preparation of the Environmental Statement (ES)

- 1.8.1 The information presented in this Carbon Strategy is preliminary, reflecting our emerging plans and proposals for Heathrow expansion. In developing the final Environmental Statement (ES), all plans and strategies outlined in this Carbon Strategy will be further developed, with more detailed commitments to be included in the application for the Development Consent Order.

1.9 Glossary of terms

Glossary term	Master glossary definition
Airport Buildings and Ground Operations (ABAGO)	Greenhouse gas emissions that come from running the airport terminals and everyday activities on the ground.
Airports National Policy Statement (ANPS)	Sets out the government's policy on the need for new airport capacity in the South East of England, the government's preferred location and scheme to deliver new capacity, and particular considerations relevant to a development consent application to which the ANPS relates. Currently being consulted on.
Civil Aviation Authority (CAA)	The statutory body which oversees and regulates all aspects of civil aviation in the United Kingdom.
Carbon Management Plan (CMP)	Carbon Management Plan (CMP) provides a single and comprehensive suite of measures and actions that Heathrow will take to reduce the carbon emissions resulting from the Project including expected timelines for implementation of the measures.
Code of Construction Practice (CoCP)	Sets out the standards and procedures to which developers and contractors must adhere when undertaking construction of major projects. This assists with managing the environmental impacts and identifies the main responsibilities and requirements of developers and contractors in constructing their projects.
Colleagues	All employees working for either Heathrow or 3rd party companies working at the airport e.g. border control employees, construction workers etc.
DCO application	An application for consent to undertake a Nationally Significant Infrastructure Project made to the Planning Inspectorate who will consider the application and make a recommendation to the Secretary of State, who will decide on whether development consent should be granted for that project.
Decarbonisation	The process of reducing or eliminating carbon dioxide emissions from activities, usually towards a reduction target.
Development Consent Order (DCO)	The means of obtaining consent for developments categorised as Nationally Significant Infrastructure Projects, under the Planning Act 2008.
Electric Vehicle (EV)	A car, van, or other vehicle that runs purely on electric batteries instead of petrol or diesel.
Emissions	Release of pollutants into the atmosphere.
Environmental Information Consultation Report (EICR)	A report prepared to present environmental information for consultation at the pre-application stage of a project.
Environmental Statement (ES)	The written output presenting the full findings of the Environmental Impact Assessment.

Glossary term	Master glossary definition
Environmentally Managed Growth (EMG)	Provides a framework for managing growth within agreed environmental limits. It sets out the process for monitoring, reporting and mitigating environmental effects with associated independent scrutiny.
Environmentally Managed Growth Topic Paper	A document outlining the draft principles for the EMG framework proposed for the Project.
GHG Protocol	The internationally recognised greenhouse gas accounting standard that provides principles, boundary-setting approaches and reporting rules for quantifying and disclosing emissions, including classification into scopes 1, 2 and 3.
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity (whether visible, buried or submerged), landscape and planted or managed flora.
Institute of Sustainability and Environmental Professionals (ISEP)	The professional body which for specialists in sustainability and the environment. The rebranded name of the previously used Institute of Environmental Management and Assessment (IEMA).
Monitoring	A planned and systematic programme of measurement, observation and reporting used to track environmental conditions or project effects over time. It helps assess compliance with requirements, limits or forecasts.
National Policy Statement (NPS)	National Policy Statements are produced by government. They give reasons for the policy set out in the statement and must include an explanation of how the policy accounts for government policy relating to the mitigation of, and adaptation to, climate change.
Net zero	When greenhouse gas emissions released are balanced by emissions removed from the atmosphere.
Noise	Generally defined as unwanted, unpleasant or disruptive sound. Noise can interfere with activities, affect health, and detract from the character and enjoyment of places.
The Project	The overarching Heathrow expansion. A structured, timebound programme of work designed to deliver specific planned improvements to Heathrow's capacity, infrastructure, and operational capability.
Scope 1 emissions	Direct emissions from sources that an organisation owns or controls (such as boilers or company-owned vehicles etc.)
Scope 2 emissions	Indirect emissions associated with the generation of purchased electricity, steam, heating and cooling consumed by the airport.
Scope 3 emissions	All other indirect emissions that occur in a company's value and supply chains. This includes aircraft emissions, construction, staff commuting, waste treatment etc.

Glossary term	Master glossary definition
Sensitivity	The vulnerability or value of an environmental receptor, which in combination with its magnitude, determines whether an environmental effect is significant.
Supply chain	The businesses that provide goods, works or services needed to deliver and operate Heathrow expansion.
Surface Access Strategy (SAS)	Sets out how access to Heathrow by all travel modes will be managed.
Sustainable Aviation Fuel (SAF)	Alternative jet fuel made from sustainable materials like cooking oil or household waste instead of traditional jet fuel.
Value chain	A sequence of activities that an organisation goes through to design and deliver a project or product.
Zero Emission Aircraft (ZEA)	Future aircraft designs that produce zero carbon pollution when they fly, including hydrogen or electricity powered aircraft.

1.10 References

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