**HSPG mini-summit - 14 September 2021**

**Key Takeaways**

Meeting chaired by Cllr Manro (Portfolio for Good Growth- Ealing Council)

Attendance: 67 logged onto the Teams call

**Cllr Peter Mason – Leader Ealing Council**

* Opening remarks

**Becky Coffin, Director of Communities and Sustainability gave a situation update for Heathrow Airport Limited**

* Half year results show a £2.9b loss due to the pandemic, passengers slowly returning. August 2021 compared to August 2019 (pre-pandemic) – Passengers down 71%, Cargo 14%.
* Currently, Heathrow slipped from the busiest airport in Europe to 10th place – reflects that short haul has recovered faster than long haul, and Heathrow’s focus on US sector.
* However, EU/US travel has now recovered to 50% down, UK/US remains 92% down
* HAL pressing the Global Travel Taskforce and UK Government to reduce international flight restrictions and simplify and reduce requirements for quarantine and testing, including deletion of the ‘Amber list’ of Counties (this pre-dates announcements easing UK measures from 4 Oct and US restrictions in November)
* HAL have commissioned economic modelling and a report: ‘Supporting a Global Britain – the economic impact of Heathrow Airport’.
  + 2019 trade through Heathrow at £188bn, (34.7% of all UK/non-EU trade) with emphasis on high value manufactured goods. Incoming passengers spend £16.6bn.
  + Growth projected for 2025 in which the Heathrow supply chain could contribute £4.65bn and 140,000jobs.
  + Heathrow’s carriage of ‘high value’ manufactured goods trade and future trade agreements could mean the biggest gains from Heathrow’s export cargo recovery are in The Midlands, Wales and North East (and Wales and Scotland for agricultural and fisheries), also potential FTA gains in the trans-pacific markets (CPTPP member countries) [PowerPoint Presentation (heathrow.com)](https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/about/75/The_Economic_impact_of_Heathrow_Airport.pdf)
* HAL committed to collaboration working to recovery

**The main theme for the mini-summit was Decarbonisation and delivering a net-zero airport and sub-region. Four speakers**

**The Airport**

**Matt Gorman MBE – HAL**

**Presentation available here:** <http://www.heathrowstrategicplanninggroup.com/download_file/view/100/172>

* “Aviation is a force for good – to protect its benefits we must decarbonise”. Existential risk! Strong drive to showcase the future at COP26
* Currently Heathrow’s carbon footprint around 20Mt, to accommodate UK aviation growth (drawing from Sustainable Aviation Pathway and potentially including Heathrow 3R) and take the carbon out of flying by 2050 will require a range of measures, the biggest contribution being the introduction of SAFs (57%). Reduced demand/pricing, operational efficiencies, improved planes and electric/hydrogen power for short haul are likely to still require the paying for removals to close the gap.
* SAFs currently cost x5 conventional fuel, seek Government support, tax changes
* Action to take carbon out of Scope 1,2 and 3 emissions on the ground too, including procurement, supply chain and surface access.
* Delivering net zero airport and sub-region requires collaboration up-scaling electricity provision, demand and supply measures, vehicle charging solutions etc. Collective discussion with National Grid, the airport can’t do it alone.
* Willingness to explore local area Insetting measures

**Discussion:** Around the importance of ‘on the ground measures’ at airports, adequacy of the scope of Jet Zero, the availability of green energy, the carbon footprint and impacts of biofuels creation, adequacy of supplies of synthetic and biofuel SAFs – priorities? strategy for EV vehicle charging

**Decarbonising the region**

**Richard McMillian – Director Sustainability, Turner & Townsend**

**Presentation available here:** <http://www.heathrowstrategicplanninggroup.com/download_file/view/102/172>

1. Net Zero barriers to overcome through collaboration
   * Funding fatigue! Need to collaborate for skills, experience, use of tools and templates
2. Grant funding is a key enabler
   * Public Sector Decarbonisation Scheme 3 – covers marginal costs, must show additionality, £325/tCO2e
   * Social Housing Decarbonisation Fund - £3.8Bn over 10years, LA led
   * SHRA website – PSDS3 bids by 3/11; SHDF wave 1 @£160m – bids by 15/10
3. the area based ‘accelerator’ model
   * MoL Retrofit Accelerator Workplaces – for public buildings. London, but could expand approach?
   * Fully funded end to end, retain 100% of savings
   * Handy road map model – do the easy stuff first, then…
   * T&T support offer, in partnership with best in class providers, OJEU compliant, record of achievements. Includes training, project development etc
   * Potential to scale for the region, HSPG members could work to achieve this

**Discussion:** Around how to secure investment from Insetting funds? Most of the BIC providers appear to be out of UK - countries that have priorities long term investment. Need for Govt to drive for UK expertise.

**John White – EMTEC**

**A guide to insetting and net zero opportunities for sub-regional collaboration**

**Presentation available here:** <http://www.heathrowstrategicplanninggroup.com/download_file/view/99/172>

* A guide around the terminology, Voluntary Credit Markets (VCM) and Task Force for Scaling VCM (TFSVCM) schemes, (GHG avoidance & Reduction or Removal and Sequestration), the opportunities, CORSIA, Carbon Credits and ‘Patient Capital’, importance of demonstrating additionality, etc
* *Insetting* is a direct extension form *Offsetting*, projects within an organisation’s own supply chain / value chain and supply chain communities.
* *“*Insetting projects are interventions along a company’s value chain that are designed to generate GHG emissions reductions and carbon storage, and at the same time create positive impacts for communities, landscapes and ecosystems”.
* Discussion on demand for and supply of credits, different drivers for these
* ICAO CORSIA projects – restricted to “jurisdictional scale” (government led) off-setting programs – disallows project-level crediting.
* Examples – notably in USA, but in UK a Methodology for Electric Vehicle Charging Systems (VM0038) is in development. EMTEC are currently working with Runnymede to explore routes to implementation, a bid to Innovate UK has been submitted.

**Discussion:** Verification and double counting, Council EV investments, govt cuts anticipated – need for products that attract patient capital, what are the skills and information needed in LAs/HSPG to make the most of the opportunities?

**Andrew Chadwick – Aviation Lead, Connected Places Catapult**

**Presentation available here:** [**http://www.heathrowstrategicplanninggroup.com/download\_file/view/103/172**](http://www.heathrowstrategicplanninggroup.com/download_file/view/103/172)

**The work of the Aviation Catapult**

* Catapult is a force to accelerate innovation and growth, quasi govt. Distribute funding for projects
* Addressing a range of innovations in aviation, focus for this programme on sustainable airports
* Necessary transitioning to hydrogen and electric; impacts, policies and standards, end to end travel, Open data, infrastructure, roadmap to support this transition.
* Sustainable airports – new solutions, smart logistics, airports as potential energy hubs to the locality, green mobility corridors to airports, importance of data sharing (competition sensitive but necessary)
* Air Transport Infrastructure – sustainability action plan

**Discussion:** Some cross-over with other work, importance of managing the overlaps, sharing information. Sensitivities around sharing commercial information, whether airport hub resources of hydrogen and electricity could be used wider than airport campus (e.g. logistics HGVs etc), developing business cases for infrastructure, flying taxis!

**Rapid roundup of other HSPG activity**

Rapid roundup of the work of the four HSPG working groups given by respective the chairpersons, these referred to the HSPG website for copies of documents produced since last summit in May 2021

**HSPG Website**

<http://heathrowstrategicplanninggroup.com/resources/spatial-planning>

**Presentation slides**

<http://www.heathrowstrategicplanninggroup.com/download_file/view/101/172>

**Economic Development & Renewal (Bill Hicks, Thames Valley Berkshire LEP)**

Referred to Heathrow 360 – Gateway to the UK

<http://heathrowstrategicplanninggroup.com/download_file/view/95/1>

**Spatial Planning (Ann Biggs, Spelthorne Borough Council)**

**Environment and Airspace (Ajit Bansal, London Borough of Hounslow)**

Referred to:

HSPG response to the Night Flight Restrictions, Jet Zero Strategy

<http://www.heathrowstrategicplanninggroup.com/download_file/view/97/171>

HSPG response to Jet Zero Strategy

<http://www.heathrowstrategicplanninggroup.com/download_file/view/96/171>

**Surface access (Mark Frost for Paul Millin, Surrey CC)**

**Presentations given at the May 2021 and previous summits and events at:**

<http://www.heathrowstrategicplanninggroup.com/resources/latest-news>

**Event Close, summing up by Cllr Manro.**

**Next HSPG mini-summit 27/01/2022 13:00-15:00pm**