

Making a material difference

London Stansted Airport Waste Management Strategy 2010-2015



November 2010

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“Over 50% of airport waste has been recycled in the first six months of 2010”

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1 Foreword

London Stansted Airport is one of the UK's principal gateways to Europe.

London Stansted Airport is one of the UK's principal international gateways for trade, tourism and travel and is a key driver for economic development in the East of England. In 2009, the Airport served about 20 million passengers making London Stansted the third busiest airport in the UK.

In 2009, the Airport offered passenger flights to over 140 destinations served by 19 different airlines and new routes continue to be established. The Airport also handled approximately 183,000 tonnes of cargo during 2009 and we look forward to supporting the 2012 Olympics as one of the key international gateways for London.

However, we are only too aware that with growth comes responsibility. Living near to an airport like London Stansted has its advantages - for example employment opportunities and great transport links - but the Airport recognises it has a key role to play in reducing waste produced.

London Stansted Airport was the first major UK airport to hold the ISO14001 environmental accreditation and in 2009 achieved certification for the OHSAS18001 Health & Safety management accreditation. We have monitored, reported on and managed waste for over ten years and have well established processes and procedures in place.



In developing this next stage of our Waste Strategy, we have reviewed our current Strategy, assessed relevant waste data, and updated our targets.

We will continue to manage waste in a proactive way and we will take further appropriate actions to reduce and mitigate the impact of the Airport's operation.

David Johnston

Managing Director, London Stansted Airport.



"Reducing waste, increasing recycling and improving our waste management practices are long standing commitments of London Stansted"

2 Introduction

Airports bring a wide range of economic, social and environmental effects. Airports are important economic generators, providing jobs, encouraging inward investment and boosting inbound local tourism.

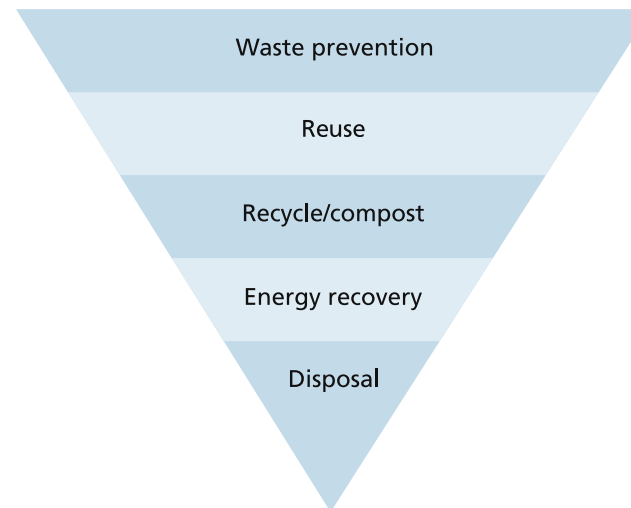
Waste is an inevitable by-product of any business activity with environmental impacts associated with its storage, transport and treatment or disposal.

Improving waste management practices, reducing waste and increasing recycling is a long standing commitment within Stansted Airport Limited's (STAL) corporate responsibility agenda. We have robust management processes in place for the waste that is produced and collected in the Terminal. We work in partnership with other airport companies to help them manage their waste responsibly and to maximise recycling opportunities in a cost effective way.

Within our existing Strategy, we have focused our efforts on increasing the amount of waste which is recycled and therefore reducing the amount which is sent to landfill. We have also focused on reducing and reusing waste, including reusing construction waste on site and composting green waste for reuse on the Airport.

In October 2008, STAL received approval from the Secretary of State to grow the Airport from 25 million passenger per annum (mppa) to 35 mppa. In gaining approval to grow the Airport, STAL committed to a large number of planning obligations which relate to mitigating the impacts of this growth on the environment. A key obligation is to develop this Waste Management Strategy, which sets out how we plan to manage waste to ensure that we minimise impacts and reduce our reliance on landfill. This Waste Management Strategy not only meets our planning obligations to review our existing Strategy, but reaffirms our commitment to effective and responsible waste management.

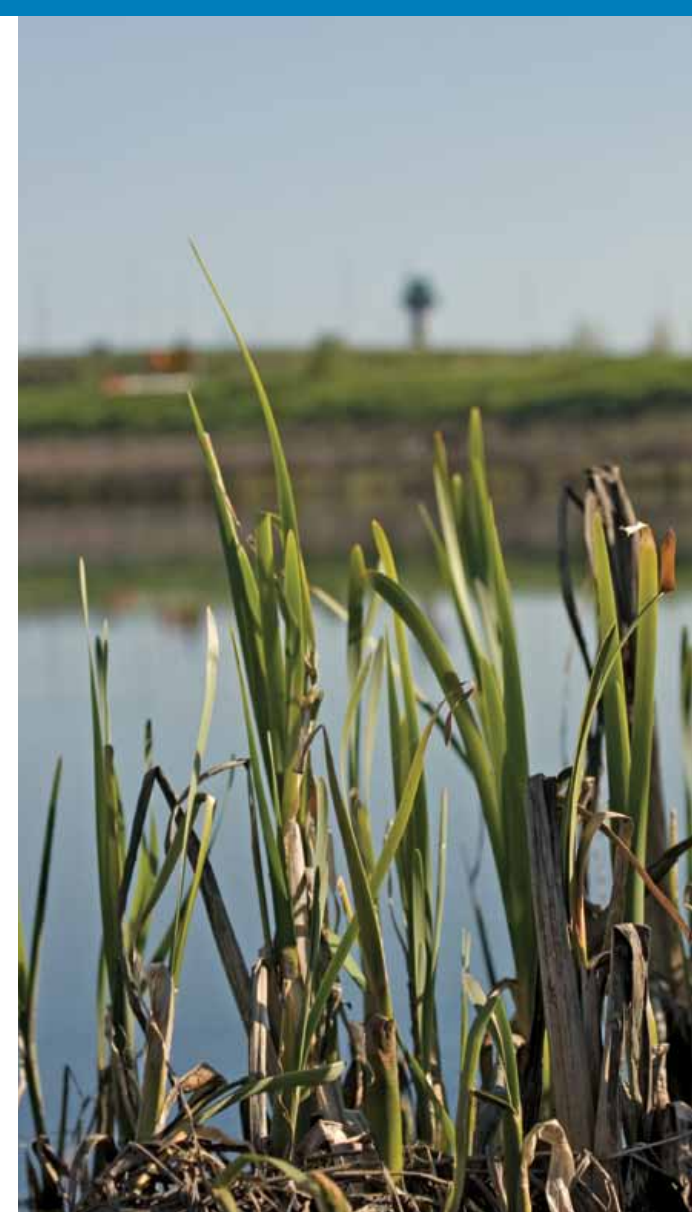
Figure 1: National waste hierarchy



Central to our Waste Management Strategy is the waste hierarchy which is set out in the UK's 2007 National Waste Strategy (Figure 1). We have structured our Action Plan with a view to moving up the hierarchy. We will continue to prioritise waste prevention, reuse and recycling thereby further reducing waste sent to landfill for disposal through the next phase of our growth from 2010-2015.

The activities which we will undertake are defined by our Action Plan and described in section 6 of this Strategy. We have grouped our actions under six themes:

1. Waste prevention	} Operational waste activities
2. Reuse	
3. Recovery - recycle, composting, energy	
4. Disposal	
5. Working with our stakeholders	} Management and control activities
6. Continual improvement and innovation	





*“London Stansted Airport
is the UK’s third largest
airport. In 2009,
20 million passengers
used the Airport”*

3 London Stansted Airport

London Stansted Airport is the third largest international airport in the UK primarily serving London, the East of England and the South East. In 2009, it handled 20 mppa.

It covers an area of 957 hectares and is located approximately 65 kilometres north-east of London, and 50 kilometres south-east of Cambridge. Land surrounding the Airport is predominantly arable agricultural land, interspersed with dwellings and farmhouses.

Towns in the vicinity of the Airport include Bishop's Stortford, located 3.5 kilometres to the west and Great Dunmow approximately 8 kilometres to the east. Nearby villages include Stansted Mountfitchet, Molehill Green, Bamber's Green, Takeley, Takeley Street, Birchanger, Burton End, Tye Green and Gaunt's End.

The Airport has one operational runway and a single main terminal building located to the south of the runway. To the north of the runway, a number of general aviation companies operate from their own facilities.

The main runway is known as '04/22' (based upon compass bearings). It is 3,048m in length and is equipped with a Category 3b instrument landing system. In 2008, 99 different aircraft types served the Airport with the overwhelming types being twin engine, medium sized, narrow bodied aircraft such as the Boeing 737-800 and the Airbus A319.



London Stansted's development

London Stansted Airport's origins date back to the Second World War when the Airport was built to provide an airfield base for the United States Air Force .

The modern airport includes the iconic terminal building opened in 1991, having been granted planning permission in 1985. The permission granted was an initial phase of 8 million passengers per annum (mppa), a second permission of 15 mppa and a third permission of 25 mppa.

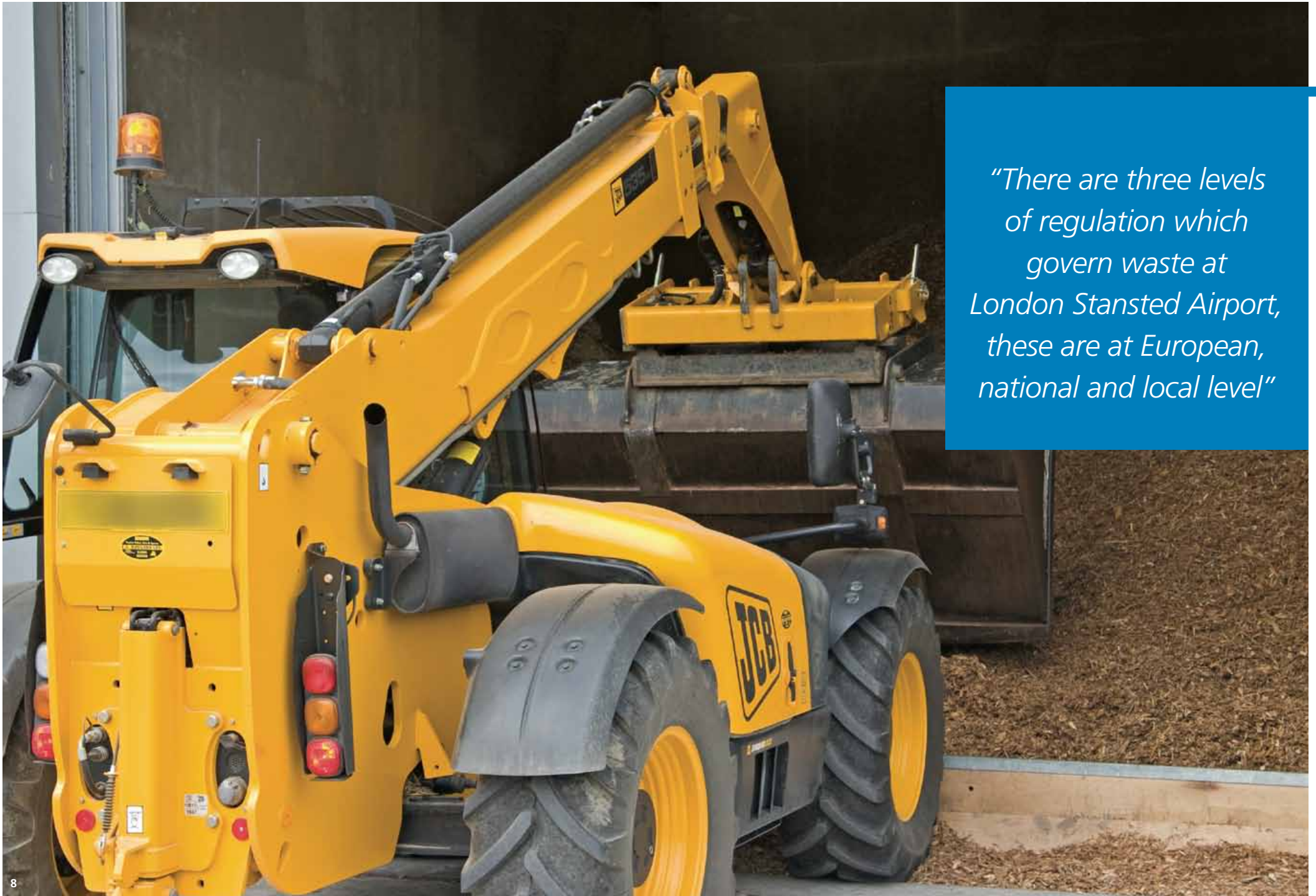
In October 2008, the Secretary of State approved the Generation 1 planning application for growth up to 35 mppa along with a series of conditions and obligations. These conditions restrict passenger numbers up to 35 mppa, air transport movements to 264,000 and the area within the 57dB LAeq noise contour to 33.9 square kilometres.

Airport use

On average the Airport handles approximately 500 flights per day in the winter period and 600 flights per day in the summer period - these being evenly split between departures and arrivals.

In summer 2009, there were 19 scheduled and charter passenger airlines flying to over 140 destinations. The total Air Traffic Movements (ATM's) for 2009 were 156,233.

The Airport serves a catchment area of over 12 million people in the East of England, London and the wider South East. Over 3 million business passengers use London Stansted Airport each year. In 2009, 199 companies and agencies were located on-airport; employing about 11,000 people, 80% of whom live in Essex and Hertfordshire.



"There are three levels of regulation which govern waste at London Stansted Airport, these are at European, national and local level"

4 The regulation of waste in the UK

There are three main tiers of regulation which govern waste at London Stansted Airport, these are at European, national and local level (Figure 2). In addition to the Regulations, there are a number of waste strategies which STAL has also considered at national, county and local level (Figure 3).

European Regulation

The European Union (EU) has published a number of directives on waste management which Member States implement through national legislation. The principal directives are:

Revised Framework Directive on Waste 2008/98/EC

This Directive describes the key elements of the Community's approach to waste management. It incorporates and replaces the previous Waste Framework Directive, the Hazardous Waste Directive and the Waste Oil Directive. The new Directive must be brought into force by 12 December 2010 and includes the waste management hierarchy, the principles of proximity and self-sufficiency which remain the key principles that underpin waste planning policy in the UK. The Directive requires that Member States establish national waste management plans, setting out their policies on the disposal and recovery of waste, and a procedure for licensing those companies involved in waste disposal or recovery. Under the new Directive member states are also required to produce waste prevention plans.

Landfill Directive 1999/31/EC

This Directive places controls on the location, design and management of landfills, including the prohibition of certain materials and sets targets for the reduction in the amount of biodegradable waste that is sent to landfill. The aim of the Directive is to prevent or as far as possible, minimise the negative effects of landfill on the local environment and landfill's contribution to climate change.

The Directive requires that a strategy on biodegradable waste is put in place, that achieves the progressive diversion of biodegradable municipal waste from landfill. This requirement has been implemented in England through the Waste Strategy 2007 and across the UK through the Waste and Emissions Trading Act 2003.

Figure 2: Waste regulation

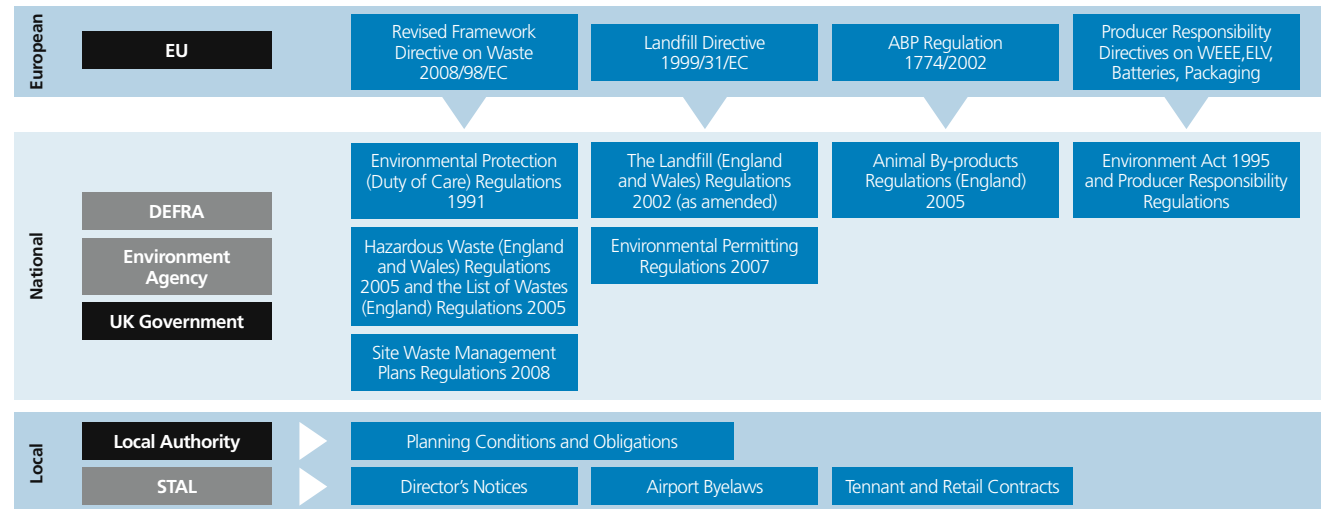


Figure 3: Waste strategies



■ Governing Body ■ Implementation Body

4 The regulation of waste in the UK continued



EC regulation on animal by-products not intended for human consumption (1774/2002)

These EU regulations lay down strict animal and public health rules for collection, transport, storage, handling, processing, use and disposal of Animal By-Products (ABPs)

Producer responsibility

The EU has issued a number of 'producer responsibility' Directives which are translated into UK legislation. These Directives aim to ensure that producers of certain products take responsibility for the collection and recycling of products at the end of their life:

- 84/62/EC Directive on packaging and packaging waste
- 2000/52/EC Directive on End of life vehicles (ELV)
- 2006/66/EC Directive on batteries and accumulators and waste batteries and accumulators
- 2002/95/EC Restrictions on the use of hazardous substances in electrical and electronic equipment
- 2002/95/EC Directive in Waste Electrical and Electronic Equipment.

These Directives have been translated into UK legislation under the Secretary of State's powers conferred by the Environment Act 1995. The Act provides for statutory 'producer responsibility' obligations to increase reuse, recovery or recycling of products or materials that have served their purpose.

These regulations are not directly applicable to Stansted Airport Limited. However the Airport takes these provisions into consideration when making decisions about waste management and use of waste management contractors.

National Regulations and Strategy

The UK's framework of national waste legislation is designed to:

- Control the environmental impacts of waste storage, transport, treatment and disposal
- Reduce reliance on landfill and incentivise recycling and recovery
- Increase recycling and reuse through 'producer responsibility' measures.

The principal legislation and regulations that apply to the waste management operations at London Stansted Airport are:

Environmental Protection (Duty of Care) Regulations 1991

This Regulation places a legal responsibility on waste producers to ensure the safe and appropriate recovery (or disposal of waste), even after it has been transferred to another party such as a waste contractor, recycler or local council. The 'Duty of Care' applies to anyone who generates, imports, carries, stores, treats or disposes of controlled wastes from business or industry or acts as a waste broker in this respect.

Hazardous Waste (England and Wales) Regulations 2005 and the List of Wastes (England) Regulations 2005

These Regulations provide controls on the management of hazardous waste. The mixing of different types of hazardous waste and hazardous with non-hazardous waste is prohibited. Sites that produce hazardous waste are required to register with the Environment Agency and the regulations set out a procedure for hazardous waste consignment notes.

Environmental Permitting Regulations 2007

These regulations introduced a single environmental permitting and compliance regime for England and Wales. They streamline and combine the Waste Management Licensing (WML) and Pollution Prevention and Control (PPC) Regulations to create a single environmental permit with a common approach to permit applications, maintenance, surrender and enforcement.

The Regulations also provide for the registration of waste management exemptions for lower risk waste management activities. This includes composting, compacting, baling, storage and the reuse of construction waste. These exceptions were revised in early 2010.

Animal By-Products Regulations (England) 2005

These Regulations are designed to prevent animal by-products from presenting a risk to animal or public health through the transmission of disease. Animal by-products are categorised dependent on risk. Category 1 presents the highest risk to human or animal health and includes international catering waste (ICW) (food containing meat or fish arriving in the UK from outside the EU). Category 3 includes material which is fit (but not intended) for human consumption and includes raw meat and fish products past their sell by date. The permitted disposal methods for each category are set out in DEFRA guidance notes.

The Landfill (England and Wales) Regulations 2002 (as amended)

These Regulations implement the EU Landfill Directive and require that landfills are classified into three main types (inert, non-hazardous and hazardous) with a ban on co-disposal. Waste has to be treated before being landfilled and must meet the waste acceptance criteria (WAC).

Site Waste Management Plans Regulations 2008

These regulations require that construction projects over a certain size compile and maintain a Site Waste Management Plan (SWMP). Relevant projects include new build, maintenance, alteration or installation/removal of services such as sewerage or water.

Waste Strategy for England 2007

The Government's Waste Strategy for England 2007 sets out to protect human health and the environment by producing less waste and by using it as a resource wherever possible.

The Waste Strategy replaces the Government's Waste Strategy 2000 and sets the following objectives:

- Decouple waste growth (in all sectors) from economic growth and put more emphasis on waste prevention and reuse
- Meet and exceed the Landfill Directive diversion targets for biodegradable municipal waste in 2010, 2013 and 2020
- Increase diversion from landfill of non-municipal waste and secure better integration 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
- Achieve most environmental benefit from that investment, through increased recycling of resources and recovery of energy from residual waste using a mix of technologies.

The Waste Strategy sets more ambitious targets than those included in the Waste Strategy 2000. These are to increase recycling and composting of household waste to 40% by 2010, 45% by 2015 and 50% by 2020.

Planning Policy Statement (PPS10) - Planning and Waste Management (July 2005)

PPS10, Planning for Sustainable Waste Management reflects the expectations of the Government's Planning Green Paper, Planning - delivering a fundamental change. Planning Policy Guidance 10 (PPG10) provides clarity on what is required at regional and local levels. It aims to ensure that decisions are made at the most appropriate level and in a timely manner that delivers sufficient opportunities for sustainable waste management.

The guidance states that positive planning has an important role in delivering sustainable waste management:

- Through the development of appropriate strategies for growth, regeneration and the prudent use of resources
- By providing sufficient opportunities for new waste management facilities of the right type, in the right place and at the right time
- The key planning objectives require regional planning bodies and planning authorities to prepare and deliver planning strategies that include:
 - Helping to deliver sustainable development through driving waste management up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option but one which must be adequately catered for
 - Enabling sufficient and timely provision of waste management facilities to meet the needs of their communities
 - Helping to implement the national waste strategy, and supporting targets, and are consistent with obligations required under European legislation
 - Helping to secure the recovery or disposal of waste without endangering human health and without harming the environment, and ensuring waste is disposed of as near as possible to its place of production
 - Reflecting the concerns and interests of local communities, the needs of waste collection authorities, waste disposal authorities and business, and encouraging competitiveness
 - Ensuring the layout and design of new development supports sustainable waste management.



British Standard 5906:2005 Waste Management in Buildings - Code of Practice

This Standard provides recommendations for methods of storage and on-site treatment of solid waste from residential and commercial buildings and hospitals, with the exception of medical waste.

It recognises that at an early stage in design, it is essential that agreement is reached between the designers and appropriate authorities.

In particular, attention is paid to the methods of storage, segregation, on-site treatment and collection of waste, including recyclable material, to be used for the form of layout and building density adopted.

4 The regulation of waste in the UK continued

Local Regulation and Strategy

Local regulations and strategies relevant to London Stansted Airport are those of Essex County Council, Uttlesford District Council and Hertfordshire County Council.

In Essex, between April 2008 and March 2009 43% of household waste was reused, recycled or composted. Within Uttlesford District Council the figure was 54% for the same period. This compares to 41.5% for Hertfordshire.

Joint Municipal Waste Management Strategy for Essex (2007 to 2032)

This was published in December 2009 by Essex County Council and the twelve District and Borough Councils. The strategy focuses on the need for change in waste management in Essex due to the following reasons:

- Pressure from the public to improve recycling performance
- Implementation of the EU Landfill Directive in the UK through the Waste and Emissions Trading Scheme Act 2003 and Landfill Allowance Trading Scheme (LATS). The LATS means Essex County Council must divert significant amounts of biodegradable waste sent to landfill each year or buy allowances to cover the shortfall. Between 2009/10 and 2019/20 this requires Essex to reduce biodegradable waste to landfill by 115%
- The need to effectively manage the financial impacts of the landfill tax
- The need to effectively manage available landfill capacity. A 2007 study predicted Essex had sufficient landfill capacity until 2017. There is concern that this may come under further pressure from commercial and industrial waste and possible imports of waste from London.

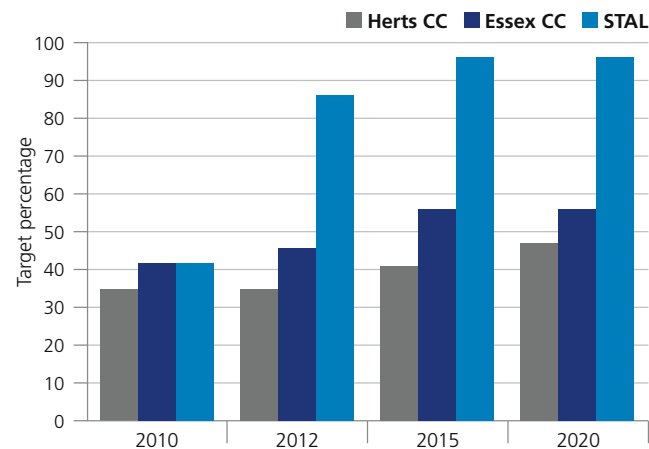
The Essex Strategy sets the following targets:

- Reduce household waste per person not reused, recycled or composted to 225kg by 2020
- Recycle 60% of household waste by 2020.

To meet these targets the Essex Strategy supports a number of initiatives:

- Government lobbying for further measures to reduce packaging waste
- Favouring composting technologies for source segregated organic wastes where renewable energy is recovered
- Favouring mechanical biological treatment technologies for the treatment of residual waste
- Continued encouragement to householders and other stakeholders for awareness, other solutions to minimise waste to landfill and to meet the targets set.

Figure 4: Recycling targets



Hertfordshire Joint Municipal Waste Management Strategy 2007

In 2009, Hertfordshire County Council were consulting on a review of this strategy and the development of a new strategy to cover the period 2011-2026. The proposed strategy is similar to the Essex Strategy and includes similar pressures for change. The targets are set over a shorter time frame:

- Reduce household waste per person not reused, recycled or composted to 285kg by 2012
- Recycle 50% of household waste by 2012
- 0% land filling of untreated municipal and commercial waste by 2021.

The Strategy is backed by a detailed action plan covering 3 key areas:

1. Waste Awareness
2. Recycling & Composting
3. Residual Waste Management

There is a predicted requirement for a new residual waste thermal treatment plant with combined heating and power (CHP) from 2014, two new in-vessel composting facilities by 2021 and two new waste bulking up stations in the East and North of the County. Provision of these facilities is dependant on the outcome of the consultation.

The Uttlesford Local Plan (2005)

This Local Plan was adopted by Uttlesford District Council in January 2005, it forms the basis upon which all planning decisions within the District are made. The plan contains policies regarding a range of planning issues. Requirements regarding waste were made within Policy GEN2 Design. The policy requires a number of criteria and considerations to be fulfilled. The criteria set out that development would not be permitted unless it helps to reduce waste production and encourages recycling and reuse.

Over the next three years the Council will replace the adopted plan with the Local Development Framework.

Uttlesford District Council Municipal Waste Management Strategy 2005

This Strategy complements the Essex Joint Municipal Waste Management Strategy and sets out the municipal waste management strategy for the district. Specifically it describes how Uttlesford District Council will:

- i. Reduce the impact of the Landfill Directive and associated regulations
- ii. Meet its previous statutory recycling target of 36% by 2007/08 in accordance with the requirements of the Joint Waste Management Strategy for Essex
- iii. Continue to increase levels of recycling to the practical maximum.

Stansted Airport planning conditions and obligations

STAL has a number of planning conditions and obligations which either cap, reduce or mitigate the impact of the Airport. The planning conditions and obligations relevant to waste are delivered through the Waste Management Strategy.

From the implementation date of the 25 mppa Planning Permission STAL will:

- When requested so to do by UDC to pay to UDC the sum of £300,000 towards the cost to UDC of providing a materials recycling facility.

From the date of grant of the 35 mppa planning permission STAL shall:

- By 31st December 2009 and every five years thereafter STAL shall review the Stansted Waste Management Strategy
- STAL shall use all reasonable endeavours to implement any revisions to the Stansted Waste Management Strategy as soon as shall be reasonably practicable after such revision
- STAL shall report on progress against the Strategy as revised from time to time in the Corporate Responsibility Report.

Stansted Airport Byelaws

STAL has imposed a number of byelaws under sections 63 and 64 of the Airports Act 10986 and section 37 of the Criminal Justice Act 1982. The specific byelaw relating to waste is:

Prohibited Acts 3 (21) Litter etc

No person shall drop or otherwise deposit anything in such circumstances as to cause, contribute to, or tend to lead to, the defacement by litter pollution or waste substances of any part of the Airport.

Stansted Airport Directors Notices

In order for STAL to meet waste regulations and planning conditions and obligations a series of Directors Notices (DN's) apply to all companies that work at the Airport. The relevant waste DN's are listed below:

DN31/09	Minimum Standards of Environmental Performance for Companies Operating at London Stansted Airport
DN04/10	Health, Safety and Environmental Requirements for Suppliers
DN11/10	London Stansted Airport Waste Disposal Charges with Terms and Conditions
DN20/10	Restriction on International Catering Waste (Cat 1) Entering London Stansted Airport Waste Facilities
DN92/08	Disposal of waste oil and lubricant containers airside.
DN28/08	Removal of unserviceable and redundant equipment from airside areas
DN35/06	Fly tipping of waste materials and equipment at London Stansted Airport



"50% of the waste collected, is generated by retailers and passengers in the Terminal."

5 Waste at London Stansted Airport

STAL produces and manages a variety of waste which arises from activities that take place across the Airport. The majority of waste generated at the Airport is removed for recycling, treatment or disposal by STAL's primary waste contractor. Most of the companies and organisations based on the Airport subscribe to this service and their waste comprises approximately 90% of the waste collected.

The data collected by STAL through this contract provides detailed information on how much waste is produced, where the waste comes from, and how it is treated.

Types and source of waste

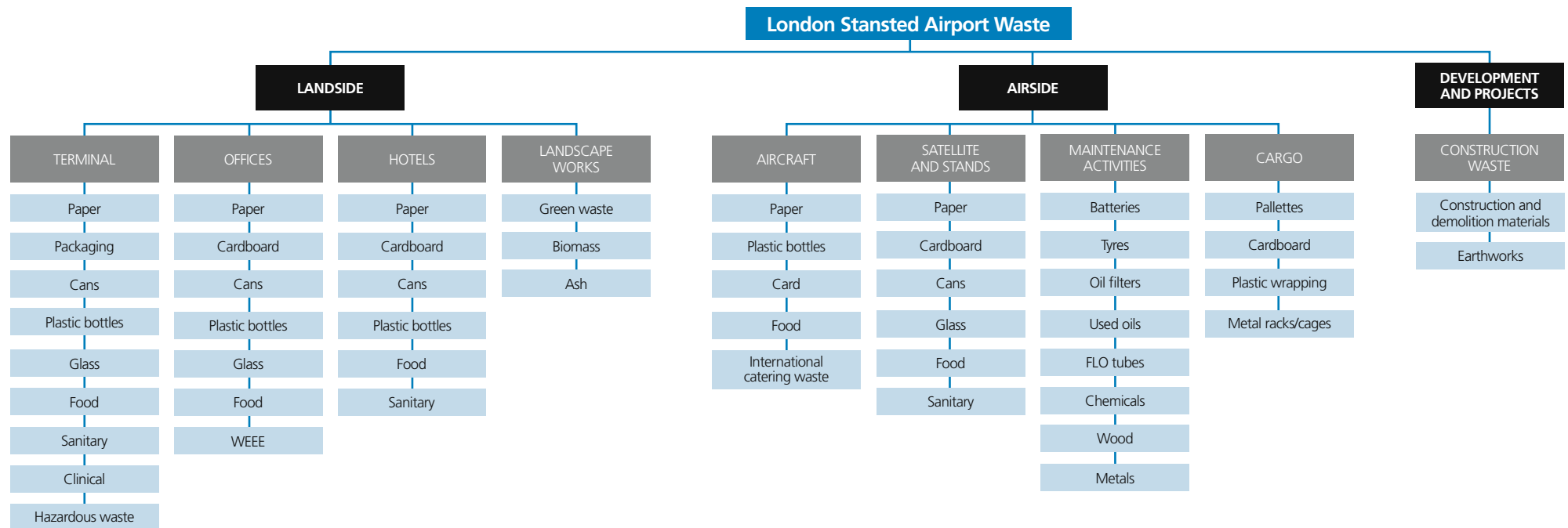
Waste is generated at the Airport from a wide variety of activities taking place across a number of locations as shown in figure 5. This includes waste produced by the following activities:

- Retailers and passengers in the Terminal where approximately 50% of waste collected by our main waste contractor is produced
- Office activities undertaken by STAL, & other airport companies
- Hotels and other services
- Engineering and maintenance activities undertaken by STAL plus our business partners and contractors
- Aircraft cleaning and servicing
- Landscaping
- Cargo
- Construction and refurbishment.

The quantity and variety of wastes depends on a number of factors including:

- The number of passengers using the Airport
- The number of passengers connecting to onward flights and the time they spend in the Terminal
- The type of flights using the Airport - short haul, low cost flights tend to generate less waste than international, long haul flights
- Purchasing decisions made by STAL and other Airport companies such as over-ordering or levels of packaging
- Staff use of resources, such as avoiding wasteful behaviours.

Figure 5: Waste generated at London Stansted Airport by type and location



5 Waste at London Stansted Airport continued

A more detailed breakdown of the specific types of waste produced is described in the following sections:

Hazardous waste

Hazardous wastes collected under the main contract include oil cans generated through aircraft stand maintenance, dangerous items surrendered at security and redundant electrical equipment.

Hazardous waste streams including lamps, oils, chemicals and batteries which are generated by STAL's engineering and maintenance departments are generally removed by hazardous waste specialists. In 2006, we started to record information on these waste sources, to allow us to monitor compliance and recycling more effectively.

Hazardous waste generated by Airport companies is not permitted in the Airport's waste collection facilities. We require that Airport companies make their own arrangements for disposal of these wastes. This includes aircraft catering waste which may contain category 1 animal by-products.

Composting

Landscaping waste (e.g. grass cuttings from verges and the airfield, tree/hedge trimmings etc) is composted at the Airport's composting site. The compost is used by our landscape maintenance contractor within the boundary of the Airport to maintain the landscape environment. On average approximately 600-800 tonnes of green waste per year is composted and reused in this way. We track this waste and include composting as part of our recycling target.



Waste generated by business partners.

Where our business partners (retailers, tenants, airlines and contractors) subscribe to our waste collection service, we are able to track waste quantities and types through the data provided by our main waste contractor.

Some Airport companies choose to make their own arrangements for waste disposal including cargo facilities, hotels and some aircraft hangers. We currently do not track these waste streams and as such the data is not included in the analysis provided in this strategy.

Construction waste

Construction waste at the Airport is largely generated from construction of infrastructure and facilities as well as building maintenance activities. As far as practicable, all pavement and concrete waste is reused on-site for construction purposes. Materials which cannot be reused on site will be recycled, or disposed of via a licensed waste management contractor as part of each project. Currently about 85% of the waste material from STAL's construction operations is recycled. Construction waste is monitored separately from operational waste streams and again is not included in the analysis opposite.

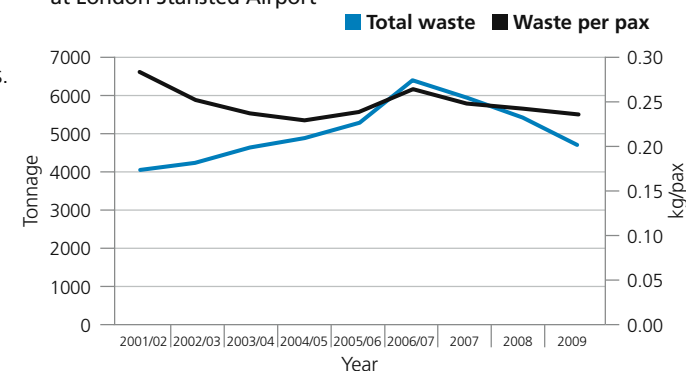
Waste quantities

The data provided by our main waste contractor allows us to accurately track how much waste is collected under this contract.

In 2009, 5,385 tonnes of waste was generated on-airport. This includes 4,689 tonnes collected by our waste contractor, 683 tonnes of green waste composted on-site and small quantities of hazardous waste removed by specialists.

We also measure waste produced per passenger to allow us to better compare year on year waste as the Airport grows. Figure 6 compares annual performance of the total volumes of waste collected by our contractor and the waste per passenger. This shows that total waste collected grew from 2001 until 2006 and has decreased each year since then. Waste per passenger also peaked in 2006, then decreased and has remained relatively stable over the last two years. One of the most significant contributors to the increased level of waste produced in 2006 was the introduction of the security restrictions for passengers travelling with liquids and gels during heightened security levels. This increased waste generated in the Terminal by almost 20%.

Figure 6: Comparison of total waste and waste per passenger at London Stansted Airport



Source: Stansted Generation 2 Environment Statement - Volume 15



Comparison with other airports

STAL has been able to compare its performance with other Airports (Table 1). London Stansted Airport has a lower waste per passenger than the other London airports, primarily due to the nature of its operation. The majority of the flights at Stansted are short haul, with minimal transfer or long haul destinations. The consequence is less waste from aircraft due to limited provision of in-flight meals and other free items and less waste from the terminal as non-transitory, short haul passengers spend comparatively shorter time in the terminal consuming food and other goods.

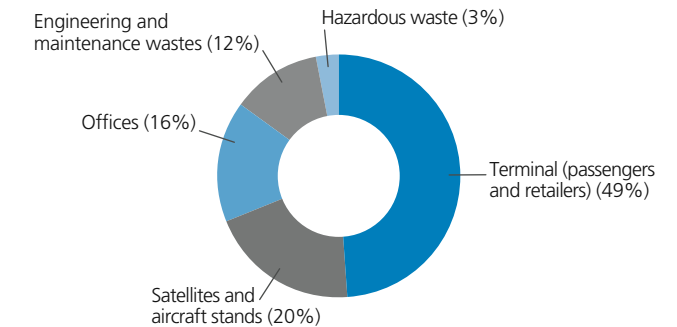
Table 1: Comparison of waste at UK airports in 2006/07

UK airport	Total passengers (mppa)	Total waste (tonnes)	Waste per passenger rate (kg/passenger)	Total recycling rate achieved (% of total)
London Stansted	23.8	6,261	0.26	25.0
Heathrow	67.3	28,612	0.43	24.6
Gatwick	34.3	20,902	0.61	22.5
Aberdeen	2.7	504	0.19	23.1
Edinburgh	8.7	1,913	0.22	19.8
Glasgow	8.9	2,715	0.31	19.9
Southampton	1.9	431	0.23	24.1
AVERAGE	21.1	8,762	0.32	22.7

Waste generated by area

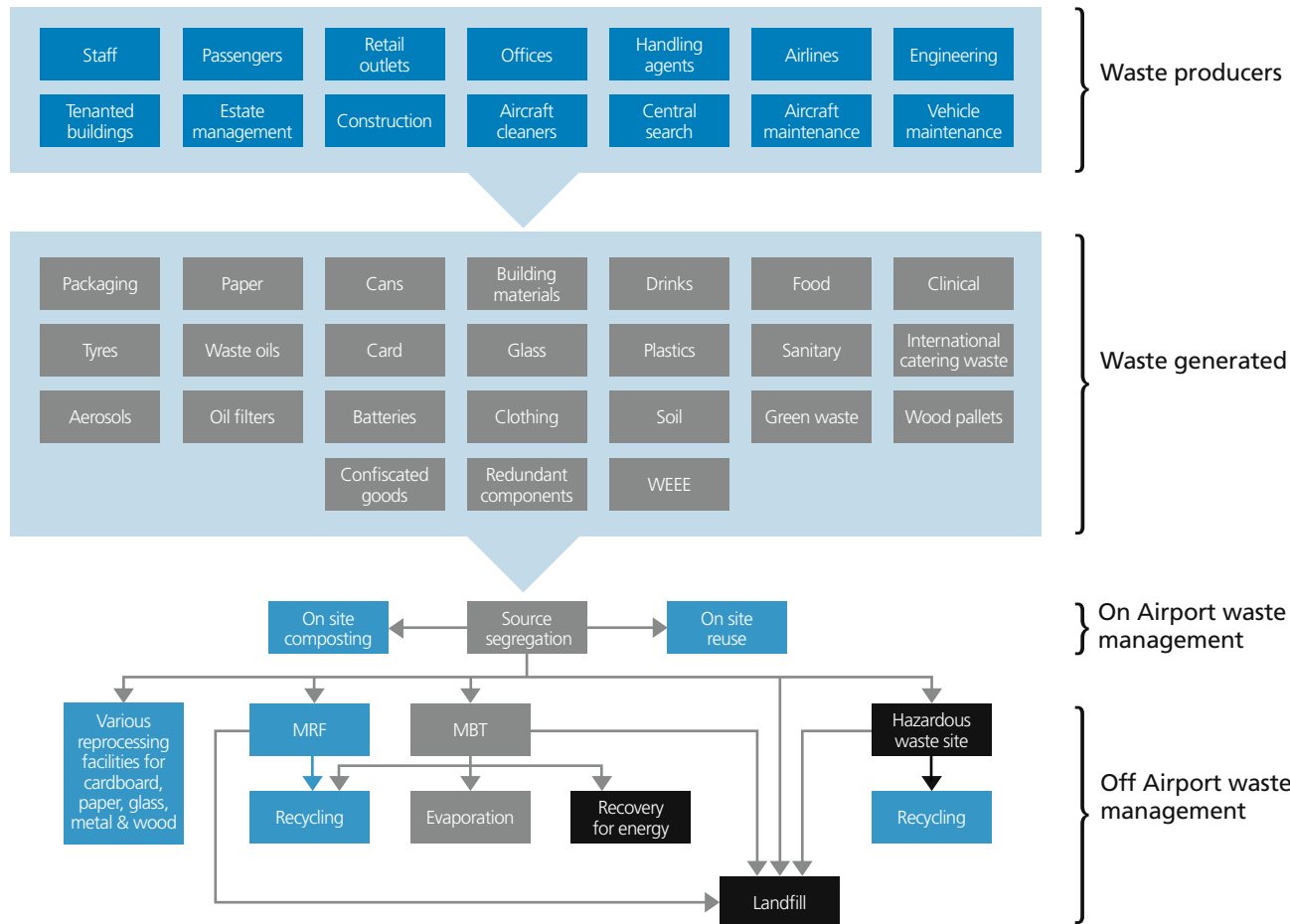
STAL is able to trace where the waste at the Airport comes from (Figure 7). The Terminal generates the largest source of waste by weight, with the main contributors being retailers, concessionaires and passengers. Other significant sources of waste are offices, third party premises, the three satellites and aircraft stands.

Figure 7: Breakdown of waste collected by area.



5 Waste at London Stansted Airport continued

Figure 8: Waste production and disposal



Waste recycling and disposal

In consultation with STAL, the Airport's waste contractor makes arrangements for the removal of waste to local waste disposal, treatment or reprocessing sites.

Through our contract management process we regularly review the availability of local waste sites to ensure that we maintain an efficient operation. This enables us to prioritise recycling over other disposal means and take account of the proximity principle as far as possible.

We are therefore able to identify how waste generated across the Airport by a range of waste producers is disposed of (Figure 8). We make use of a number of different waste treatment and disposal facilities including:

- Recycling sites for paper, cardboard, metal, glass etc,
- Sorting and treatment of general terminal waste at a mechanical, biological treatment plant (MBT)
- Sorting and recycling of mixed recyclables such as plastics, paper, card at a material recycling facility (MRF)
- Sorting, treatment and recycling of hazardous waste at a specialist treatment facility
- Our on-airport composting site.

Some waste is still sent to landfill, although this has decreased as we have increasingly prioritised other disposal routes.

Waste recycling and recovery

Since 2004, we have increased the proportion of waste we recover, recycle and compost and have significantly reduced our reliance on landfill (Figure 9). Figure 10 shows how our recycled materials breakdown by material.

Recycling is our priority for the waste we generate. Recovery of residual waste for use in energy generation is a beneficial use of the waste we can't recycle. Nine percent of our waste was recovered for energy in 2009 at an MBT facility.

Figure 10: Breakdown of recycling by material

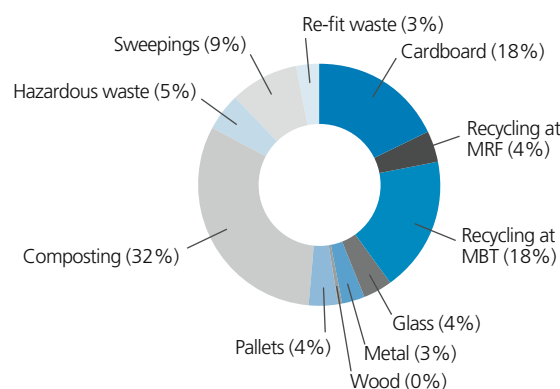
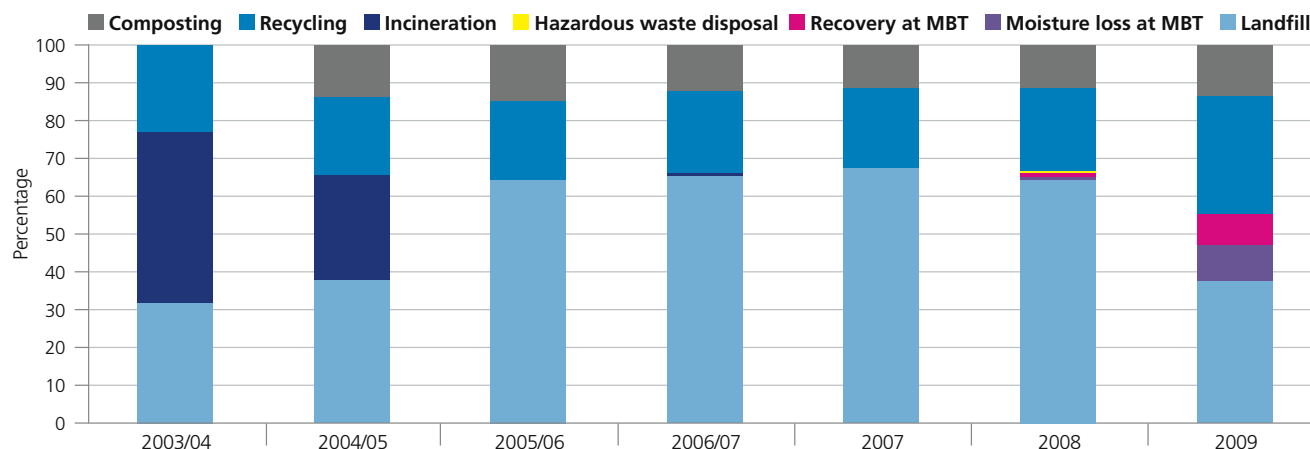


Figure 9: Waste disposal and recycling methods



Forecasting future Airport waste production

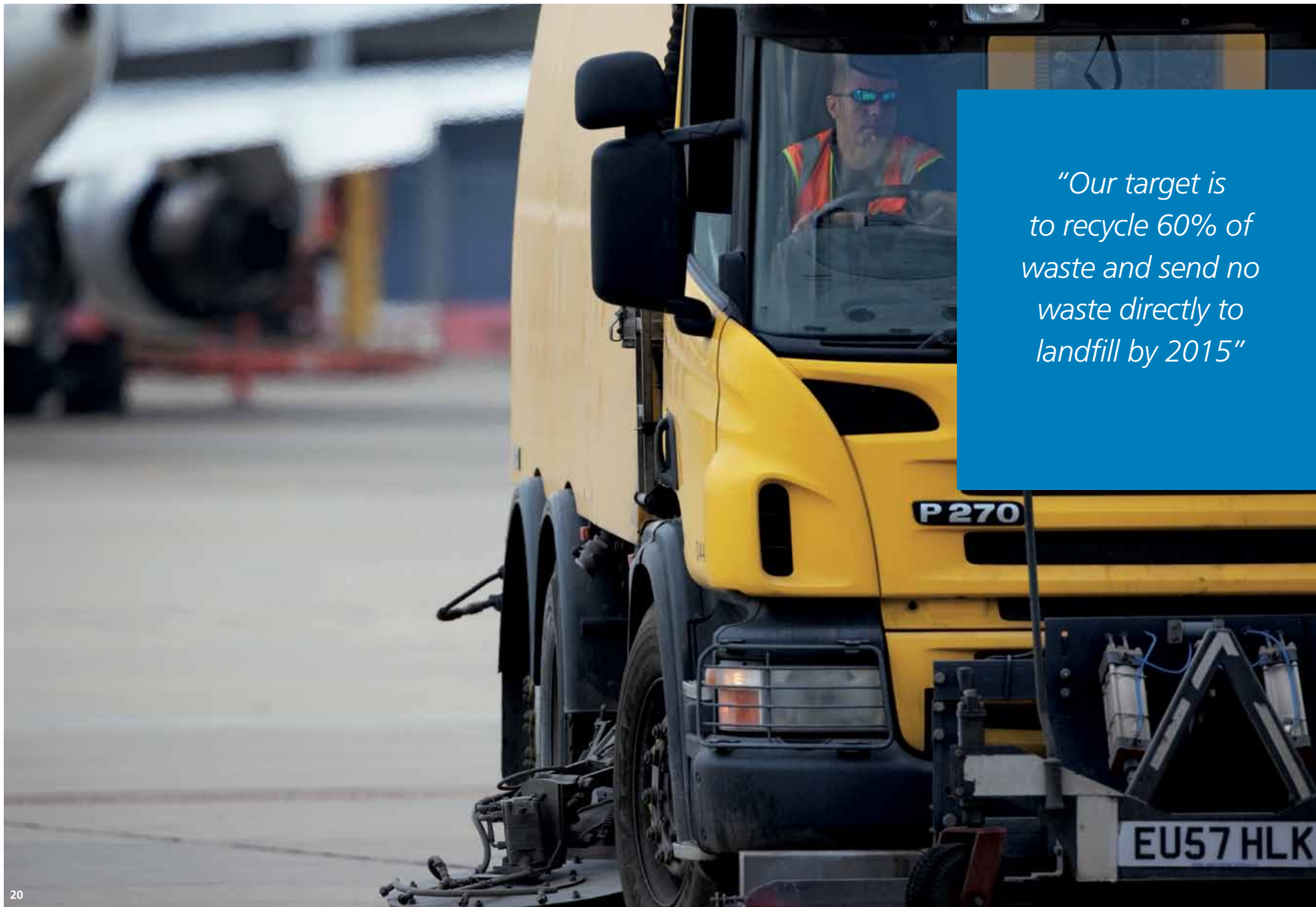
In developing our Strategy, we have considered the waste currently produced at the Airport as well as the waste we expect the Airport to produce in the future. As part of the G1 planning application, a forecast of waste based on the Airport operating at 35 million passengers per annum (mppa) was made. This was done in two ways, first by predicting the waste produced by the proposed facilities and secondly by predicting the waste generation by passenger throughput (Table 2).

This waste production forecast has helped shape this strategy. In the future we will regularly review our development plans to ensure that our waste forecasts and collection services remain fit for purpose and meet demand.

Table 2: Forecast waste for the 35 mppa in 2014

Waste source description total	Tonnes
Baseline waste figure 2004/06	6,038
Additional facilities	
25 mppa permitted development.	1,449
Additional Hotels: South Gate Hotel West (250 beds) and South Gate Hotel East (100 beds).	192
Additional Restaurant: South Gate Restaurant.	246
Additional Car Rental Sites 5 and 6.	7
SUB-TOTAL	1,888
Additional passenger throughput to 35 mppa	
There are an additional 10 mppa passing through the Airport. It is assumed that each passenger will generate 0.25 kg of waste associated with the Terminal, satellites, aircraft and aircraft stands.	2,500
TOTAL	10,426

Source: STAL Generation 1 Environment Statement Volume 13 Waste, Page 13



"Our target is to recycle 60% of waste and send no waste directly to landfill by 2015"

6 London Stansted Airport's Waste Management Strategy

Our vision

Our vision is that waste and resource efficiency will be an integral part of our business decision making, demonstrating leadership and continual improvement in environmental good practice.

To achieve our vision we have developed five guiding principles:

- Clear policies on resource efficiency and waste management, building on the principles laid out in the UK Government's Waste Strategy to produce less waste, purchase responsibly and separate waste for recycling
- An Airport community which is incentivised to prevent, reuse and recycle waste
- Implementation of the 'polluter pays' principal through appropriate charging mechanisms
- Purchasing and design decisions which take resource use and waste into account
- The right infrastructure to enable delivery of recycling and landfill diversion targets.

Our targets

Our targets are to:

- Achieve zero waste sent directly to landfill from the Airport, with at least 60% of waste recycled by 2015 and 70% recycling by 2020
- Maintain 100% compliance with legal requirements
- Ensure as the Airport grows, it does so with no increase in waste produced per passenger in 2006 by 2015.



Our approach

At Stansted, we aim to exceed the minimum compliance requirements and are fully committed to reducing the impact of waste produced at the Airport. To achieve this we have developed a robust approach to waste contract management and have put in place the appropriate infrastructure to enable good practice in segregating waste streams for recycling. Additionally, we actively encourage Airport staff and third parties to participate in our recycling programmes.

It is important to ensure that our approach remains appropriate, so we regularly review how and where waste is produced to ensure that the most appropriate collection and disposal/recycling services are provided. Our recycling performance to date has been achieved through the segregation of waste at source for the main recyclable materials and further off-site sorting of the remaining wastes. In adopting this approach we have significantly reduced our reliance on using landfill as a means of waste disposal.

However, we recognise that there are further opportunities for improvement, which will enable us to move up the waste hierarchy.

In developing our Waste Strategy we have focussed on six headline themes and developed an Action Plan for each theme. The themes are:

1. Waste prevention	} Operational waste activities
2. Reuse	
3. Recovery - recycle, composting, energy	
4. Disposal	
5. Working with our stakeholders	} Management and control activities
6. Continual improvement and innovation	

This Strategy will evolve during its implementation period. Where appropriate, it will be revised and updated to reflect developments in government policy and regulation, scientific knowledge, stakeholder feedback, company policy, infrastructure changes and changes in airport operations.

The Action Plan has timescales for delivery and where appropriate key performance indicators have been developed to measure performance. We will regularly review our performance against these indicators and publish our progress in the annual Corporate Responsibility Report.

6 London Stansted Airport's Waste Management Strategy continued

Our Strategies

6.1 Waste Prevention

The quantities and types of waste produced at London Stansted Airport depend largely on the activities of our business partners, contractors and passengers. In 2009, 20 million passengers travelled through Stansted and there were 10,859 people employed by 199 companies. In many cases, STAL can only influence these individuals and companies to reduce the waste brought to, and produced, at the Airport.

However, we recognise that we can do more by further integrating resource efficiency into our decision making processes. For example finding ways to prevent waste through procurement and construction design decisions. We can also lead by example by encouraging and supporting our own staff to find less wasteful ways of working.

The majority of waste is generated in the Terminal, of which a high proportion is packaging (Figure 5). We are committed to working with our retailers and concessionaires to reduce packaging waste and where this is not possible, to encourage reuse or recycling.

STAL can also support the UK's broader waste prevention and recycling goals by buying recycled products or materials. We understand that customer concerns (either perceived or real) about the cost and quality of recycled products can limit options for buying recycled. We will take account of developments in this area such as the Waste and Resources Action Programme's (WRAP) quality protocols for waste products¹.

¹ WRAP's quality protocols provide guidance as to when waste material is considered to be fully recovered and is no longer classed as a waste. They also provide users with information on the quality of material they are purchasing if the protocol is followed. http://www.wrap.org.uk/recycling_industry/quality_protocols/index.html

Baggage restrictions: In 2006, when new restrictions on gels and liquids were introduced by the UK Government, the quantity of waste generated in the terminal increased by 17%, almost overnight. In response, STAL initiated an advertising campaign to ensure that passengers knew what they could take on board the aircraft in hand luggage. This reduced the quantities of restricted items we had to dispose of. We also provide information on other unauthorized items such as Christmas crackers, wrapped presents and sharp objects.

Reducing construction waste: Our Soil Management Strategy requires that any excess soil generated by digging out or levelling works is stored in a suitable location for use in future works.

Action plan summary

- Develop a framework for incorporating resource efficiency and waste minimisation considerations into procurement and supply chain decisions by end of 2013
- Review and update our guidelines for Airport development and building design by end of 2012
- Review packaging waste generated by retailers and passengers in order to identify waste reduction opportunities by end of 2011
- Review resource use and waste generated by STAL operations to identify and implement opportunities for waste reduction and for using recycled products by end of 2011.



6.2 Waste reuse

To date our main focus for reuse has been on reusing construction material in our development projects. This not only reduces waste but also reduces the cost of buying raw materials.

In some areas, the potential for reuse can be limited due to concerns over quality, safety or meeting expectations of customers. However, we recognise that there are further opportunities at the Airport for reducing waste products or their component parts. We could reuse more waste on-site, such as using ash from our biomass boiler as compost. We can also make more use of off-site opportunities through charitable donations or by linking up with reuse networks, such as furniture reuse programmes or the National Industrial Symbiosis Programme (NISP).

Construction: We have prioritised reuse of material as far as possible in our construction processes. Projects have included:

- Use of crushed concrete from taxiway repairs in the foundations of Hangar 3 which was rebuilt in 2009
- Use of planing's from runway resurfacing works in 2006 for improving the road surfaces on landside roads and creating new cycle and footpaths.

Packaging: We actively encourage our business partners to reuse delivery packaging such as metal cages and pallets. Where these items have been abandoned we will endeavour to return to the owner or, where appropriate, collect for reuse by another interested party. Any pallets in good condition are taken for reuse by a food delivery company.

Staff uniforms: In 2009, old staff uniforms were given to supporters of Help the Heroes Charity who used them to create quilts for injured British servicemen and women.

Action plan summary

- Continue to reuse construction waste as far as possible and amend construction standards to reflect best practice in material reuse
- Review reuse opportunities across the Airport and how we can collaborate with external parties by end of 2011
- Revise our building refurbishment guidance to include onsite and offsite reuse opportunities for furniture, electrical equipment and other items by end of 2011
- Where feasible reuse tree, vegetation pruning and coppicing waste as a woodchip source for our biomass boiler (subject to technical review) and reuse the ash from our biomass boiler as a soil improver along with our composted grass by end of 2011.

6.3 Recovery - recycle, composting, energy

STAL's approach to recycling is to segregate key waste streams at source such as cardboard, paper, glass and metal and to send remaining mixed waste for further sorting off-site. In line with the waste hierarchy, we prioritise recycling and composting over using our waste to create energy, referred to as energy recovery.

The success of our recovery and recycling programmes depends on a number of factors including:

- The availability of local and regional sorting, reprocessing and treatment facilities
- The collection facilities and services we provide to the airport community
- The behaviours of users of our facilities - we rely on users to use waste facilities correctly and make use of recycling collections
- Effective partnerships with our waste and cleaning contractors and our business partners.



In 2009, 43% of airport waste was recycled or composted. This included recycling of 35% of the waste collected by the Airport's waste contractor and on-site composting of an additional 683 tonnes of landscaping waste. A further 9% of contract waste was recovered for use as fuel. This represents a significant increase in recycling over the last five years (Figure 11). An important contribution to this increase was made through the use of off-site sorting facilities for waste which is difficult or impractical to separate at source. We currently use the following off-site sorting facilities:

- A local materials recycling facility (MRF) for mixed 'dry' recyclables such as plastics bottles, plastic wrap, cans, card and paper which are not contaminated with organic 'wet' wastes such as food
- A mechanical biological treatment (MBT) facility for our residual waste from the terminal, for further treatment and sorting into recycling and material suitable for energy recovery
- A hazardous waste treatment site where the waste is sorted and recycled where possible. This includes oil cans from aircraft stand maintenance, meaning both the oil and metal cans can be recycled.

6 London Stansted Airport's Waste Management Strategy continued

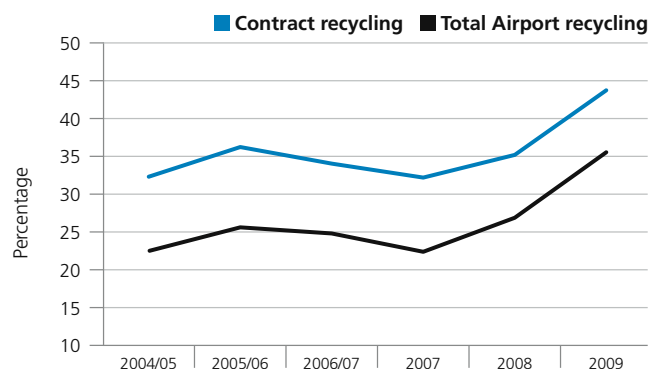


Passenger and staff recycling: In 2009, we installed recycling bins throughout the terminal and satellites for collection of paper (newspapers and magazines) and plastic bottles. We have also installed the bins in the bus station and common staff areas.

Composting: We started composting our waste as a trial in 2004-05. The success of our trial led to the roll out of a permanent composting operation. In 2009, we composted almost 700 tonnes of green waste. This not only significantly reduces waste to landfill and the associated costs, but also reduces the cost of fertilizing our managed landscape areas.

In order to meet our goal of 60% recycling by 2015, we recognise that we have to drive forward further improvements to maximise our existing recycling routes and identify new recycling opportunities, such as for food waste from our catering outlets. We will continue to review our waste streams to ensure we are providing the right collection infrastructure and services on the Airport.

Figure 11: Waste recycling rates



Action plan summary

- Implement a collection service for food waste generated by catering outlets in the terminal by 2010
- Encourage increased use of existing recycling collection services through communication, training and appropriate incentives
- Annually set recycling targets for our cleaning and waste contractors
- Regularly review local recycling waste treatment infrastructure and our collection services to ensure new recycling and recovery opportunities are identified
- Undertake an assessment of our component waste streams to identify further opportunities for increasing recycling by end of 2013.

6.4 Waste disposal

Waste disposal at landfill sites is considered the last resort after prevention, reuse and recovery have been considered. Avoiding landfill reduces our contribution to the negative impacts of waste disposal, including the contribution of landfills to climate change. Furthermore, strict environmental controls and decreasing availability of space means that we are increasingly restricted on the types and quantities of waste we can send to landfill.

The escalating landfill tax which is due to increase to £72 per tonne by 2013 and the practical implications of having to look further afield for available disposal space, mean that this is a key focus for STAL.

Our approach is to eliminate waste sent directly to landfill from the Airport by 2015. We have focused this Strategy and our Action Plan primarily on the activities that will promote this move up the waste hierarchy.

One of our main challenges in achieving zero waste to landfill is the risk presented by aircraft catering waste which are classed as category 1 animal by-products². Although we prohibit this waste from our facilities, the risk of contamination currently limits our options for recycling aircraft wastes. We have been working with other airports through the UK Airports and Airlines Recycling Group, as part of the UK Sustainable Aviation Initiative, (www.sustainableaviation.co.uk), to share good practice and potential solutions to this problem.

Action plan summary

- Investigate and implement alternative arrangements for all waste streams still sent directly to landfill from the Airport by 2014
- Continue to work with other airports and Government to develop appropriate processes for aircraft waste in order to facilitate recovery/recycling of aircraft waste streams.

² Aircraft catering waste containing meat originating outside the EU are considered to present a risk to human or animal health and stringent controls on waste disposal are required.

6.5 Working with our stakeholders

The engagement of our stakeholders is crucial to the success of this Strategy. Our stakeholders are:

- Staff and companies operating at the Airport who contribute to the Airport's waste and/or use the Airport's waste collection facilities
- External organisations with an interest in our waste management performance, such as local authorities and regulators
- Those with whom we could collaborate to achieve common objectives, and waste technology companies who could help implement innovative solutions at the Airport.

On-airport stakeholders

On-airport, it is the behaviours and involvement of employees, Airport companies and contractors which determines how well we perform against our recycling targets.

We recognise that there are significant challenges in engaging the Airport community due to the unique nature of airport operations. There are a number of factors that make participation in recycling schemes more difficult including:

- Fast turnaround of aircraft typical of the low cost sector
- Busy retail and food outlets in the Terminal
- Communication with a large workforce.

It is essential that we find effective ways to engage with employees and business partners to ensure the services we provide meet their needs and facilitate their involvement in meeting the Airport's objectives. We believe that encouraging good practice requires the right mix of effective communication, training, partnership working and incentives.



Communication and training

Given the wide range of activities, job roles and companies operating at the Airport, our communication plans must utilise a number of different techniques. These include use of electronic media (information screens, email, intranet), poster and leaflet campaigns, face-to-face communication through team meetings, numerous business partner forums such as the Airport Operators Committee (AOC), our contractors forum and more formal training.

We recognise that a more structured, concerted approach on waste management with specific communication and training is required, if we are to achieve the further step change in recycling to meet our targets.

Staff training: In 2009, we developed and delivered a series of environmental tool box talks which included waste management as a key theme. Over 40 staff from our engineering, fire service and operations departments attended. To embed the training we have provided clear instructions as to how the different waste streams they produce should be disposed of. This has led to increased engagement in recycling and a reduction in occurrence of problems caused by incorrect disposal. We have now incorporated this training requirement into our engineering training plans.

Our contractor

STAL views its main waste contractor as a critical partner in achieving its recycling and landfill diversion targets in a cost effective way. We have incentivised recycling through the contract pricing mechanism and we track performance through key performance indicators. We have also recognised the need to incentivise other contractors who have a role in waste collection such as Airport cleaning companies.

6 London Stansted Airport's Waste Management Strategy continued

Incentivising users

Where appropriate STAL will use financial incentives to encourage the right behaviours. We cross-charge users of our waste services based on the 'polluter pays principle', with recycling collected for a significantly lower charge than general waste.

Financial incentives: In 2008, we reviewed how we charge Airport companies for the waste service we provide. We introduced a "pay as you throw" bag collection charge in the Terminal with free collections of cardboard and glass for recycling. We also simplified our charges for tenants across the Airport. To back this up we have provided clear instructions on waste disposal to our business partners and will provide 1-2-1 support if required.

We have also built into our charging mechanisms financial penalties for poor performance. Where problems arise, our preferred approach is always to work with a retailer or tenant to help them improve their performance. However, where their actions, such as fly-tipping or incorrect disposal of hazardous waste, could lead to increased cost or compliance risks to our business, we impose fair but firm penalties.

We recognise that incentives do not have to be financial. Publishing case studies of good practice can inspire others to improve their performance too.



Collaborating with external stakeholders

Collaborating with external organisations such as local authorities, industry groups, regulators, and local or national support networks can help drive forward our plans. These organisations can provide access to information about developments in the waste management sector, innovation and best practice opportunities.

We are an active signatory to the UK Sustainable Aviation Initiative. Sustainable Aviation is a comprehensive strategy for the long-term sustainability of the UK aviation industry. This pioneering initiative brings together the UK's leading airlines, airports, aerospace manufacturers and air navigation service providers. In the 2009 Progress Report, an update was provided on the goal for natural resources, that all signatories continue to manage and limit the industry's overall environmental footprint. Specifically this commits STAL to continually improve the efficiency of its energy and water consumption, and the management of waste, chemicals, water quality and environmentally sensitive materials.

As a consequence of the Sustainable Aviation working group, STAL began working with other airports through the UK Inter Airline/Airport Recycling Group in 2008. This has allowed us to share knowledge and experiences, take a common approach to airport/airline recycling programmes and provide a combined lobbying voice to government calling for more clarity on Cat 1 waste requirements.

Action plan summary

- Incorporate waste management into the Airport training and communication plans and review annually
- Deliver at least two Airport-wide waste awareness campaigns or events by 2015
- Develop a good practice award scheme in waste management as part of a broader environmental good practice programme by the end of 2011
- Incorporate incentives into cleaning and waste contracts to encourage recycling by the end of 2010
- Review annually our waste charges and continue to offer free/low cost recycling collections
- Identify our main waste producers on-airport and develop plans to work in partnership with them.

We work closely with local Environment Agency representatives and take an appropriate risk based approach to waste management at the Airport.

We can further develop our work with external organisations such as universities to support their work and to inform our future plans.

Supporting local targets: We have supported Uttlesford District Council's recycling programme by hosting textile and glass recycling banks in our staff car park. This has proved very popular with over 2 tonnes of textiles and nearly 3 tonnes of glass already recycled in 2009.

Recycling aircraft waste: Through Sustainable Aviation we have been working with other UK airports and major airlines to support the development of an Aircraft Cabin Waste Guide which encourages recycling of all mixed dry recyclable materials collected on board the aircraft. This guide is now published on the Sustainable Aviation website and work is on-going to deliver the recycling opportunities identified in the guide. <http://www.sustainableaviation.co.uk/pages/default/key-documents.html>

Action plan summary

- Develop an external stakeholder engagement plan to identify key stakeholders and define our approach to engaging them in meeting shared objectives. (By the end of 2011)
- Annually consult, and share information, with the County and District Councils to ensure the London Stansted Airport Waste Strategy continues to align with their objectives
- Continue our involvement in industry groups such as Sustainable Aviation and the UK Inter Airline/Airport Recycling Group.

6.6 Continuous improvement and innovation

Through our ISO14001 certified management system and our Health & Safety Policy (HSE) we are committed to continually improving our environmental performance. We also recognise that continual improvement and innovation will be crucial in meeting our 2015 targets. Key activities include:

- Our internal assurance processes which include audits of our contractor, airport companies and our own departments
- Tracking waste related regulations and working closely with our regulators
- Accessing best practice information and bringing in external expertise as needed, including commissioning more detailed assessments and feasibility studies where required
- Integrating resource efficiency and the principles of the waste hierarchy into our planning and business decision making processes, to ensure we consider best practice opportunities from the outset
- Monitoring our performance and providing feedback to the business on where improvements are required.

Compliance and assurance

The nature of our facilities and Airport operations means that maintaining legal compliance is dependant, in part, upon the behaviour of employees and the wider airport community.

We set out clear standards of performance for waste management through our Airport minimum environmental standards, Airport by-laws and terms and conditions for using our waste services.

To ensure STAL delivers its waste management responsibilities we work closely with our Airport waste contractor. We undertake regular compliance audits on our contractor, maintain a comprehensive inventory of Airport waste streams and carry out regular inspections on waste collection areas.



Waste legislation has gone through a number of changes over the last five years and further changes are expected in the future.

Assurance programmes: In 2009, we introduced monthly HSE "health checks" as part of our integrated health, safety and environmental management system. Each month we review the performance of a particular department or contractor, identify areas of good and bad practice and agree actions for improvement. Waste management and recycling is a key factor in this process.

Action plan summary

- Continue to maintain an inventory of waste streams generated by Airport departments and those collected under the waste contract
- Continue to review forthcoming and planned legislation and guidance
- Continue to deliver our contractor management and internal assurance processes to ensure delivery of compliance with all regulations.

6 London Stansted Airport's Waste Management Strategy continued



Best practice and innovation

The waste management sector is a rapidly developing field with a number of new technologies entering the market place including anaerobic digestion, in vessel composting, high compaction equipment and advances in weighing technologies.

We recognise the need to continually review our performance against best practice and track developments in light of:

- Passenger numbers and our development plans
- Changing legislation and government policy
- Available infrastructure in the region
- New treatment, collection and storage technologies
- Availability of weighing technology to further improve our 'pay as you throw' pricing approach
- Opportunities for on-site sorting/treatment.

Government agencies such as the Waste and Resources Action Programme (WRAP) and the National Industrial Symbiosis Programme (NISP) as well as local programmes can offer help and advice to support our decisions. We also periodically commission external experts to help define our plans, benchmark our performance and assess options for implementing best practice.

Improving efficiencies: In 2009, we commissioned Cranfield University to undertake a study into waste collection routes in the Terminal to identify how waste collection schedules could be optimised. This helped us identify problems with collection routes and where delays were occurring for example at staff security check points. We subsequently began a process of integrating the waste collection process with the terminal cleaning activities to achieve greater efficiencies and collection reliability.

Action plan summary

- Identify further opportunities for collaborating with national resource efficiency and waste recycling programmes, local support programmes and commercial ventures
- Benchmark our performance against industry best practice every two years from 2011
- Undertake a review of waste collection and disposal arrangements in light of our future development plans by the end of 2015.

6.7 Policy and planning

We have incorporated delivery of this Waste Strategy and our waste related planning obligations into our business planning processes. Where appropriate relevant staff have waste management activities included as part of their job descriptions and/or annual personal objectives.

We will ensure that we continue to incorporate waste management considerations and commitments into our core business planning. We also recognise that certain events may increase the quantity of waste produced at the Airport. For example large construction or refurbishment projects.

Our principle opportunity for making significant improvements is through our infrastructure design and development programmes. As we develop the airport infrastructure, projects will be accompanied by a written statement of waste recycling measures



Action plan summary

- Set annual targets for total Airport recycling and landfill diversion designed to achieve our long term objectives
- Produce a statement of waste recycling and waste minimisation measures for all development projects and submit those relating to G1 planning permission
- Share information with our District and County Council's to enable them to develop a better picture of our waste production and to help identify any opportunities for collaborative working
- Review our Waste Management Strategy every five years.

6.8 Monitoring and reporting

Monitoring our performance is an essential part of our continual improvement approach. It helps us report on recycling performance to different areas of the business and allows us to take appropriate action in poor performing areas.

We report publicly on our performance and key performance indicators (KPIs) through our Corporate Responsibility Report and are committed to reporting on progress on this Strategy and Action Plan in our report.

We periodically undertake a more detailed assessment of our waste streams to gather detailed information on waste constituents and to inform future opportunities for recovery and recycling.

We have identified that although the data from our main contractor is comprehensive, we need further information on waste streams managed outside the contract. Better coordination with our business partners who have alternative waste disposal arrangements could inform future opportunities for on-site waste sorting and/or treatment facilities.

Management information: The data provided by our main waste contractor and the performance monitoring we undertake, has allowed us to develop a comprehensive picture of how waste is generated and managed at the airport. We receive a detailed breakdown of waste sent to each disposal/recycling site on a monthly basis along with details of recycling levels at off-site sorting facilities. This allows us to provide feedback to the business on performance. For example we provide our terminal and engineering teams with information on how much has been recycled from their areas on a monthly basis.

Action plan summary

- Report progress on the Waste Strategy in the annual Corporate Responsibility Report
- Improve the quality of data we get from business partners who do not use the Airport's waste service
- Continue to monitor and report waste data
- Survey and report on our waste streams to assess the effectiveness of our recycling schemes and compliance plans by the end of 2013.



*"We have
38 action points
within our Strategy to
achieve our targets"*

7 London Stansted Waste Management Action Plan

The Waste Management Action Plan is shown in Table 3. This is a summary of the actions identified in section 6 designed to deliver our commitments in each of the six strategy areas.

Table 3: The Stansted Waste Management Action Plan

Action	Timescale
1. Waste prevention	
Develop a framework for incorporating resource efficiency and waste minimisation considerations into procurement and supply chain decisions	End of 2013
Review and update our guidelines for Airport development and building design	End of 2012
Review packaging waste generated by retailers and passengers in order to identify waste reduction opportunities	End of 2011
Review resource use and waste generated by STAL operations to identify and implement opportunities for waste reduction and for using recycled products	End of 2011
2. Waste reuse	
Continue to reuse construction waste as far as possible and amend construction standards to reflect best practice in material reuse	Ongoing
Review reuse opportunities across the Airport and how we can collaborate with external parties	End of 2011
Revise our building refurbishment guidance to include onsite and offsite reuse opportunities for furniture, electrical equipment and other items	End of 2011
Where feasible reuse tree, vegetation pruning and coppicing waste as a woodchip source for our biomass boiler (subject to technical review) and reuse the ash from our biomass boiler as a soil improver along with our composted grass	End of 2011
3. Waste recovery	
Implement a collection service for food waste generated by catering outlets in the Terminal	End of 2010
Encourage increased use of existing recycling collection services through communication, training and appropriate incentives	Ongoing
Annually set recycling targets for our cleaning and waste contractors	Annual
Regularly review local recycling waste treatment infrastructure and our collection services to ensure new recycling and recovery opportunities are identified	Ongoing
Undertake an assessment of our component waste streams to identify further opportunities for increasing recycling	End of 2013
4. Waste disposal	
Investigate and implement alternative arrangements for all waste streams still sent directly to landfill from the Airport	End of 2014
Continue to work with other airports and Government to develop appropriate processes for aircraft waste in order to facilitate recovery/recycling of aircraft waste streams	Ongoing

7 London Stansted Waste Management Action Plan continued

Table 3: The Stansted Waste Management Action Plan continued

Action	Timescale
5. Working with our stakeholders	
Incorporate waste management into the Airport training and communication plans and review annually	Ongoing
Deliver at least two Airport-wide waste awareness campaigns or events	2015
Develop a good practice award scheme in waste management as part of a broader environmental good practice programme	End of 2011
Incorporate incentives into cleaning and waste contracts to encourage recycling	End of 2010
Review annually our waste charges and continue to offer free/low cost recycling collections	Ongoing
Identify our main waste producers on-airport and develop plans to work in partnership with them	End of 2010
Develop an external stakeholder engagement plan to identify key stakeholders and define our approach to engaging them in meeting shared objectives	End of 2011
Annually consult, and share information, with the County and District Councils to ensure the London Stansted Airport Waste Strategy continues to align with their objectives	Ongoing
Continue our involvement in industry groups such as Sustainable Aviation and the UK Inter Airline/Airport Recycling Group	Ongoing
6. Continuous improvement and innovation	
Continue to maintain an inventory of waste streams generated by Airport departments and those collected under the waste contract	Ongoing
Continue to review forthcoming and planned legislation and guidance	Ongoing
Continue to deliver our contractor management and internal assurance processes to ensure delivery of compliance with all regulations	Ongoing
Identify further opportunities for collaborating with national resource efficiency and waste recycling programme, local support programmes and commercial venture	Ongoing
Benchmark our performance against industry best practice every two years	From 2011
Undertake a review of waste collection and disposal arrangements in light of our future development plans	End of 2015
Set annual targets for total Airport recycling and landfill diversion designed to achieve our long term objectives	Annual
Produce a statement of waste recycling and waste minimisation measures for all development projects and submit those relating to GI planning permission	Ongoing
Share information with our District and County Council's to enable them to develop a better picture of waste production and to help identify any opportunities for collaborative working	Ongoing
Review our Waste Management Strategy every five years	2015
Report progress on the Waste Strategy in the annual Corporate Responsibility Report	Annual
Improve the quality of data we get from business partners who do not use the Airport's waste service	Ongoing
Continue to monitor and report waste data	Ongoing
Survey and report on our waste streams to assess the effectiveness of our recycling schemes and compliance plans	End of 2013

8 Key performance indicators

“We will use performance indicators to monitor the progress of our Waste Strategy”

We will use a set of performance indicators (Table 4) to monitor our progress against each action point, to ensure that the work we are undertaking is resulting in the maximum benefit in terms of waste management.

Our performance against these indicators will be regularly reviewed internally through our environmental governance structure. During the five year period of this Strategy, we may add to or amend the range of performance indicators to respond to improvements which will enable us to better manage the Airport waste.

We will publish our performance against the key performance indicators in our annual Corporate Responsibility Report.

Table 4: Key performance indicators

Ref. no.	Key performance indicator
KPI1	Total tonnage of waste per annum (collected through main contract)
KPI2	Total airport waste (including on-site compost and engineering waste stream)
KPI3	Total contract tonnage of waste recycled
KPI4	Total airport waste recycled and composted
KPI5	Total contract waste recovered (including moisture loss at MBT)
KPI6	Total contract tonnage of waste landfilled
KPI7	Total tonnage of waste to energy
KPI8	% of annual contract waste recycled
KPI9	% of annual total waste recycled or composted
KPI10	% of annual contract waste landfilled
KPI11	% of annual total waste landfilled
KPI12	% of annual waste to energy
KPI13	Contract waste (kg) per pax arisings

