

General Notice

Tariffs with effect from 1 January 2020

Date: 18 December 2019

Reference: 01.2/20

Tariffs affected

From 1 January 2020

- **Airside licences**
- **Baggage**
- **Check-in desks and Common use self-service (CUSS)**
- **Electricity**
- **Fixed electrical ground power (FEGP)**
- **Gas**
- **Persons with reduced mobility (PRMs)**
- **Pre-conditioned air (PCA)**
- **Staff car parking**
- **Staff identity cards and vehicle apron passes**
- **Waste services**
- **Water**
- **Airline Operators Committee (AOC)**
- **Common IT Infrastructure**

1.0 INTRODUCTION

This General Notice (GN) sets out the charges for the services listed above at Heathrow Airport effective 1 January 2020. Prices have airline agreement through 30 June 2020. Prices from 1 January 2019 to 31 December 2019 will remain as currently advised and can be found in the attached schedule to this GN.

Heathrow Airport Limited (Heathrow) has provided transparency on the costs set out in this General Notice to the Other Regulated Charges Group (ORCG) as well as at monthly governance, which has membership from across those operating at the airport, including airlines, the Airline Operators Committee (AOC) and other users of the listed Other Regulated Charges (ORC) services.

The regulator of Heathrow, the Civil Aviation Authority (CAA), has reflected Heathrow's Other Regulated Charges¹ revenues that are based on applying jointly agreed principles, as agreed at Governance and reflected in the Other Regulated Charges Protocol. Pricing is based on applying these principles and transparency arrangements as follows:

- Prices are set to enable only the recovery of costs (no profit margin is included);
- Costs consist of allocated costs, annuities and direct costs;
- Annuities reflect the cost of infrastructure investment;
- No cross-subsidisation of income between categories;
- Where income is greater than the costs in the previous year, this “over recovery” will be returned by a reduction in prices the following year, the opposite is true where an “under recovery” has been generated;
- Pricing must be supported by transparency on costs and revenues and externally audited Trading Statements.

If you have any questions concerning the new charges or require further information relating to other regulated charges or Heathrow's Other Regulated Charges Group, please contact Heathrow's Commercial Team on 0208 745 7072, halorc@heathrow.com or visit www.heathrowairport.com/orc.

In April 2018 the CAA confirmed that an interim regulatory period would be implemented ahead of the H7 period. The CAA confirmed its policy for this period in August 2019. This period starts on 1 January 2020 and continues until 31 December 2021 and is known as the interim H7 period or iH7. The regulatory framework for the iH7 period will be in line with the CAA's Q6 decision, which began on 1 April 2014.

¹ CAA adjusted Heathrow's Alternative Business Plan

2.0 BACKGROUND

The prices in this GN cover the 6 months from 1 January 2020 and this is the seventh price notification since the CAA's Q6 decision. 2020 is the first year of the iH7 period. Regulatory arrangements for this period will continue to be in line with the CAA's Q6 decision, as set out in the CAA's CAP 1825 document¹. The forecast costs are consistent with (a) the annuities and allocated costs in the CAA's Decision² and (b) reflect the regulated year end as December.

Heathrow and the ORCG have continued to review costs via the Governance Groups. The input of these groups formed the basis of the pricing consultation which was concluded at the ORCG. Key elements are as follows:

- Annuities and allocated costs are being recovered at the levels set out in the CAA's Decision, subject to inflation (RPI);
- Prior year over or under recoveries (as verified by external auditors) are accounted for in the prices effective 1 January 2020 unless stated otherwise;
- New pricing categories for Q6 continue – they are a contribution to AOC costs and Common IT Infrastructure (Passive LAN);
- Other Common IT infrastructure charges (Wireless LAN and Active LAN) will continue to be notified in a separate notice;
- Fixed Electrical Ground Power (FEGP) and Pre-Conditioned Air (PCA) are now being invoiced based on metered consumption (effective 1 June 2014);
- Hold Baggage Screening (HBS) maintenance is no longer recovered through airport charges and is instead built into the "price per bag" within this GN.

The annuities and allocated costs are consistent with those agreed during the Q6 consultation and with the CAA's Decision.

¹<http://publicapps.caa.co.uk/docs/33/CAP1825%20iH7.pdf>

² "Economic regulation at Heathrow from April 2014: Notice granting the licence, 13th February 2014"

3.0 PRICING

All prices exclude VAT.

The prices set out in this Notice will be effective 1 January 2020 and will continue in force unless and until updated by a further General Notice. Heathrow reserves the right to amend prices during the year, where a material change occurs which significantly impacts the assumptions upon which these prices were initially based or to take into account the outcome of any escalation. Prior to implementing any changes, Heathrow will consult with the ORCG.

The prices set out in this GN take into account any under or over recoveries shown in the Trading Statements for 2018, not previously included in the pricing for 2019 and also any forecasted over or under recovery relating to the current pricing period 2019 (covering the 12 months from 1 January 2019 to 31 December 2019).

Heathrow has worked with the ORCG to understand and manage the cost base within these ORC categories. The drivers of cost base increases and decreases are set out below and/or have been explained and recorded through ORC Governance.

Airside licences

Airside licence costs consist of allocated costs, annuities and the operating and maintenance costs of the ramp operations' team. Changes to these fees are governed by the Airport Users' Committee (AUC).

In 2018 the AUC agreed to the inclusion of an additional 4 FTE's as part of the Airside Safety team. It was further agreed that the resultant under-recovery would be recovered over 3 years by a £500 p.a. increase in the Airside Licence fee. The 2020 increase is year two of this agreement.

From the 1st January 2020 the price will be £2,809 per licence per annum.

Baggage

Baggage costs consist of allocated and direct costs. Direct costs include: operations and maintenance of the infrastructure, business rates and utilities. Bag volumes are calculated using a bag per departing passenger ratio.

The unit rate is based on 37m departing bags in the 1 January to 31 December 2020 pricing period.

Baggage prices will continue to be charged on a "per departing bag" basis and will continue to include all departing bags, arriving bags, transferring of bags and "gate bags." This charge will be invoiced monthly in arrears against each airline's actual number of direct and transferring departing bags as reported in Merlinlite.

The price for 2020 will be £3.67 per departing bag.

Check-In desks & Common Use Self Service (CUSS)

Check-In and CUSS costs consist of allocated costs, annuities and direct costs. Direct costs include: site fees, maintenance, operating costs and business rates. The operating costs associated to automation such as Self Service Bag Drop (SSBD) and Self Boarding Gates (SBG) are also recovered through the Check-in and CUSS charge. The recovery of further costs relating to Automation of the Passenger Journey will be consulted on at Check-in and Automation Governance and at ORCG and recovered through the Check-in and CUSS charge.

A forecast over recovery of £0.22m for the period 1st January – 31st December 2019 will be carried forward and returned in the 1 January - 31 December 2020 pricing period.

The guideline price for Check-In desks, CUSS and Automation in 2020 is £31.73 per desk per day based on the current usage assumption.

There will be no change to the combined Check-In and CUSS charge model. Check-In desk charges will continue to be based upon actual use of desk time and therefore could vary from the above guideline price, however Heathrow will not recover more than the agreed recoverable cost for 2020. These charges are invoiced monthly in arrears.

Airline-owned self-service kiosks will remain outside of the scope of the above price.

Electricity

Electricity costs consist of annuities, allocated and direct costs. Direct costs include: purchase costs for the provision of high and low voltage electricity at the airport. Forecast consumption is then used to calculate average unit prices for electricity.

An under recovery of £3.6m forecast in the period 1 January – 31 December 2019 will be carried forward and recovered in the 1 January to 31 December 2020 pricing period.

The annuities and allocated costs have been taken through the Q6 consultation and are consistent with the CAA's Decision.

Only High Voltage users pay the Capacity Charge.

Individual prices are as set out in the attached schedule to this GN.

Fixed Electrical Ground Power (FEGP)

FEGP costs consist of annuities, allocated and direct costs. Direct costs include: staff, maintenance, parts and electricity costs. Electricity costs are calculated using the airport rate set out in the attached schedule.

A forecast under recovery of £0.36m in the period 1 January – 31 December 2019 is being carried forward and recovered in the 1 January to 31 December 2020 pricing period.

Consumption will continue to be billed on a per kilowatt hour (kwh) basis. Automatic Meter Reading (AMR) meters have been installed on the FEGP equipment enabling electricity consumption to be measured at five minute intervals. Meter data is cross referenced with aircraft on stand data to create an invoice showing the number of kwh consumed. There is no maximum cap per day, the actual kwh used are invoiced.

The 2020 price for one kilowatt hour is £0.53.

Gas

Gas costs consist of annuities, allocated and direct costs. Direct costs include: purchase costs, staff costs and maintenance costs. Forecast consumption is then used to calculate an average unit price for gas.

A forecast over recovery of £0.005m in the period 1 January – 31 December 2019 is being carried forward and returned in the 1 January to 31 December 2020 pricing period.

The gas price is £0.08 per kwh for the period 1 January – 31 December 2020.

Persons with reduced mobility (PRMs)

The cost of the PRM service consists of the direct operating cost, which is primarily the contracted service provider, and allocated costs.

Heathrow, after consultation with PRM Governance and ORCG has decided to run a trial with a two-supplier service from November 2019. The trial will run for 1 year and in parallel, a tender process will be undertaken. The intention of the trial is to deliver improvement in service across the airport and to provide useful information to assist the tender process. The airline community, via working groups and PRM Governance, will be fully involved in the tender process. The 2020 charges do not include any additional costs related to the trial, these will be absorbed by Heathrow at its discretion and not passed on to the community. The contract with the current service provider ends on the 31 January 2020 and will be extended to coincide with the end of the trial

There are three main cost drivers impacting the 2020 charges: (a) recent CAA guidance on Regulation EC 1107/2006, (b) the London Living Wage and (c) the continued trend of PRM growth exceeding general passenger growth. The CAA published guidance set out in CAP 1228 includes a provision stating that arriving passengers should only have one agent handover between the aircraft door and their point of onward journey from the airport. Heathrow has worked extensively with the CAA and its service provider to agree to an exemption to allow two handovers to take place on the arrivals journey which means that the only operational area impacted by the provisions in CAP 1228 is T3 Pier 7.

The pre-notification charging categories and bandings remain unchanged from those introduced in 2019. Heathrow and the service providers are committed to working with the airlines to help improve their pre-notification levels.

The pre-notification threshold will remain at 30 hours and it should be noted that a valid pre-notification must include the following:

- Passenger name (first initial and full last name)
- Flight details into or out of LHR (including date)
- Full Special Service Request (SSR) code
- Type of assistance and/or equipment required

Where assistance information has been received from a PRM passenger, as per Article 6 of Regulation (EC) No1107/2006 (PRM Regulation), airlines have an obligation to pre-notify the airport with that assistance information. The above PRM information is required by Heathrow in order to provide assistance in accordance with the PRM Regulation. The pre-notification performance is important in that it facilitates the most efficient use of resources and therefore cost.

The charges for PRMs are as follows:

Category 1 – at 70%+ pre-notification at 30 hours shall be **£0.78** per departing passenger

Category 2 – between 65% and 69.99% pre-notification at 30 hours shall be **£0.92** per departing passenger (consisting of £0.78 base price + £0.14 supplement)

Category 3 – less than 65% pre-notification at 30 hours shall be **£3.23** per departing passenger (consisting of £0.78 base price + £2.45 supplement)

Pre-conditioned air (PCA)

Heathrow is working in collaboration with the airline community to evaluate future PCA options. Heathrow and the community are trialling new equipment and service models to potentially implement at Heathrow. These options will be consulted on at ORCG.

During this period of assessment only, Heathrow has agreed to hold the price of PCA at a discretionary reduced rate of £1.00 per kWh notwithstanding, and without prejudice to, Heathrow's right to charge PCA at a higher rate reflective of the annuities, allocated costs and direct costs of PCA to Heathrow. At the time of pricing there was an under recovery of £9.28m forecast for 2019.

Staff car parking

Staff car parking costs consist of annuities, allocated costs and direct costs, which include bussing, car park management, business rates and a £14 levy, which continues to be included in the perimeter pass price to help fund public transport initiatives.

From the 1 January 2020, the perimeter pass price will increase to £686.21 per annum.

The current bussing and staff car park management contracts are being tendered. The 2020 price has been based on assuming no change to the current contracts as the results of the tender are not known at the time of pricing. If the tender materially affects the cost base, this would be subject to a midyear price change, in consultation with the ORCG.

For further information on car parking products please contact travel_services@heathrow.com

Staff identity cards and vehicle apron passes

The cost of the staff identity card and vehicle apron pass service consists of annuities, allocated and direct costs which include control and administrative costs.

In 2019 Heathrow, after consultation with ID Governance and ORCG, changed the charging structure to be per originating application rather than issued pass. This pricing structure will continue for 2020.

The increase in price is mainly due to the forecast under recovery from 2019 of £0.2m which is due to the volume of chargeable applications being lower than forecast.

From the 1st January 2020 the charge per originating application will be £25.22, a temporary employment pass will be £12.61, and a temporary visitor pass will be £4.00.

Vehicle Apron Passes

The income from vehicle apron passes (VAPs) forms part of the ORC income for the ID Centre. The income that Heathrow recovers from VAPs is fixed in the Q6 settlement. Heathrow only adjusts the pass rate if the income differs from the settlement amount due to variations in the number of passes issued. Changes to these fees are governed by the Airport Users' Committee (AUC).

For 2017 charges, after consultation with the AUC, it was agreed that the single annual charge for a liveried vehicle be split into a three-tiered charge based on the Euro emissions category for the vehicle. The purpose of this change was to incentivise the use of low emissions vehicles, the change will not result in any additional income to Heathrow.

The 2020 charges per emissions category per vehicle per annum will remain unchanged as follows:

Tier C	£50.30
Tier B	£33.53
Tier A	£16.77

Please see below table.

TYPE	FUEL	SIZE	Tier C £50.30	Tier B £33.53	Tier A £16.77
Type of vehicle characterised by the DVLA	Which fuel it runs on (in the case of hybrids it would be the primary fuel)	DVLA or manufacturer category and is either the weight of the vehicle or its power depending whether it is a road going or non-road vehicle	The date during which your vehicles engine was made, identifying which category your vehicle sits within.		
LDV	DIESEL	Passenger Cars	Euro 3 (Jan '00 – Euro 4 (Aug '09)	Euro 5a (Sept '09 – Aug '14)	Euro 6 (Sept '14)
		Light commercial ≤ 1305kg	Euro 3 (Jan '00 – Euro 4 (Aug '09)	Euro 5a (Sept '09 – Aug '14)	Euro 6 (Sept '14)
		Light commercial ≤ 1305kg < 1760kg	Euro 3 (Jan '01 – Euro 4 (Aug '10)	Euro 5a (Sept '10 – Aug '15)	Euro 6 (Sept '15)
		Light commercial ≤ 1760kg ≤ 3500kg	Euro 3 (Jan '01 – Euro 4 (Aug '10)	Euro 5a (Sept '10 – Aug '15)	Euro 6 (Sept '15)
	PETROL	Passenger Cars	Euro 1 (July '92 – Euro 2 (Dec '00)	Euro 3 (Jan '01 – Dec '04)	Euro 4 (Jan '05)

	OTHER	Light commercial ≤ 1305kg	Euro 1 (Oct '94 – Euro 2 (Dec '99)	Euro 3 (Jan '00 – Dec '04)	Euro 4 (Jan '05)
		Light commercial ≤ 1305kg < 1760kg	Euro 1 (Oct '94 – Euro 2 (Dec '00)	Euro 3 (Jan '01 – Dec '05)	Euro 4 (Jan '06)
		Light commercial ≤ 1760kg ≤ 3500kg	Euro 1 (Oct '94 – Euro 2 (Dec '00)	Euro 3 (Jan '01 – Dec '05)	Euro 4 (Jan '06)
HDV	Diesel	Lorries, Buses over 3500 kg	Euro III (Oct '00) – Euro IV (Sept '08)	Euro V (Oct '08 – Nov '13)	Euro VI (Dec '13)
NON-ROAD	Diesel	> 560 kW	Only exists under proposed Stage V (Jan. '17)		Stage V (Jan. '17)
	Petrol	130 ≤ kW ≤ 560 kW	Stage II (Dec '00) – Stage IIIA (Nov '10)	Stage IIIB (Dec '10 – Nov '13)	Stage IV (Dec '13)
		75 (56kW Stage IV/V) ≤ kW < 130	Stage II (Dec '01) – Stage IIIA (Nov '11)	Stage IIIB (Dec 2011- Nov '12)	Stage IV (Dec '12)
		37 ≤ kW 75 (56kW Stage IV/V)	Stage II (Dec '02) – Stage IIIA (Nov '11)	Stage IIIB (Dec 2011- Nov '12)	Stage IV (Dec '12)
		19 ≤ kW < 37	Stage II (Dec '03) – Stage IIIA (Nov '06)	Stage IIIA (Dec '06)	Stage V (Jan. '17)
		0 ≤ kW < 19	Only exists under proposed Stage V (Jan. '17)		Stage V (Jan. '17)
ELECTRIC/ HYDROGEN	LDV, HDV, NON-ROAD – all free of charge				

For further guidance please contact your Licence Manager.

There will be no change to the charge for temporary or private vehicle apron passes.

The non-surrender of passes represents a compliance issue for the airport. Therefore, a charge for un-surrendered passes was introduced, which has been effective in reducing the volume of these passes. The ID Centre writes to companies to notify them of un-surrendered passes prior to levying charges. However there remain a number of companies with persistent volumes of un-surrendered passes. Ultimately the airport reserves the right to suspend the issuance of further passes to companies with persistent issues.

Waste services

Waste services costs consist of annuities, allocated and direct costs. Direct costs include: waste contracts and staff costs.

An under recovery of £0.486m is forecast in the period 1 January – 31 December 2019 which will be carried forward and recovered in the 1 January to 31 December 2020 pricing period.

Tiered prices are calculated to reflect the greater use of the service by some operators and are set out in the attached schedule.

There are two types of waste charge:

- Refuse Area Charge
- Refuse Bin Room Charge

The Refuse Area base charge will be £86.90 per assessed unit per quarter. Refuse Area prices will continue to be charged on a “per assessed unit basis” where one unit equals 250 sq. ft.

The Refuse Bin Room base charge (only applicable in Terminal 2 and Terminal 5) will be £610 per outlet per quarter. Refuse Bin Room prices will continue to be charged on a “per outlet basis”.

The “Green Tier” introduced in 1st January 2019 will continue in 2020. In line with Heathrow’s sustainability targets, as set out in Heathrow 2.0, a set of reduced prices is being introduced to

encourage the sustainable behaviours in regard to waste disposal. Examples of these behaviours include delivering items in reusable packaging such as plastic crates instead of cardboard, increased recycling and an overall significant reduction in waste etc.

The Green Tier Refuse Area base charge will be £78.38 per assessed unit per quarter charged on a “per assessed unit basis” where one unit equals 250 sq. ft.

The Green Tier Refuse Bin room base charge will be £533 per outlet per quarter. Refuse Bin Room prices will continue to be charged on a “per outlet basis”.

The full schedule of waste prices can be found in the attached schedule.

To apply for these incentivised prices, customers must write to halorc@heathrow.com explaining why they qualify for the lower price. Heathrow will assess this application and apply the new charge, if successful, to be live from the following quarter. Successful applications, excluding specific company information, will be available to allow for transparency of how to achieve the lower charge. Heathrow will audit waste activities to ensure that the agreed behaviours are being maintained and reserves the right to amend the charge to the standard tariff if the correct behaviours are not being displayed.

Water

Water costs consist of annuities, allocated and direct costs. Direct costs include: purchase costs, staff costs and maintenance costs. Forecast consumption is then used to calculate average unit prices for water.

The Water and Sewerage charge effective from 1 January 2020 is £11.84 per cubic metre.

A breakdown of the individual water prices is set out in the attached schedule to this GN.

In circumstances where a user has a separate trade effluent consent from Thames Water, Heathrow levies charges for the supply of water only i.e. the sewerage proportion of the charge is removed.

Airline Operators Committee (AOC)

AOC costs consist of allocated and direct costs. Direct costs are made up of facilities and resource costs.

During 2019 ORCG agreed to extend the AOC Contract at the current charge until 31st December 2019. The AOC is currently undergoing a structural review and working with the community to determine the scope of the service that is required going forward. While this process is ongoing the current charge will remain unchanged for 3 months until 31st March 2020. A further General Notice will be issued relating to the period beyond March.

The price will be £0.0201 per departing passenger from 1st January to the 31 March 2020.

Common IT Infrastructure

Common IT infrastructure consists of three separate categories and therefore prices. They are; “common use” of the Passive local area network (LAN), the Active LAN and the Wireless LAN. The price stated within this GN is for the Passive LAN component only and will be an ORC for the duration of Q6.

The two further IT prices, for the “common use” of both the Active LAN and Wireless LAN, whilst not part of the ORC income forecast in the CAA’s Decision and therefore not officially an ORC, will be priced using ORC principles. The income for these two prices remains within Heathrow’s commercial revenues and therefore will be communicated in a separate notice to this GN.

Users of Common Passive LAN can be defined as any organisation using either Common Use or dedicated Common Use equipment (whether or not provided by means of a service provider), where the service is delivered over the Heathrow Managed LAN Service.

“Common Use” Passive LAN costs consist of annuities, allocated and direct costs. Direct costs include staff costs. Forecast number of ports are then used to calculate an average unit price.

The Common Passive 2020 price per port per annum is £198.75

4.0 FURTHER INFORMATION

If you have any questions concerning the new charges or require further information relating to other regulated charges or Heathrow's Other Regulated Charges Group, please contact Heathrow’s Commercial Team on 0208 745 7072, at halorc@heathrow.com or visit Heathrow’s website www.heathrowairport.com/orc.



Simon Eastburn
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For and on behalf of Heathrow Airport Limited

Distribution: Full
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HEATHROW AIRPORT LIMITED

Pricing Schedule

Product/ service		Effective 01-01-2019	Effective 01-01-2020
	units charged	unit price	unit price
Airside Licences	per licence	£2,309	£2,809
Baggage	per bag	£3.52	£3.67
Check-in desks & CUSS †	guideline price per day	£26.30	£31.73
Electricity			
Electricity Low Voltage – supply	per kwh	£0.102	£0.124
Electricity Low Voltage – infrastructure	per kwh	£0.164	£0.200
Electricity High Voltage – supply	per kwh	£0.102	£0.124
Electricity High Voltage – infrastructure	per kwh	£0.093	£0.107
Electricity (Capacity)	per kva/ month	£3.92	£4.16
FEGP			
FEGP (consumption)	per kwh	£0.48	£0.53
Gas	per kwh	£0.02	£0.08
Persons with reduced mobility (PRMs)			
Category 1 (Above 70% at 30 hrs)	per departing passenger	£0.57	£0.78
Category 2 (65% to 69.99% at 30 hrs)	per departing passenger	£0.67	£0.92
Category 3 (less than 65% at 30 hrs)	per departing passenger	£3.23	£3.23
Product/ service		Effective 01-01-2019	Effective 01-01-2020
	units charged	unit price	unit price
Pre-conditioned air	per kwh	£1.00	£1.00
Staff car parking			
Perimeter passes ▲	per pass	£655.26	£686.21
Lost passes	per disc or per card	£30.00	£30.00
Staff identity cards			
Temporary photographic ID pass (Visitor Pass)	per pass application	£3.82	£4.00
Temporary photographic ID pass (Employment pass)	per pass application	£8.23	£12.61
Full ID per Originating Application	per pass application	£16.45	£25.22
Penalty charge for lost or stolen pass -64k	per pass	n/a	n/a

Machine readable ID pass – landside	per pass			
32k machine readable ID pass - amendment	per pass		FREE	FREE
64k machine readable ID pass amendment	per pass			
Application "no show"	per "no show"		£62.00	£62.00
All unsurrendered passes (60 days+ from expiry)	per pass		£150.00	£150.00
Vehicle apron passes				
Liveried vehicle airside pass – annual Tier A	per pass		£16.77	£16.77
Liveried vehicle airside pass – annual Tier B	per pass		£33.53	£33.53
Liveried vehicle airside pass – annual Tier C	per pass		£50.30	£50.30
Liveried vehicle airside pass - temporary (per month)	per pass		£7.93	£7.93
Private vehicle airside pass – annual	per pass		£1,654.50	£1,654.50
Private vehicle airside pass - temporary	per pass		£31.63	£31.63
All unsurrendered passes (60 days+ from expiry)	per pass		£150	£150

Product/ service		Effective 01-01-2019	Effective 01-01-2020
	units charged	unit price	unit price
Waste Services			
Refuse Area Charge:			
Low Waste Use (e.g. Services)	per assessed unit per quarter	£73.55	£86.90
Low Waste Use GREEN TARIFF		£66.34	£78.38
Medium Waste Use (e.g. Shops)	per assessed unit per quarter	£84.59	£99.95
Medium Waste Use GREEN TARIFF		£76.29	£90.15
High Waste Use (e.g. Food and Beverage outlets)	per assessed unit per quarter	£95.62	£112.98
High Waste Use GREEN TARIFF		£86.24	£101.90
Refuse Bin Room Charge: Δ			
Low Waste Use (e.g. Services)	per outlet per quarter	£215	£610
Low Waste Use GREEN TARIFF		£188	£533
Medium Waste Use (e.g. Shops)	per outlet per quarter	£703	£1,992
Medium Waste Use GREEN TARIFF		£614	£1,741
High Waste Use (e.g. Food and Beverage outlets)	per outlet per quarter	£1,300	£3,685
High Waste Use GREEN TARIFF		£1,136	£3,220
Water			
Water & sewerage	per cubic metre	£10.59	£11.84
Water supply only	per cubic metre	£8.19	£9.16
Waste water only	per cubic metre	£3.16	£3.54
Low Temperature Hot Water	per cubic metre	N/A	N/A
Chilled Water	per cubic metre	N/A	N/A
Domestic Hot Water	per cubic metre	£12.51	£13.99
Airline Operators Committee	per departing passenger	£0.0201	£0.0201
			Agreed until 31 st Mar 2020
IT Common Passive □	per port	£203.53	£198.75

Notes:

- † The actual invoice will be based on actual time logged on to a check-in desk and will vary slightly from the “guideline” price shown here. Rates in T2, T3 and T4 differ from T5.
- ▲ Price shown represents an annualised price, 1/12th of which will be used when calculating a monthly charge when invoicing.
- Δ The refuse bin room charge is only applicable in Terminal 2 and Terminal 5.
- Price shown is for Common Passive LAN only. Other “Common IT Infrastructure” prices are not ORC’s but will be priced using ORC principles and will therefore be subject to a separate notification.