

# General Notice

Tariffs with effect from 1 June 2014

Date: 28 February 2014

Reference: 01/14

## **Tariffs affected**

**From 1 June 2014**

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

## **New Charges**

- **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 June 2014. Prices from 1 April 2014 to 31 May 2014 will remain as currently advised and can be found in the attached schedule to this GN.

Heathrow Airport Ltd (HAL) has sought to provide full transparency on the costs 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 economic regulator of Heathrow, The Civil Aviation Authority (CAA) has reflected Heathrow's Other Regulated Charges<sup>1</sup> revenues that are based on applying jointly agreed principles, as agreed at Governance during quinquennium 5 (Q5). Pricing is based on continuing 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 the prices in 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 HAL's Commercial Team on 0208 745 7072, [halorc@heathrow.com](mailto:halorc@heathrow.com) or visit [www.heathrowairport.com/orc](http://www.heathrowairport.com/orc).

Any reference to "Q6" (quinquennium 6) in this notice relates to the 9 month and 4 year period starting 1 April 2014 ending 31 December 2018.

---

<sup>1</sup> CAA adjusted Heathrow's Alternative Business Plan

## 2.0 BACKGROUND

The prices are the first to be set within the new regulatory pricing period, Q6, and as such the forecast costs are consistent with a) the updated annuities and allocated costs in the CAA's Decision<sup>2</sup> and b) take account of the change in the regulatory year end from a March year end to a December year end.

The regulatory year end change means that Q6 is 9 months and 4 years in length and therefore the first ORC pricing period is from 1 April 2014 to 31 December 2014 and thereafter will be 12 months to 31 December. Prices in this GN are effective 1 June 2014.

Following the work commenced in August 2012, HAL and the ORCG have continued to review costs via the Governance Groups and the input of these groups formed the basis of the pricing consultation, concluded at ORCG on 19 February 2014. Key elements as follows:

- Annuities and allocated costs are being recovered at the levels set out in the CAA's Decision, subject to inflation (RPI);
- 2014 is the first year of the Q6 pricing period, which is effective 1 April 2014 to 31 December 2014. Although the prices in this GN are effective from 1 June 2014, for the avoidance of doubt, the income over the whole nine month period 1 April 2014 to 31 December 2014 has been taken into account when setting the unit prices effective 1 June 2014 necessary to achieve cost recovery over the whole nine month period;
- The regulatory year end alignment means that all 2013/14 prior year over or under recoveries (forecasted) are accounted for in the prices effective 1 June 2014; this means that prices have been adjusted to account for any prior year over or under recoveries in the seven months from 1 June 2014;
- Across all of the ORC prices in this GN, a prior year over recovery of net £5.6m is being returned and therefore, the net impact, is to reduce the prices that are effective 1 June 2014;
- New prices have been introduced for a contribution to AOC costs and Common IT Infrastructure (Passive LAN);
- Pre Conditioned Air (PCA) is priced within this GN and will now be invoiced (PCA is not currently being invoiced);
- Fixed Electrical Ground Power (FEGP) and PCA will be invoiced based on metered consumption, as detailed later in this GN;
- Hold Baggage Screening (HBS) maintenance is no longer recovered through aeronautical charges and is instead built into the "price per bag" within this GN.

The new annuities and allocated costs are consistent with those agreed during the Q6 consultation and with the CAA's Decision. The annuities and allocated costs are reviewed and updated whenever the CAA undertakes a new price review and therefore they are a more accurate forecast of costs within each of the services.

---

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

In some cases, as mentioned within the GN issued in December 2012, the annuities and allocated costs within Q5 (current prices) are recovering less than actual costs and these have been updated for Q6, which in some cases means prices, although higher, are a more accurate reflection of “on airport” operating costs for these services. In some cases, the allocated costs and annuities are lower than in Q5 (current prices) and prices will have reduced accordingly. The impact of using updated annuities and allocated costs has been taken into account by the CAA when setting the price control that applies to aeronautical charges at Heathrow during Q6.

### **3.0 PRICING**

All prices exclude VAT.

The prices set out in this Notice will be effective 1 June 2014 and are intended to continue until updated by a further General Notice – it is anticipated that a General Notice will be issued during September 2014 to change prices effective 1 January 2015. HAL 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. Prior to implementing any changes, HAL will consult with the ORCG.

The prices take into account any under or over recoveries shown in the Trading Statements for 2012/13, not previously included in the pricing for 2013/14 and also any forecasted over or under recovery relating to the current pricing period 2013/14.

HAL has worked with the ORCG to understand and manage the cost base within these ORC categories. The drivers of cost base increases and decreases have been described below.

#### **Airside licences**

Airside Licence costs consist of allocated costs, annuities and the operating and maintenance costs of the ramp operations’ team.

These costs have been consulted upon with the Airport Users’ Committee (AUC).

The licence price has increased to reflect the forecasted prior year under recovery of £0.1m. This increase has been offset by a reduction in allocated costs.

With the move from regulatory year to calendar year this gives a price of £2,250 per licence (this price will be levied 1 June 2014 and covers the 9 month licence period of 1 April 2014 to 31 December 2014).

## Baggage

Baggage costs consist of allocated and direct costs; direct costs include: operations and maintenance of the infrastructure, business rates and utilities. For the avoidance of doubt the price per departing bag recovers the cost of managing departing, arriving and transferring bags.

The baggage price within this GN reflects higher costs due to the addition of two new major facilities coming into operation in 2014; Terminal 2 on 4 June 2014 and Terminal 3 Integrated Baggage Facility (T3IB) on 11 December 2014. The price also incorporates the maintenance costs of Hold Baggage Screening, previously not recovered within the baggage price but within aeronautical charges.

The operating costs have been significantly reduced due to a major retendering exercise, offsetting some of the increase in costs mentioned above.

The unit rate is based on 22.6m bags in the 1 June to 31 December 2014 pricing period which represents growth over the same period in the previous year.

The bag price has been reduced to take into account the forecast over recovery of £4.9m in 2013/14. Returning the over recovery to the community in the 1 June to 31 December 2014 period results in a price reduction of 5% in the cost per bag from £3.38 to £3.22.

Baggage prices will continue to be charged on a “per departing bag” basis. This charge will be invoiced monthly in arrears against each airline’s actual number of direct and transferring departing bags.

## Check-in desks and 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 Check-In price within this GN reflects higher costs due to the addition of Terminal 2 which opens on 4 June 2014. This will add 138 Check-In desks and 81 CUSS kiosks. This will be partially offset by a reduction of Check-In desks in Terminal 1. However there will be a period of more desks and kiosks due to both Terminals being open during the transition of airlines between Terminals.

The price has been reduced to take into account the forecasted prior year over recovery of £0.2m in 2013/14. Returning the over recovery to the community in the 1 June to 31 December 2014 period results in a price reduction of 3% in the “guideline” cost per hour from £3.33 to £3.23.

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 price. These charges are assessed monthly and invoiced monthly in arrears. CUSS is included within the Check-In desk charges.

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.

The electricity prices within this GN reflect higher costs due the addition of Terminal 2, coming into operation on 4 June 2014. The price also incorporates the Terminal 2 annuities and allocated costs.

An over recovery of £2.9m forecast in the year 2013/14 is being returned to the community in the 1 June to 31 December 2014 pricing period.

The opening of Terminal 2 in June 2014 may create some volatility in the demand forecast. Any resulting over or under recovery will be returned to or collected from the community in line with the ORC principles outlined in the Introduction.

The GN issued in December 2012 signalled that Electricity prices during Q5 were recovering less than actual costs and that this would be addressed in Q6. Electricity charges have been aligned with the ORC pricing principles and better reflect the actual costs of the service. This means that electricity annuities which were not previously included in the electricity costs have now been built into the cost base and are therefore forecasted within the required income and associated unit prices. While a reduction in the supply price can be seen, the infrastructure price (including annuities and allocated costs) increases.

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

Following the introduction of Electricity and Gas (Internal Market) Regulations 2011, HAL revised the structure of the electricity tariffs. Prices are now provided for supply of electricity only and also for the provision of high and low voltage electrical infrastructure.

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.

The FEGP prices within this GN reflect higher costs due to the addition of Terminal 2, coming into operation on 4 June 2014. The opening of Terminal 2 may create some volatility in the demand forecast. The price also incorporates some annuities and allocated costs previously not recovered within the FEGP price. The increase in price is further affected by the two month movement in the

implementation of the new prices (which are effective 1 June 2014). The annuities and allocated costs are consistent with the CAA's Decision and reflect the cost of the service.

An under recovery of £0.3m is being recovered within the June to December 2014 prices.

From 1 June 2014, it is intended that FEGP charges will be based on Kilowatt hours (kwh) used. Previously the charge was based on time on stand. The current charge is £4.04 per quarter hour on stand.

As part of the project to change the billing methodology, Automatic Meter Reading (AMR) meters have been installed on the FEGP equipment enabling electricity consumption to be measured at five minute intervals. Meter data will be cross referenced with aircraft on stand data to create an invoice showing the number of kwh consumed. The 2014 price for one kilowatt hour is £0.52.

Improved quality of data resulting from this project will be shared appropriately in order to jointly work with airlines on reducing costs.

In the event that there is any delay to the FEGP Billing Change Project, the old pricing methodology of time on stand will be used as an interim solution, subject to ORCG consultation. The price for 1 June to 31 December 2014 would be £4.15 per quarter hour on stand in this event.

## **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.

The gas price will reduce to £0.05 per kwh.

## **Passengers 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.

The PRM category charges within this GN reflect the additional costs required to operate in Terminal 2 from the 4 June 2014, which represents an operational presence in an additional terminal versus the current pricing period. Allocated costs are included within the PRM category for the first time in Q6, which is consistent with the CAA's Decision. The PRM charge was introduced as a new service during Q5 and therefore any allocated costs were previously recovered through the aeronautical charge.

The cost of the service in 2013/14 has been fully recovered, however, the prior year under recovery of £2.3m, which dates back to 2010/11, has not reduced. In consultation with ORCG it has been agreed that the charges in this GN should be set to recover the cost of the service for the period 1 April to 31 December 2014 plus the £2.3m under recovery from prior years.



The basis of the charges introduced in the last GN issued in December 2012 will remain for 2014. 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 SSR code
- Type of assistance, equipment required

The pre-notification performance is important in that it facilitates the most efficient use of resources and therefore cost.

The charges for PRMs have been revised as follows:

**Category 1** – at 65%+ pre-notification shall be £0.55 per departing passenger

**Category 2** – between 50% and 64.99% pre-notification at 30 hours shall be £1.24 per departing passenger (consisting of £0.55 base price + £0.69 supplement)

**Category 3** – less than 50% pre-notification at 30 hours shall be £2.55 per departing passenger (consisting of £0.55 base price + £2.00 supplement)

For airlines with total PRM numbers that represent less than 1% of departing passengers across the measurement period, PRM categorisation shall continue to be revised upwards by 1 category (e.g. an airline with categorisation rate of 3 would be revised to category 2 for charging purposes).

## **Pre conditioned air (PCA)**

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

The PCA prices within this GN reflect the cost of Terminal 2, which opens on 4 June 2014. The opening of Terminal 2 may create some volatility in the demand forecast. The price also incorporates the annuities and allocated costs that are consistent with the CAA's Decision and reflect the cost of the service.

From 1 June 2014, PCA charges will be invoiced based on Kilowatt hours (kwh) used. PCA is not currently being charged.

As part of the project to improve the billing methodology, Automatic Meter Reading (AMR) meters have been installed on the PCA equipment enabling electricity consumption to be measured at five minute intervals. Meter data will be cross referenced with aircraft on stand data to create an invoice showing the number of kwh consumed.

Improved quality of data resulting from this project will be shared appropriately in order to jointly work with airlines on reducing the costs of this service.

The June to December 2014 price for one kilowatt hour is £2.09.

### **Staff car parking**

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

From the 1 April 2014 the ORC charge for staff car parking will only be for perimeter staff car parks. Charges for CTA and S4 car park passes (formerly governed by ORC principles) will be a commercial charge and are not covered by this GN, a separate notice, to be issued in March, will follow from the Travel Services team detailing these prices.

The total cost of the provision of perimeter staff car parking is forecast to reduce by 3% in 2014/15. Heathrow Airport has recently undertaken a competitive tender for staff car park bussing and car park management which has resulted in a forecast first year saving in 2014 of £0.4m. Heathrow will continue to work with the terminal AOC's and staff car parking governance to realise further potential operational savings over the course of the next 12 months.

From the 1 June 2014 the perimeter pass price will reduce to £627.42 per annum a reduction of 3.6%. This reduction reflects the tender savings and the outturn over recovery forecast in 2013/14.

For further information on car parking products please contact [travel\\_services@heathrow.com](mailto: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.

The charges in this GN reflect a forecast reduction of 61% in the cost of providing the staff identity card and vehicle apron passes service in 2014/15. The reason for this reduction is the inclusion of lower allocated costs which is consistent with the CAA's Decision.

With the revised pricing timetable for 2014 the charge for a full staff identity card will be £9.43 a reduction of 85%. This percentage reduction applies to all staff identity pass types with the exception of missed appointments, non-compliant applications and un-surrendered passes.

The charges for vehicle apron passes remain unchanged for 2014.

The non surrender of temporary passes represents a security 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 write 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. Therefore an escalation process shall apply whereby the tariff shall increase once the period of un-surrender exceeds 120 days. 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 contract and staff costs.

The waste prices within this GN reflect higher costs due to the addition of Terminal 2, coming into operation on 4 June 2014. The prices incorporate the annuities and allocated costs, previously not recovered within the waste price. The increase in price is further affected by the two month movement in the implementation of the new prices (which are effective 1 June 2014). The annuities and allocated costs are consistent with the CAA's Decision and reflective of the true cost of the service.

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 increase by 23% to £67.38 per assessed unit per quarter (1 unit = 250 sq. ft) for the reasons outlined above. 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 increase by 10% to £496 per outlet per quarter. Refuse Bin Room prices will continue to be charged on a "per outlet basis".

## 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 opening of Terminal 2 in June 2014 may create some volatility in the demand forecast. Any resulting over or under recovery will be returned to or collected from the community in line with the ORC principles outlined in the Introduction.

An under recovery of £0.1m forecast in the year 2013/14 will be carried forward and recovered in the June to December 2014 pricing.

The water prices within this GN reflect higher costs due the addition of Terminal 2, coming into operation on 4 June 2014. The price also incorporates some annuities previously not recovered within the water price.

The Q6 water costs have been adjusted to more accurately reflect the cost of infrastructure, consistent with the principles agreed at governance and the CAA's Decision. This means that water annuities which were not previously included in the water costs have now been included

within the ORC cost base, forecasted income and therefore the unit price. The underlying supply costs have not changed materially, however, the costs now include the infrastructure charges that were previously recovered elsewhere within Heathrow's overall income.

The Water and Sewerage charge for June to December 2014 is £13.10 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, HAL levies charges for the supply of water only i.e. the sewerage proportion of the charge is removed.

### **Airline Operators Committee (AOC)**

Heathrow Airport Limited has provided funding to the AOC during Q5 for some of its operating costs largely relating to consultations taking place between Heathrow and the AOC, on behalf of the airline community. During Q6 this funding will be a new ORC charge, instead of the approach in Q5 where this cost was funded through the aeronautical charge.

The AOC costs that comprise this ORC category consist of allocated and direct costs; the direct costs are made up of facilities and resources costs. The cost and resulting charge is not intended to fund all of the AOC operating costs.

The price will be £0.0173 per departing passenger.

### **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 first time in 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 HAL Managed LAN Service.

"Common Use" Passive LAN costs consist of annuities, allocated and direct costs; direct costs include: service, maintenance and staff costs. Forecast number of ports are then used to calculate an average unit price.

The price per port per annum is £165.43. Invoices will be billed quarterly in advance.

#### 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 HAL's Commercial Team on 0208 745 7072, [halorc@heathrow.com](mailto:halorc@heathrow.com) or visit [www.heathrowairport.com/orc](http://www.heathrowairport.com/orc).



Commercial Director  
For and on behalf of Heathrow Airport Limited

Distribution: Full  
Enc

# HEATHROW AIRPORT LIMITED

## Pricing Schedule

Product/ service	units charged	Effective until	Effective
		31-5-2014	1-6-2014
		unit price	unit price
<b>Airside Licences</b> ♦	per licence	£3,248.00	£2,250.00
<b>Baggage</b>	per departing bag	£3.38	£3.22
<b>Check-in desks &amp; CUSS</b> †	per hour per desk	£3.41	£3.23
<b>Electricity</b>			
Electricity Low Voltage - supply	per kwh	£0.1004	£0.092
Electricity Low Voltage - infrastructure	per kwh	£0.05	£0.155
Electricity High Voltage - supply	per kwh	£0.1004	£0.092
Electricity High Voltage - infrastructure	per kwh	£0.0001	£0.076
Electricity (Capacity)	per kva/ month	£2.45	£3.94
<b>FEGP</b> ‡			
FEGP (price based on "time on stand")	per 1/4 hour	£4.04	-
FEGP (price based on consumption)	per kwh	-	£0.52
<b>Gas</b>	per kwh	£0.075	£0.05
<b>Passengers with reduced mobility (PRMs)</b>			
Category 1 (Above 65% at 30 hours)	per departing passenger	£0.44	£0.55
Category 2 (50% to 64.99% at 30 hours)	per departing passenger	£0.85	£1.24
Category 3 (less than 50% at 30 hours)	per departing passenger	£1.75	£2.55
<b>Pre-conditioned air</b>	per kwh	not charged	£2.09
<b>Staff car parking</b> ▲ ●			
Perimeter passes	per pass per annum	£651.03	£627.42
Lost passes	per disc or per card	£30.00	£30.00
<b>Staff identity cards</b>			
32k machine readable ID pass - issue	per pass	£62.26	£9.43
32k machine readable ID pass - re-issue	per pass	£53.67	£8.13
32k machine readable ID pass - amendment	per pass	£21.42	£3.24
Penalty charge for lost or stolen pass - 32k	per pass	£21.42	£3.24
64k machine readable ID pass - issue	per pass	£81.05	£12.28
64k machine readable ID pass - re-issue	per pass	£73.66	£11.16

Product/ service	units charged	Effective until	Effective
		31-5-2014	1-6-2014
		unit price	unit price
64k machine readable ID pass - amendment	per pass	£25.98	£3.93
64k machine readable ID pass - lost or stolen	per pass	£25.98	£3.93
Temporary photographic ID pass (1 to 5 days)	per pass	£8.47	£1.28
Temporary photographic ID pass (1 to 30 days)	per pass	£16.93	£2.56
Application "no show"	per "no show"	£62.26	£62.26
All un-surrendered passes (60 days+ from expiry)	per pass	£50.00	£50.00
All un-surrendered passes (120 days+ from expiry)	per pass	£150.00	£150.00
<b>Vehicle apron passes</b>			
Liveried vehicle airside pass - annual	per pass	£32.26	£32.26
Liveried vehicle airside pass - temporary	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 un-surrendered passes (60 days+ from expiry)	per pass	£50.00	£50.00
All un-surrendered passes (120 days+ from expiry)	per pass	£150.00	£150.00
<b>Waste Services</b>			
<b>Refuse Area Charge:</b>			
Low Waste Use (eg Services)	per assessed unit per quarter	£54.71	£67.38
Medium Waste Use (eg Shops)	per assessed unit per quarter	£62.92	£77.48
High Waste Use (eg Food and Beverage outlets)	per assessed unit per quarter	£71.12	£87.59
<b>Refuse Bin Room Charge: Δ</b>			
Low Waste Use (eg Services)	per outlet per quarter	£450	£496
Medium Waste Use (eg Shops)	per outlet per quarter	£1,470	£1,619
High Waste Use (eg Food and Beverage outlets)	per outlet per quarter	£2,720	£2,996
<b>Water</b>			
Water & sewerage	per cubic metre	£3.65	£13.10
Water supply only	per cubic metre	£2.82	£10.13
Waste water only	per cubic metre	£1.09	£3.92
Low Temperature Hot Water	per cubic metre	£3.25	£11.67
Chilled Water	per cubic metre	£3.25	£11.67
Domestic Hot Water	per cubic metre	£4.32	£15.49

Product/ service	Effective until 31-5-2014		Effective 1-6-2014
	units charged	unit price	unit price
Airline Operators Committee	per departing passenger	N/A	£0.0173
Common IT Infrastructure - passive LAN ▲ □	per port per annum	N/A	£165.43

**Notes:**

- ◆ The price shown “Effective 1-6-2014” covers the period up to and including 31 December 2014, which is the price for a 9 month duration. The price shown “Effective until 31-5-2014” is for a 12 month period.
- † The actual invoice will be based on actual time logged onto a check in desk and will vary slightly from the “guideline” price shown here. Rates in T1, T2, T3 and T4 differ from T5.
- ‡ FEGP charging methodology changes from time on stand to consumption effective 1 June 2014. The consumption charging methodology will replace the current time on stand based charging methodology.
- ▲ Price shown represents an annualised price, 1/12<sup>th</sup> of which will be used when calculating a monthly charge when invoicing.
- Price shown relates to a “Perimeter Staff Car Parking Pass” only, S4 and CTA passes are not within the ORC scope from Q6 and are instead a “commercial charge”.
- △ The refuse bin room based charge is only applicable in Terminal 2 and Terminal 5.
- Price shown is for 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.

**END.**