Heathrow

HEATHROW RESOURCES AND WASTE STRATEGY

PUBLISHED DECEMBER 2025

ENTER >

CONTENTS

FOREWORD

I am delighted to introduce Heathrow's Resources and Waste Strategy which outlines how we will fulfil our People and Planet objective to minimise material consumption, and maximise reuse, recycling and recovery of materials used at the airport, even as we grow.

By implementing this strategy, we aim to change the way we consume and manage resources, encouraging a shift from a linear 'take, make, waste' approach to a more circular model where material use is first and foremost avoided, and materials preserved at their highest value for as long as possible through reuse, refurbishment and recycling.

Heathrow is akin to a small city, with a multitude of assets to support over 80,000 colleagues and nearly 85 million passengers a year travelling on almost 480,000 flights. We know that waste is a priority issues for passengers who use Heathrow to enable them to make sustainable choices as they travel through the airport.

Operating the airport generates a wide variety of waste streams, from single use plastics and packaging to redundant equipment and construction material.

We recognise that addressing the waste challenge requires collaboration with regulators, suppliers, concessionaires, construction partners, contractors, airlines, and passengers. We look forward to working together with our partners and colleagues as we reduce our waste and we will share progress and lessons learnt along the way.

NIGEL MILTON
Chief Communications and Sustainability Officer

STRATEGIC GOALS

- Reduce our operational waste arisings by 10% by 2035 (2019 baseline)
  23,945 tonnes to <21,500 tonnes
- Achieve a 70% operational waste recycling rate by 2035 (2019 baseline)
  48.9% to 70%
- **95%** Reuse/recycling/recovery of construction and demolition waste

For more information visit our website: heathrow.com/sustainability

We welcome feedback on our plans and performance. Contact us here: sustainability@heathrow.com

1. TACKLING THE WASTE CHALLENGE

The global population extracts three times more resources than in 1970, and this is estimated to double by 2060[1]. The rate of circular use of these materials continues to drop, falling from 9.1% in 2018 to 7.2% in 2023[2]. Further, over 90% of biodiversity loss and water stress is caused by resource extraction and processing[3]. The world's stock of natural resources must be preserved by keeping materials and products in use for longer, reducing pressure on the natural environment.

In response, in 2018 the UK government developed a **Resources and Waste Strategy**[4] which sets out how the country will move towards a circular economy. The strategy focuses on actions such as minimising single-use items, tackling food waste, encouraging resource efficient product design, ensuring that producers pay the full costs of disposal for packaging they place on the market, and addressing barriers to the re-use market. It also targets an increase in municipal recycling rates to 65% by 2035 and to halve residual waste by 2042, against a 2019 baseline.

The waste policy landscape continues to evolve. Most recently, the UK government has established an independent **Circular Economy Taskforce**, comprised of industry, academic and civil society representatives. The taskforce aims to design a strategy to support the transition to a circular economy in England, focusing on; investment in circularity, increasing resource efficiency, reducing emissions and accelerating net zero. The Government has confirmed the first five priority sectors will include **transport**, textiles, construction, agri-food, and chemicals and plastics.

Government policy continues to focus on recycling and **'Simpler Recycling'** legislation was introduced in England in 2025. This aims to standardise workplace and home-based recycling systems across the UK, ensuring that food waste and mixed recycling collections are available.

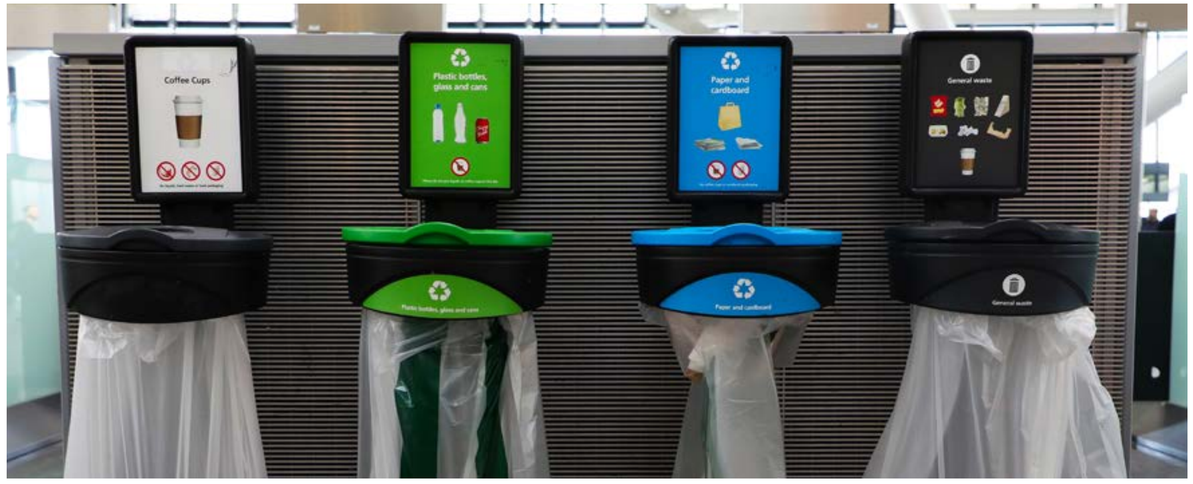
The Government is also developing a **Deposit Return Scheme (DRS)** for plastic and metal drinks containers, which is due to be introduced in 2027. Designed to increase recycling rates, the scheme will impose a deposit on single-use drinks containers, which will be refunded to the consumer upon return of the container to an approved point.

The **UK Emission's Trading Scheme** is also due to be amended to include Energy from Waste (EfW) facilities from 2028, meaning that the cost of sending some residual waste types to EfW will increase.

These legal and policy developments demonstrate increased government focus on waste reduction and circularity which are directly relevant to Heathrow's operations and development activities and aligned with our ambitions to reduce waste generated at the airport.

Our consumers want to see more action taken to address waste and progress towards a circular economy. Our airline customers also understand this consumer priority with reduction having been noted as a sustainability priority from consumer insights surveys.

Together with suppliers partners and customers, Heathrow is well positioned to deliver improvements, helping the UK to create a more sustainable and circular economy. We cannot do this alone so we will provide incentives, product choices, improved waste collection and management systems and infrastructure improvements.



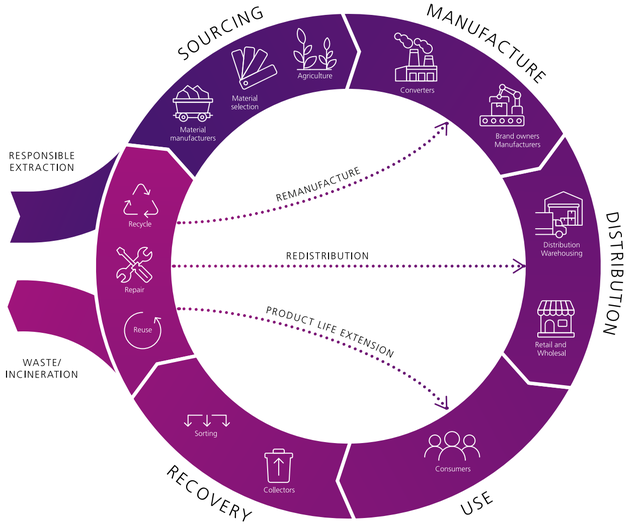
[1] GOV.UK, 2023. The Waste Prevention Programme for England
[2] CGR, 2024. The Circularity Gap Report
[3] UN Environment Programme. Global Resources Outlook 2019
[4] GOV.UK, 2018. Resources and Waste Strategy

2. WASTE REDUCTION TERMS AND PRINCIPLES

Heathrow's Resources and Waste Strategy refers to and is based on principles to inform waste reduction efforts and more circular ways of working. These are fundamental to a more sustainable approach to waste and materials management.

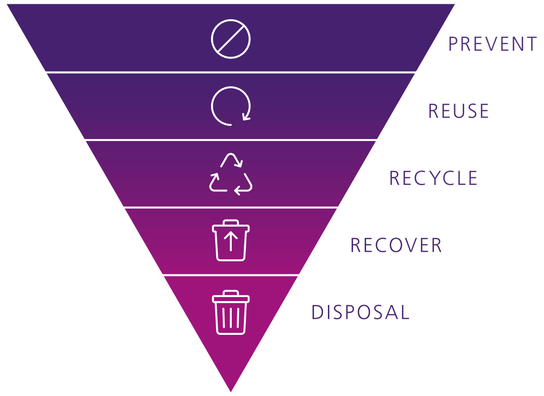
WHAT IS A CIRCULAR ECONOMY?

A circular economy is where materials are kept in use for as long as possible. The creation of 'waste' is avoided as materials are designed for longevity, repair and reuse, and then refurbished or recycled when no longer required. In a circular economy, materials are chosen and used in a way which helps to restore nature, for example, in using biobased compostable plastics opposed to petroleum-based virgin plastics.



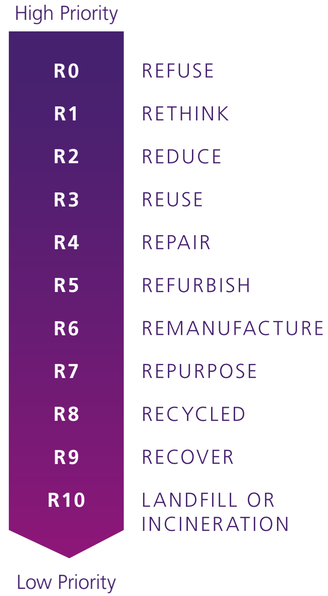
WHAT IS THE WASTE HIERARCHY?

The Waste Hierarchy was introduced in the EU Waste Framework Directive of 20085. It is a framework which sets out the basic concepts and definitions regarding waste management. It provides explanation as to when waste ceases to be waste and becomes a secondary raw material, and how to distinguish between waste and by-products. The Waste Hierarchy is often used to outline the priorities for managing wastes with reduction being the priority, and disposal being a last resort.



WHAT ARE THE 10 Rs?

The 10 Rs expands on the Waste Hierarchy to guide circular design and manufacturing practices. The 10 Rs address the lifespan of products to highlight the considerations to be explored at each stage of a product life cycle to maximise the use of products.



APPLYING THE PRINCIPLES

These principles have been the basis for identifying and prioritising interventions to tackle the waste challenges at Heathrow with an emphasis on moving up the hierarchy to prevent waste and where this is not possible, reuse, or reduce and recycle.

[5] Europa, 2025. Waste Framework Directive

3. OUR APPROACH TO THE STRATEGY

The formulation of this strategy has involved working through a series of steps to ensure the strategy is ambitious, technically robust, relevant to Heathrow's challenges, and informed through extensive stakeholder engagement.

In the development of this Waste Strategy, we have conducted a detailed analysis of our processes, waste composition and stakeholder needs to identify interventions and formulate goals. The steps undertaken in the formulation of this strategy are presented here.

1 STAKEHOLDER ENGAGEMENT

Internal and external stakeholders were consulted across operations and supply chain to inform our proposed waste reduction initiatives and to understand how we can work together to achieve our objectives.

2 BEST PRACTICE RESEARCH

Research on the current and emerging waste related legislation was undertaken to ensure the strategy was compliant and future-proofed. Industry best practice was also reviewed as an input to develop the strategy.

3 WASTE COMPOSITION ANALYSIS

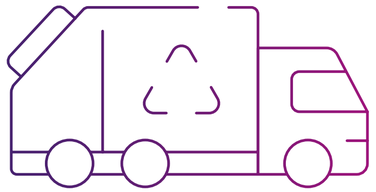
Composition analysis was completed to understand the make up of Heathrow's general waste and recycling. This enabled the creation of targeted interventions to address our key resource impacts.

4 MAPPING MATERIAL AND WASTE FLOWS

Materials flow analysis was completed to understand how materials move through the airport and eventually become waste (as illustrated in Section 5). Development of material flows enabled further understanding of how processes and infrastructure are working 'on the ground' to aid identification of opportunities to facilitate waste reduction.

5 MODELLING IMPACT OF OUR WASTE REDUCTION INITIATIVES

Waste reduction initiatives were modelled to understand the potential impact these interventions could have on total waste arisings and specific waste streams. This aided the formation of goals against projected waste arisings, and supported the prioritisation of waste reduction initiatives to 2035.



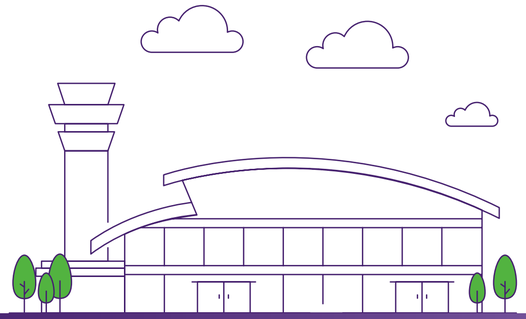
6 DEFINING GOALS AND COMMITMENTS

Goals, commitments, indicators and metrics were established after obtaining the results from our research, modelling and stakeholder engagement.

7 MONITORING PROGRESS

Waste performance monitoring and reporting against our goals will be completed to celebrate successes and identify opportunities for improvement. Progress will be documented in our annual sustainability reporting.

4. HEATHROW'S WASTE FOOTPRINT



AIRPORT OPERATIONS

Waste from terminals and offices, derived from passengers, concessionaires, colleagues and tenants. In 2024 this equated to approximately 17,000 tonnes. There is significant opportunity to improve how we manage these materials with potential to reduce costs, reuse and recycle.

FOOD WASTE	**1,740 TONNES**
GREEN WASTE	**910 TONNES**
RECYCLING	**10,980 TONNES**
ENERGY RECOVERY	**9,230 TONNES**

AIRLINES

Aircraft derived waste accounts for approximately 25-30% of our total waste arisings. Waste from airline activities is predominantly aircraft cabin cleaning waste which is managed as a Category 1* waste stream and sent for energy recovery as per legal requirements.

AIRCRAFT CABIN CLEANING WASTE	**5,170 TONNES**

CONSTRUCTION

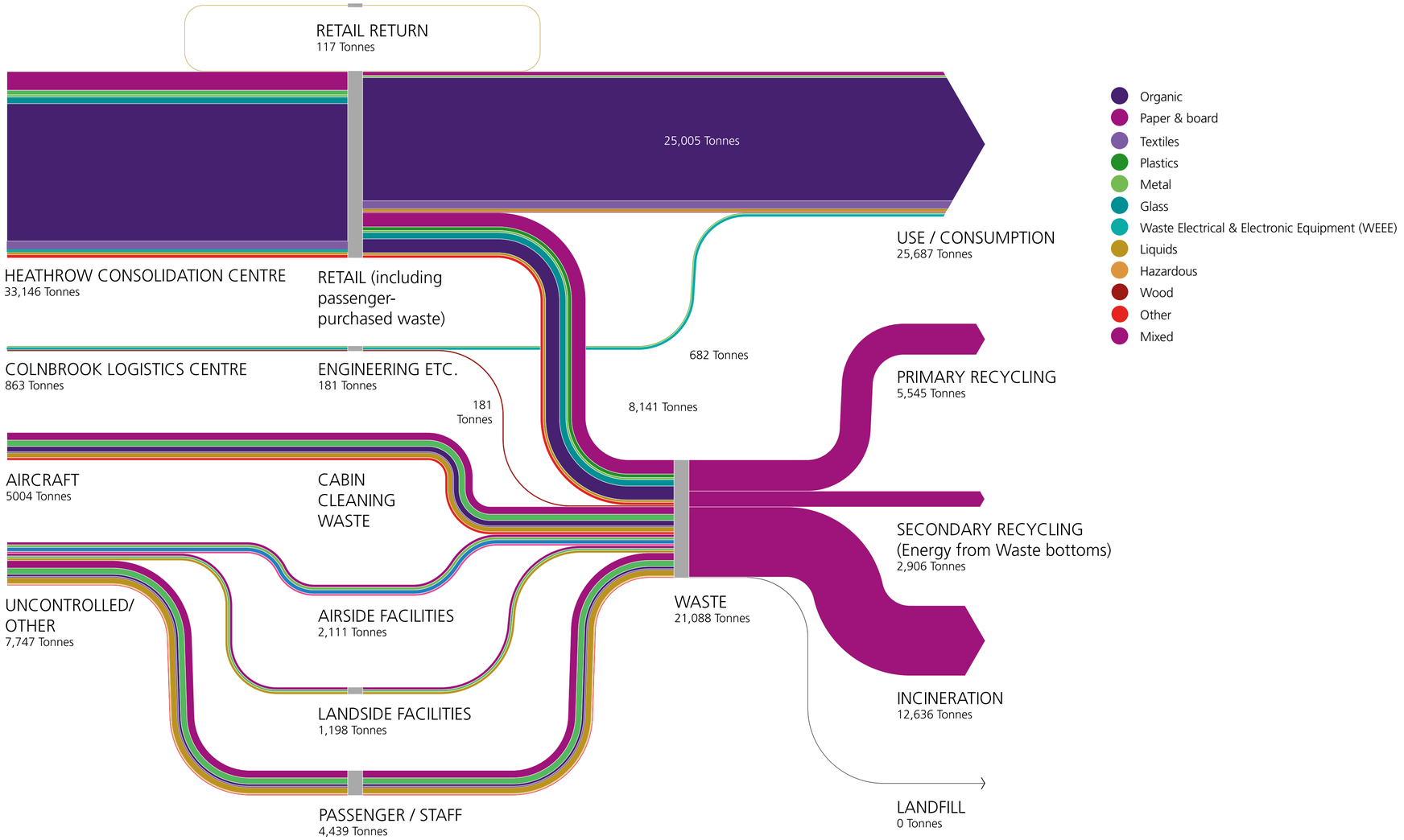
Waste from our ongoing asset management, refurbishment and new infrastructure work. Materials including concrete, timber, bituminous materials, plasterboard, soil, metals and ceramics from construction, demolitions and excavation activities.

TOTAL CONSTRUCTION, DEMOLITION AND EXCAVATION WASTE GENERATED	**124,050 TONNES**
TOTAL MATERIAL RECYCLED	**110,930 TONNES**
TOTAL REFUSE DERIVED FUEL	**7,070 TONNES**

*Category 1 (CAT 1) animal by-product – Animal by-products are divided into 3 categories based on the risks they pose. Category 1 animal by-products are classed as high risk and includes International Catering Waste.

OPERATIONAL MATERIAL FLOWS ACROSS THE AIRPORT

Material movements across the airport are complex with materials entering from several sources including colleagues, passengers, contractors and suppliers. We have mapped the movement of incoming materials to help us to better understand which materials are used in the greatest quantities within different areas of our operations, to track where materials become waste. This insight has informed our strategy approach, targeting areas where we can reduce waste or re-direct waste to more sustainable treatment options.



4.1. AIRPORT OPERATIONS

Waste is generated from a variety of activities occurring in the airport ranging from passenger, tenant and concessionaire activities, engineering maintenance, colleagues, and offices. However, passenger activities are the key source of airport operational waste driving retail and food and beverage demand and associated staffing needs across the operations. In 2024 passenger numbers exceeded 83 million.

WASTE MANAGEMENT PROCESSES

Heathrow's operations manage four key waste streams including general waste, dry mixed recycling, paper and card, and food waste. Passengers dispose of their waste at waste receptacles located throughout the terminals in both landside and airside locations. Concessionaires take their waste to dedicated bin rooms where it is consolidated and then cleaners take this to waste away areas where the waste is removed from the airport.

Recycling throughout Heathrow's terminals and offices is currently facilitated by over 1,000 individual collection bins, that allows for the segregation of waste into the following streams: paper and cardboard, coffee cups, plastic bottles, glass and cans and general waste. Colour coded and pictorial signage, alongside clear collection sacks show passengers where to place their items and materials.

Materials collected from these bins are further segregated for recycling at Grundon's Material Recovery Facility (MRF) at Colnbrook, very close to Heathrow.

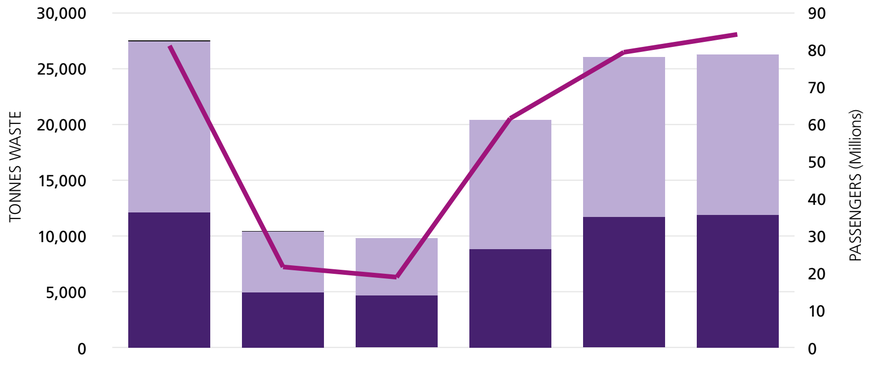
Since 2021, Heathrow has not sent any operational waste to landfill. Our residual waste is treated at Grundon's Energy from Waste (EfW) plant, also located at Colnbrook. This facility currently processes around 450,000 tonnes of non-recyclable general waste per year from local authorities and businesses and generates 37MW of power, enough to provide electricity to 56,000 homes.

Large quantities of green waste, from the management of vegetated areas surrounding the airport, is produced on an annual basis and is sent locally for industrial composting.

WASTE PERFORMANCE

Figure 1 shows waste data from our baseline and peak year of waste generation in 2019. The waste arisings in 2024 are slightly less despite increased passenger numbers compared to 2019. Efforts to digitalise the passenger journey have reduced paper and cardboard arisings as well as efforts to remove liquid waste from general waste prior to security lanes.

FIGURE 1 – TOTAL OPERATIONAL WASTE ARISINGS 2019-2024



	2019	2020	2021	2022	2023	2024
Landfill	111	17	0	0	0	0
Energy from waste	15,352	5,502	5,126	11,568	14,345	14,395
Recycling	12,084	4,898	4,677	8,817	11,703	12,883
Total waste arising	23,934	9,023	8,009	17,270	21,687	22,054
Passenger numbers	80,886,671	22,111,009	19,393,145	61,599,199	79,151,769	83,900,000

Recycling performance has remained consistent in the range of 48-50% over the last five years.

COMPOSITION ANALYSIS

Through comprehensive analysis of Heathrow's terminal waste, we know that the majority is paper and cardboard (40%) packaging from deliveries to support retail operations. Plastics make up 19% of total material comprising drinks bottles, pots, tubs and trays, plastic cups and flexible plastics. Liquids comprise 15% and are typically plastic bottles which have not been fully emptied, followed by organic waste at 14% of the total waste.

The composition analysis also highlighted considerable contamination of both the general waste stream, which included recycled content, and organic waste, which could be segregated at source for recycling. The dry mixed recycling stream included considerable volumes of organics and liquid waste degrading the quality and reducing potential recycling performance.

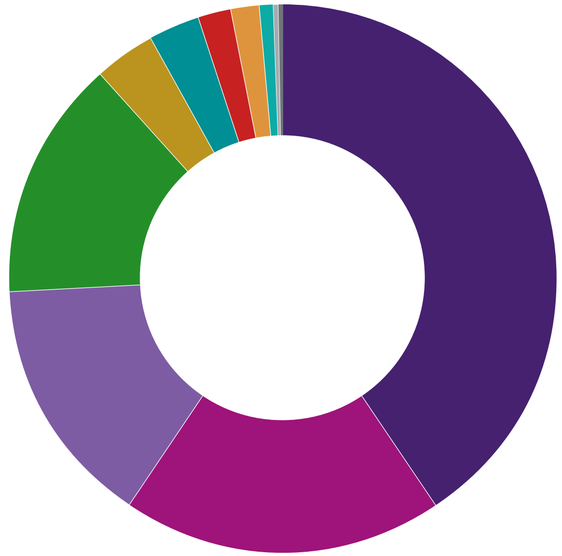


FIGURE 2 – COMPOSITION OF OPERATIONAL WASTE ARISINGS IN 2024

- Paper & Cardboard - 40.6%
- Plastic - 18.9%
- Liquid drinks - 14.9%
- Food waste - 14.0%
- Combustibles - 3.8%
- Glass - 2.8%
- Metal - 2.1%
- Potentially hazardous - 1.6%
- Textiles - 1.0%
- WEEE - 0.2%
- Non-combustible - 0.1%

4.2. AIRLINES

Airline activities generate waste because of routine aircraft operations, inflight catering services and maintenance activities. There are strict legal requirements concerning the management of aircraft cabin waste, particularly in relation to international flights carrying International Catering Waste (ICW). ICW is considered a high-risk waste and is sent for high temperature incineration to manage potential biosecurity risks related to the presence of animal by-products. These requirements pose challenges to recycling materials from these flights.

Airlines operating out of Heathrow generated nearly 6,200 tonnes of aircraft cabin cleaning waste in 2019 (26% of total operational waste arisings). In 2024, this dropped to just over 5,165 tonnes (23% of total operational waste arisings).

Composition analysis of airline waste conducted by the International Air Transport Association (IATA) from 17 international flights arriving at Heathrow between September 2013 and January 2014 found that on average 350 kilograms of waste was generated per flight with 20% collected as cleaning waste and 80% as catering waste. The composition of this waste is shown here.

FIGURE 3 – COMBINED CABIN WASTE BY WEIGHT (IATA)[6]

- Sealed, loose food & drink (catering) - 23%
- Untreated food and drink (catering) - 14%
- Liquid & packaging (catering) - 10%
- Recyclable packaging (catering) - 10%
- Recyclable packaging (cleaning) - 9%
- Non recyclable waste (catering) - 11%
- Unknown materials waste (compactor) - 23%

[6]IATA aircraft waste composition data: IATA Cabin Waste Handbook

4.3. CONSTRUCTION

Construction waste typically includes concrete, wood, metals, soils, masonry materials, plasterboard, carpet and plastics. Waste from airport infrastructure projects is managed by various delivery partners working on specific projects. Construction partners are required to comply with Heathrow's standards for project delivery which includes requirements for the minimisation of waste during design, construction and demolition activities.

The volumes of construction waste generated annually vary considerably depending upon the number and scale of projects being delivered. Across major projects in 2024, 82% of construction waste was recycled, 14% was recovered as refuse derived fuel (RDF) and less than 4% was landfilled. The composition of construction waste from 2024 is presented in Figure 4.

Through the implementation of this strategy, our aim is to limit reliance on EfW treatment by reducing the volume of construction waste sent for treatment. This will be achieved by prioritising waste reduction measures, encouraging re-use, making sustainable product choices and driving up recycling rates.

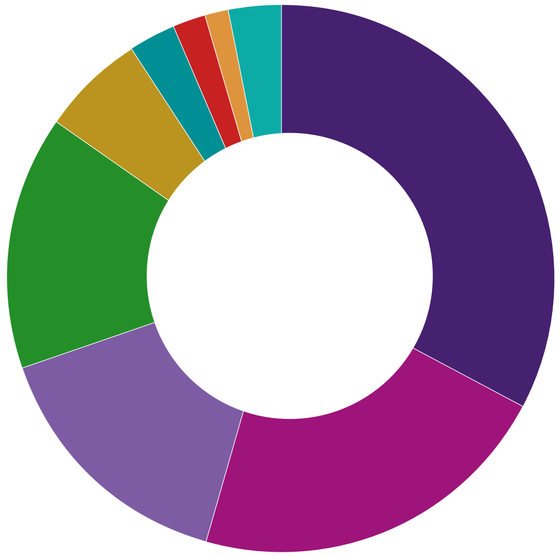
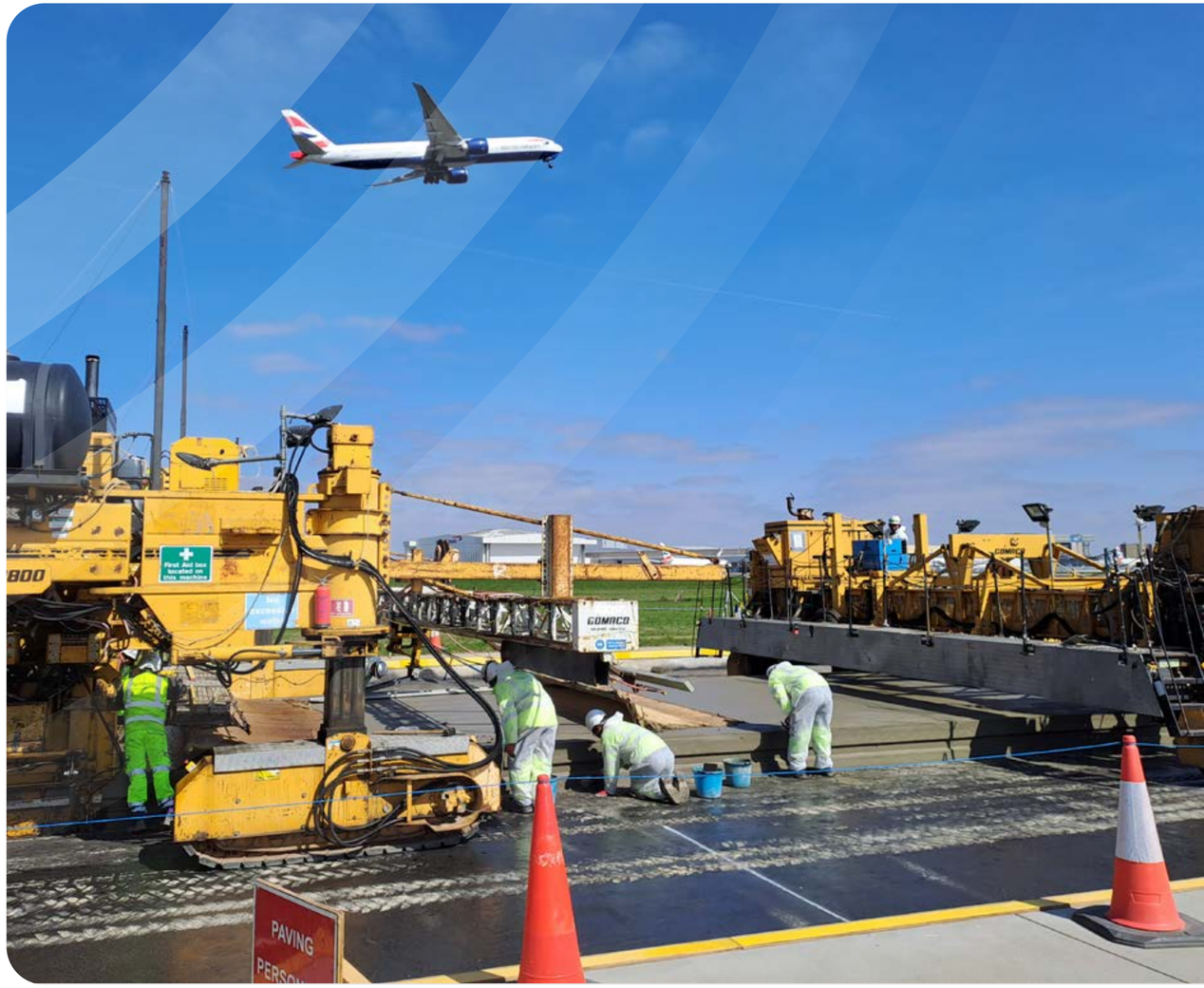


FIGURE 4 – COMPOSITION OF CONSTRUCTION WASTE FROM MAJOR PROJECTS 2024

- Soil & stone - 32.77%
- Concrete - 21.60%
- Mixed hazardous construction waste - 15.32%
- Bituminous materials - 14.77%
- Hardcore/concrete/ceramics (inert) - 6.34%
- Mixed construction waste - 2.72%
- Liquids - 1.94%
- Mixed metals - 1.49%
- Other - 3.06%



5. RESOURCES AND WASTE STRATEGY GOALS

Connecting People and Planet commits to avoiding material consumption, and maximise reuse, recycling and recovery of materials used at Heathrow.

This strategy aims to decouple waste volumes from business growth. Our goals have been developed based on our understanding of the waste we generate, through composition analysis, and in collaboration with industry specialists, contractors and Heathrow teams. This analysis has identified where we can have the most influence and impact to drive down waste. Each area has developed a series of interventions that are both pragmatic and ambitious.

GLIDEPATH TO GOALS

To enable the delivery of our goals we developed a list of interventions designed to enable waste reduction and enhance re-use and recycling. The interventions proposed will improve behaviours, processes, material use and waste management, enabling us to deliver on our goals and commitments to drive down waste. The impact of each intervention has been modelled against Heathrow's waste arisings to ensure the goals are informed. Based upon initial modelling of the potential impact, we are confident that the chosen interventions will help reduce our waste impacts as indicated in the glide path.

Our interventions are grouped under a suite of commitments to tackle material use and waste across **airport operations, airlines and construction waste streams.**

REDUCE OUR OPERATIONAL WASTE ARISINGS BY 10% BY 2035 (2019 BASELINE)
AN ABSOLUTE REDUCTION OF 2,400 TONNES FROM 24,000 TO <21,600

ACHIEVE A 70% OPERATIONAL WASTE RECYCLING RATE BY 2035 (2019 BASELINE)
48.9% TO 70%

95% REUSE/RECYCLING/ RECOVERY OF CONSTRUCTION AND DEMOLITION WASTE

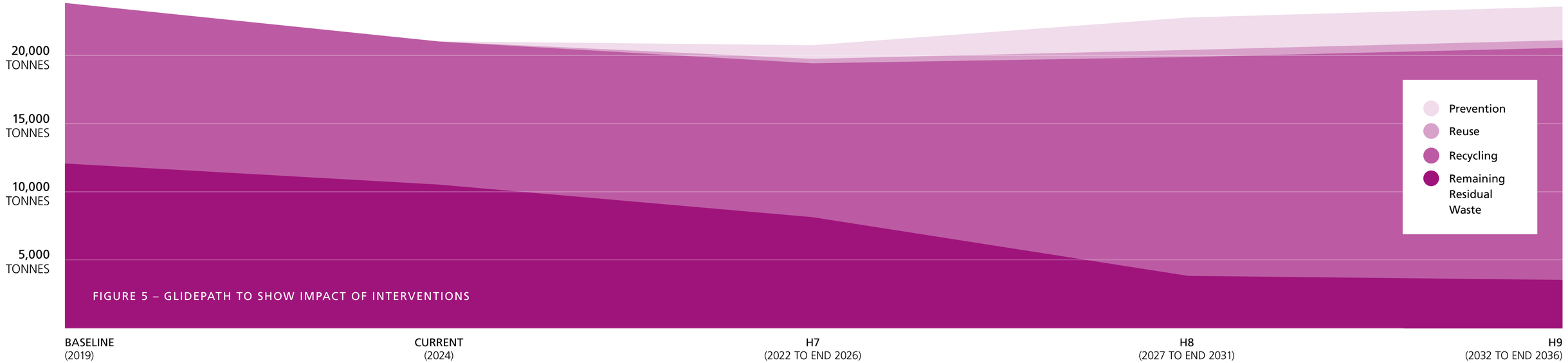
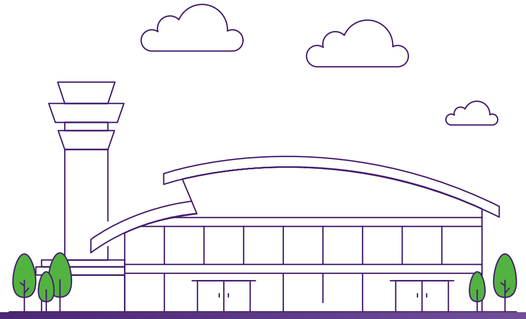


FIGURE 5 – GLIDEPATH TO SHOW IMPACT OF INTERVENTIONS

Delivering our goals is underpinned by the progression of interventions in the following focus areas.



AIRPORT OPERATIONS

1 Enable best practice
Launch a 'Pay as You Throw' scheme, enhance training, encourage re-usable packaging.

2 Improve waste infrastructure
Enhance back of house facilities, explore innovative technologies and processes.

3 Buy and lease better
Set leading performance standards and procurement processes with waste reduction in mind.

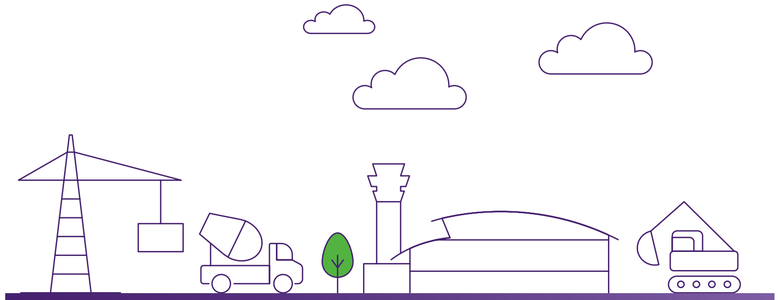
4 Stop single-use
Phase out single-use plastic bottles and coffee cups.

5 Create reuse partnerships
enable reuse through partnerships with local charities and a resource exchange platform.

AIRLINES

6 Recycle aircraft cabin waste
Work with regulators and airlines to enable aircraft cabin waste recycling.

7 Support passenger sustainability
Enhance water refill points, signage and passenger facing bins.



CONSTRUCTION

8 Design out waste
Set targets for material reuse and embed circular principles and processes into procedures.

9 Prioritise sustainable materials
Use sustainable materials, Environmental Product Declarations and systems to enable reuse of construction materials.

10 Reduce construction waste
Maximise reuse and recycling of materials during construction, share best practices, and monitor performance.

GOVERNANCE, DATA AND MONITORING PROGRESS

AIRPORT OPERATIONS

1 – Enable best practice

Team Heathrow consists of our colleagues, our concessionaires, our contractors and our suppliers. As a team we are responsible for minimising the waste generated across our operations, and to manage it in a way that recovers as much value as possible.

Team Heathrow has the knowledge and capabilities to rethink and improve our operations to find ways of reducing material consumption and waste. We will continue to build our knowledge and skills to embed best practice. We will work collaboratively, recognising that we all have a role to play, and through collaboration across the team, we will implement new practices that remove problematic materials and incentivise better behaviours.

WE WILL

- **Incentivise waste reduction across our operations by introducing a 'Pay as you Throw' scheme to maximise waste reduction and improve segregation**
- **Reduce food waste and maximise segregation and recycling**
- **Deliver enhanced training on our recycling and waste minimisation processes**
- **Encourage suppliers to deliver goods in re-usable crates/ packaging that are taken back via reverse logistics systems**

CASE STUDY

Innovative solution maximising food waste segregation

Approximately 14% of our waste tonnage is food waste. Food waste is often poorly segregated in our concessionaire kitchens and staff catering areas, as well as in passenger-facing areas, with food waste often ending up in residual waste and dry mixed recycling. Enhancing food waste segregation presents an opportunity to increase recycling and improve concessionaire engagement on waste.

In 2024, we worked with VUALA, a local SME striving to maximise food waste segregation in T5 staff catering operations. VUALA'S innovation, the VUALA X1, is an artificial stomach integrated with targeted micro-organisms and a specialised mechanical design to automatically separate food waste from any other wastes, turning them into raw material for energy production within hours onsite.

To date, VUALA's operations at Heathrow Terminal 5 have successfully recycled over 2.2 tonnes of food waste.

AIRPORT OPERATIONS

2 – Improve waste infrastructure

Waste performance at the airport is largely enabled through effective waste infrastructure in both back of house and passenger facing areas. Areas where waste is consolidated afford significant opportunities for maximising recycling and capturing valuable information to incentivise the right behaviours as well as monitor performance.

The provision of suitable bins and signage can have a dramatic impact on recycling rates. It is important to ensure that containers are fit for purpose, are placed for convenience accompanied with effective signage to encourage the correct separation of materials. Suitably placed recycling bins can triple the use of recycling containers[7]. We will also explore technology and innovative solutions, including AI technologies to aid at source segregation.

Key to our strategy is enhancing our waste management infrastructure to improve our waste sorting and recycling rates. This will involve looking at opportunities to enhance back of house consolidation of waste and materials in dedicated terminal bin rooms. We will also explore opportunities to process our residual waste as our research shows that this could increase recycling by 25%.

WE WILL

- **Process residual waste to maximise recovery of recyclable material**
- **Enhance concessionaire facilities back of house**
- **Optimise waste bin infrastructure by tracking usage and fill rates**
- **Explore AI and innovative technologies to support effective segregation**
- **Increase the provision of food waste collection bins across the airport**

3 – Buy and lease better

We will work proactively with our supply chains to design out waste from our operations. We will ensure that the goods and services we procure avoid unnecessary packaging, use sustainably sourced materials and incorporate supply chain innovations that contribute to a more circular economy. This will involve enhancing our standards and agreements with circularity in mind, as well as the use of new performance metrics to drive and monitor improvements.

WE WILL

- **Set leading performance standards in our waste management contract to incentivise waste reduction efforts**
- **Ensure waste avoidance is embedded in procurement processes**
- **Evaluate potential suppliers against the circular economy metrics within our Balanced Scorecard (our framework for assessing the environmental performance of our suppliers)**

[7] Rosenthal, 2021. Effects of bin proximity and informational prompts on recycling and contamination

AIRPORT OPERATIONS

4 – Stop single-use

Global plastic production is expected to more than triple by 2050, accounting for 20% of all oil consumption[8]. The expanded production would account for a projected 56 gigatons of greenhouse gas emissions or approximately 10%-13% of the entire (global) carbon budget[9]. As well as the impacts of producing plastics from fossil fuels, plastics harm our animal and aquatic life if they enter natural ecosystems and create a huge waste disposal problem. The UK is tackling plastic pollution by banning the use of certain single-use plastics such as straws, plates, bowls, trays or cutlery.

The Government's proposed Deposit Return Scheme, currently scheduled for introduction in 2027, will target plastic bottles and aluminium cans, incentivising the collection of these items for recycling and requiring 'producers' to fund the recovery costs.

At Heathrow we want to decrease the volume of single-use items used in our operations, phasing them out by 2030 where they are avoidable and seeking to replace them with more sustainable alternatives.

WE WILL

- **Phase out single-use plastic drinks bottles**
- **Phase out the use of single-use coffee cups and plastic bottles within our operations**
- **Prepare for and promote reverse vending for single-use items such as cans/plastic bottles**

CASE STUDY

Reusable coffee cups

The Compass Centre, Heathrow's head office, uses approximately 200,000 single-use cups annually. To eliminate this avoidable waste stream which is highly visible to colleagues across the operation the business implemented a reusable coffee cup system in October 2024. This initiative brought together multiple teams–including cyber security, facilities, retail, Eurest (our catering contractor), and CauliBox (technology provider).

In the first month alone, the head office's coffee shop avoided the use of more than 8,700 single-use cups, saving an estimated 229 kilograms of CO_2 emissions, equivalent to driving 1,640 miles in a petrol-engine car and enough energy to fully charge around 76,700 mobile phones. As of July 2025, Heathrow has avoided using 78,885 single-use coffee cups that equals 2,078.6 kilograms of CO_2 emissions saved and 28,201.4 litres of waste avoided in the head office, significantly reducing material use, waste generation, and carbon emissions.

[8] WEF, 2016. The New Plastics Economy
[9] Ciel, 2019. Plastic and Climate – The Hidden Cost of a Plastic Planet

AIRPORT OPERATIONS

5 – Create reuse partnerships

Re-using products and materials again for the same purpose for which they were conceived, minimises the quantity and ecological footprint of waste, in accordance with the Waste Hierarchy. We want to increase the volumes of items that we re-use both within our own projects and the external community.

Leveraging on the success of our Giving Back Programme we will seek opportunities to support reuse and waste elimination through strategic partnerships.

WE WILL

Develop and implement a resource exchange platform(s) to track key resource flows across the airport and facilitate the reuse of materials across the campus and beyond

Partner with local food distribution channels to collect and re-distribute close to sell by date food

AIRLINES

6 – Recycle aircraft cabin waste

The airline industry generates significant volumes of cabin waste. In 2017 it was estimated that the airline industry produced up to 5.7 million tonnes of cabin waste. There is significant opportunity to improve the way in which this material is managed by embracing opportunities to prevent material consumption and maximise recycling. However, this can be challenging as International Catering Waste is regarded as a high-risk waste stream and is highly regulated.

We will work with the airlines to enable more sustainable approaches to aircraft cabin waste. We will share best practice waste reduction initiatives from our airline partners and international aviation bodies. We will explore opportunities to better manage their waste, enabling us to recover valuable materials for reuse or recycling.

Through knowledge sharing opportunities and enhanced waste collection services, we can influence and facilitate waste reduction practices across airlines visiting our airport.

WE WILL

- **Work with regulators, airlines and government to develop a trial on enhanced cabin waste management**
- **Develop procedures for cabin waste management and engage those involved in the trial to ensure success**
- **Engage APHA on the results of the trial and proposals for endorsement and approval ahead of implementation**
- **Enable airlines to improve waste performance through Heathrow's improved waste infrastructure**

7 – Support passenger sustainability

Heathrow is committed to making sustainable choices easier and more visible for passengers throughout their journey. Waste generated in terminals can be reduced through practical infrastructure improvements that support better disposal and reuse. There is significant opportunity to reduce waste at its source and improve recycling outcomes through better terminal facilities.

At Heathrow, we recognise that the passenger journey begins long before boarding. By improving the terminal environment, we can support airlines in their waste reduction efforts and influence passenger behaviour. When passengers have access to clear signage, convenient waste disposal options, and alternatives to single-use items, they are more likely to dispose of waste appropriately or avoid generating it altogether. By focusing on visible and easy-to-use facilities, we aim to help passengers minimise waste and contribute to more effective recycling across the airport.

WE WILL

- **Enhance water refill point offering at Heathrow across terminals**
- **Improve signage and wayfinding for passengers to easily locate waste disposal points and water refill stations**
- **Enhance passenger-facing bin infrastructure by introducing consistent, clearly labelled waste and recycling bins that support better segregation and reduce contamination**

CONSTRUCTION

8 – Design out waste

It is estimated that the UK construction industry produces approximately 100 million tonnes of waste annually[10]. It is widely acknowledged that much of this is preventable and that focusing on waste minimisation early in a project lifecycle presents significant opportunities for waste reduction and circular outcomes. This approach requires that circular principles are into processes and procedures to ensure material consumption is reduced and waste avoided at each step-in project delivery.

Designing out waste also requires prioritising refurbishment and reuse, and ensuring new infrastructure is durable, adaptable and upgradable. We will ensure our processes and procedures require all stakeholders to actively consider these principles.

WE WILL

- **Set targets for the re-use of materials and products within contracts**
- **Review and update processes and procedures to embed circular principles**
- **Promote refurbishment and reuse**
- **Undertake pre-refurbishment and pre-demolition audits to identify avoidable works and any materials or products to be salvaged for re-use**
- **Design teams undertake material optimisation through design choices**

9 – Prioritise sustainable materials

The extraction, use, and disposal of raw materials create significant environmental harm—depleting natural resources, emitting greenhouse gases, and generating waste. By choosing sustainable, reused or recycled materials, we can reduce demand for raw materials, cut emissions, and divert waste from landfills, making our projects more sustainable.

Collaboration with our designers, architects, project managers and suppliers is imperative to encourage and facilitate the incorporation of reused, recovered, innovative and sustainable materials across all works. For each new project, we will seek to incorporate reused or recovered materials including steel structures, facade systems, construction materials, landscaping or furnishings. We will source reusable materials from inside and outside the airport, taking care to verify the suitability and quality of such items to comply with our ambitions, our planning and permitting obligations, and our health and safety requirements.

Where reused items cannot be used, we will ensure that procured materials are sustainable and sourced from certified sources such as timber from the Forest Stewardship Council and material with recycled content.

WE WILL

- **Prioritise sustainable material selection**
- **Develop a portal for listing unused and reusable materials available to projects**
- **Establish logistical processes to support reuse across our capital programmes**
- **Projects to use Environmental Product Declarations (EPDs)**

[10] https://wastedirect.co.uk/guides/construction-waste-statistics/

CONSTRUCTION

10 – Reduce construction waste

During the construction phase there are opportunities to drive reuse by ensuring that any surplus materials or offcuts are reused through our network of delivery partners or material exchanges. Further, onsite practices can facilitate reuse by maximising segregation of materials via effective signage and sorting of materials. There are also opportunities to reuse temporary works products and materials between delivery partners to further reduce waste during construction.

Over 40% of the UK's construction industry's waste is soil from excavation activities[11]. Optimising site levels and cut and fill balances can also have a significant impact on reducing waste from site.

To monitor progress during construction on waste reduction efforts a range of metrics and indicators that record and demonstrate waste avoidance across our construction activities will be developed and implemented across our construction programmes. Further, sharing best practice examples of waste reduction efforts from projects can be an effective means of inspiring and educating teams on effective methods and approaches to improve performance.

WE WILL

- **Maximise reuse and recycling of key materials through enabling exchange of materials**
- **Ensure segregation of materials through effective site practices**
- **Maximise reuse of temporary works items between delivery partners**
- **Optimise cut and fill, and where practicable retain excavated material onsite**
- **Develop and use metrics and indicators to monitor waste performance across programmes**
- **Share best practice for materials management in case studies with delivery partners**

[11] UK Government, 2024. UK Statistics on Waste.