

From: John Holland-Kaye [redacted]
Sent: 26 March 2019 11:33
To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>
Cc: [redacted]
Subject: Heathrow Logistics Hubs shortlist – embargoed 28-03-19

Dear Cabinet Secretary,

Many thanks for the meeting in December. It was useful to meet in person and to update you on the progress on implementing the Memorandum of Understanding (MoU) between Heathrow and the Scottish Government we signed in 2016.

A core tenant of the MoU is our commitment to locate one of our four Heathrow Expansion Logistics Hubs in Scotland.

In April 2017, we went out to the market and received 121 Expressions of Interest from across the UK. In November 2017, we published a longlist of 65 UK-wide sites, which included 10 potential Scottish sites. In the first half of 2018, we visited each of these 10 sites and, following the passing of the Airports National Policy Statement in June 2018, we launched a Pre-Qualification Questionnaire in October 2018.

On Thursday 28 March 2019, we will be unveiling the shortlist of sites, and I wanted to give you advanced and confidential notice that four Scottish sites have successfully been shortlisted. These sites will now be invited to enter a formal tender process this Autumn, and to bid to host the Scottish Heathrow Logistics Hub.

Please find below a map identifying the four shortlisted Scottish Logistics Hub sites:

LOGISTICS HUBS

SCOTLAND

Glasgow Prestwick Airport
Ayrshire Logistics Hub ①

Peter D Stirling Ltd
Mossend International Rail
Freight Park (MIRP) ②

Babcock Marine Rosyth Ltd
Rosyth Dockyard ③

Forth Ports Ltd
Forth Ports Rosyth ④



Heathrow

As you are aware, Logistics Hubs, and the benefits of offsite construction and consolidation, have been a key pillar of the case for Heathrow expansion. From the outset, we have been committed to ensuring that Heathrow expansion delivers for every region and nation of the UK. The use of Logistics Hubs for pre-fabrication and off-site

manufacturing will help spread the benefits and the legacy of this national piece of infrastructure across the nations and regions of the UK.

Our ambition is to support thousands of jobs and opportunities across the UK, developing new skills needed to build and run Heathrow in the future through new apprenticeships and training opportunities within our supply chain.

Heathrow has always been clear of the importance of Scotland when it comes to airport expansion. This was enshrined in the MoU which included a £10 million route development fund and reducing landing charges to benefit existing routes. The commitment to bring a Logistics Hub to Scotland, the only such guarantee is something we will be delighted to confirm on Thursday.

I look forward to our meeting in May where we can discuss the next steps of the Logistics Hubs process and our Preferred Masterplan, which we will be consulting on this June ahead of submitting our request for planning permission next year.

Kind regards,
John

John Holland-Kaye
Chief Executive Officer

Heathrow

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From: [redacted] **On Behalf Of** Cabinet Secretary for Transport, Infrastructure and Connectivity
Sent: 04 April 2019 09:08
To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; [redacted]
Cc: [redacted]
Subject: RE: Scottish Parliament meetings 22 May & 5 Dec

Hi [redacted],

Would be grateful to know if we are able to start the meeting being held on the 22nd May at 11:15?

Many thanks

[redacted]

[redacted]
Assistant Private Secretary to Michael Matheson MSP, Cabinet Secretary for Transport, Infrastructure & Connectivity
The Scottish Government | Web: www.gov.scot
Tel: [redacted] | Email: CabSecTIC@gov.scot

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From: [redacted] **On Behalf Of** Cabinet Secretary for Transport, Infrastructure and Connectivity
Sent: 21 January 2019 09:37
To: [redacted]; Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; [redacted]
Cc: [redacted]
Subject: RE: Scottish Parliament meetings 22 May & 5 Dec

Hi [redacted],

Thank you for your email.

I can confirm that Mr Matheson can do these dates however we only have a 45 min slot for the meetings.

I have slotted these in for 1030- 1115.

Many thanks

[redacted]

[redacted]

Assistant Private Secretary to Michael Matheson MSP, Cabinet Secretary for Transport, Infrastructure & Connectivity
The Scottish Government | Web: www.gov.scot
Tel: [redacted] | Email: CabSecTIC@gov.scot

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From: [redacted]

Sent: 18 January 2019 15:27

To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; [redacted]

Cc: [redacted]

Subject: FW: Scottish Parliament meetings 22 May & 5 Dec

Hi [redacted]

Please let's confirm 1030-1130 on both dates.

Kind regards

[redacted]

[redacted]

EA to John Holland-Kaye, Chief Executive Officer
& Support to Chairman's Office

Heathrow

[redacted]

From: [redacted]

Sent: 14 January 2019 11:47

To: 'CabSecTIC@gov.scot' <CabSecTIC@gov.scot>; [redacted]

Cc: [redacted]

Subject: RE: Heathrow meeting

Hi [redacted]

That's great – thank you. Please could you hold both days until I've had a chance to discuss with [redacted] this week. We'll need to check flights, etc.

Kind regards

[redacted]

[redacted]

EA to John Holland-Kaye, Chief Executive Officer
& Support to Chairman's Office

Heathrow

[redacted]

From: [redacted] On Behalf Of CabSecTIC@gov.scot
Sent: 14 January 2019 09:12
To: [redacted]; CabSecTIC@gov.scot; [redacted]>
Cc: [redacted]
Subject: RE: Heathrow meeting

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Hi [redacted]

Mr Matheson can do the 22nd May, what time is suitable for John?

Also is there a preferred time for on the 5th December? Just so I can update Mr Mathesons diary at this end.

Many Thanks
[redacted]

[redacted]
Assistant Private Secretary to Michael Matheson – Cabinet Secretary for Transport, infrastructure and Connectivity
The Scottish Government | Web: www.gov.scot
Tel: [redacted] | Email: CabSecTIC@gov.scot

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From: [redacted]
Sent: 11 January 2019 13:53
To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; [redacted]
Cc: [redacted]
Subject: RE: Heathrow meeting

Hi [redacted]

Unfortunately Thursday 16th May doesn't work for John, but he could come up on Wednesday 22nd May. Might that work?

5th December is fine so let's confirm.

Regards
[redacted]

[redacted]
EA to John Holland-Kaye, Chief Executive Officer
& Support to Chairman's Office

Heathrow

[redacted]

From: [redacted] **On Behalf Of** CabSecTIC@gov.scot
Sent: 11 January 2019 13:45
To: CabSecTIC@gov.scot; [redacted]
Cc: [redacted]
Subject: RE: Heathrow meeting

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Hi [redacted]

Apologies in the delay in getting back to you! Unfortunately Mr Matheson can't do the 9th May, but could do the week after so Thursday 16th May? Also either date works in December, so lets go with the 5th?

Many thanks
[redacted]

[redacted]
Assistant Private Secretary to Michael Matheson – Cabinet Secretary for Transport, infrastructure and Connectivity
The Scottish Government | Web: www.gov.scot
Tel: [redacted] | Email: CabSecTIC@gov.scot

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[redacted – out of scope]

Subject: FW: Heathrow briefing: Carbon and Climate Change
Attachments: Heathrow Carbon and Climate Change 2019 (002).pdf

[redacted – out of scope]

From: [redacted]
Sent: 09 May 2019 18:23
To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>
Cc: [redacted]
Subject: Heathrow briefing: Carbon and Climate Change

Dear Cabinet Secretary,

Following the Scottish Government's declaration of a Climate Change Emergency, I thought it would be useful to send a two-page summary of what Heathrow is doing to respond to the challenge posed by climate change and how we will meet our aim to be carbon neutral by 2020, make growth from our new runway carbon neutral and operate zero carbon airport infrastructure by 2050.

Heathrow Expansion is not a choice between the economy and the environment - it will deliver on both. Heathrow is committed to ensuring that Scotland benefits from the airport's expansion and we will continue working with Scottish businesses and politicians to boost domestic connectivity, as well as deliver the jobs and economic growth that expansion is set to bring, as outlined by our Memorandum of Understanding with the Scottish Government.

We are delighted to be playing our part in Scotland reaching out to the world, with over 2.8 million passengers travelling between Heathrow and Scottish airports in 2017. As a reminder, Heathrow currently connects to Aberdeen, Edinburgh, Glasgow and Inverness:

- Both Flybe and British Airways are operating the Aberdeen and Edinburgh routes, adding much needed competition for customers;
- Flybe have also added an additional daily return flight on the popular Heathrow - Edinburgh route, increasing the choice of flights to six a day and a total of 41 available throughout the week;
- British Airways have now increased frequencies to double daily on the reinstated Inverness route.

Increasing the number of routes to Scottish airports was a crucial pillar of our expansion proposal and is why expansion was supported by major airports across Scotland. More flights to more cities in Scotland provides greater choice to passengers and increased competition will bring prices down, which has already been demonstrated by Flybe's introduction of flights to Aberdeen and Edinburgh, which are going from strength to strength.

Expansion will deliver more slots for Scottish routes including the potential for a Dundee route, which will benefit passengers – from holidaymakers to business people – from across Scotland. Heathrow remains committed to support the introduction of new domestic routes at an expanded airport through discounted pricing and a £10m Route Development Fund. Expansion will also deliver up to 40 new long-haul routes, making the UK one of the best-connected countries in the world. Access to new, emerging markets will enable businesses, including SMEs from Scotland, to benefit from global trade.

At the same time, we agree with the First Minister that achieving a global goal of net zero carbon, including aviation, by the middle of the century, is essential to avoid the worst effects of climate change. Heathrow will work with partners to innovate, invest and incentivise to make our contribution.

As you know, we have our bi-annual Memorandum of Understanding update meeting at Holyrood in a couple of weeks' time and John and I look forward to updating you on how we are delivering for both the economy and the environment.

Please do not hesitate to get in touch if you have any further questions, and I look forward to seeing you on the 22nd of May.

Kind regards,
[redacted]

[redacted]
Senior External Affairs Manager

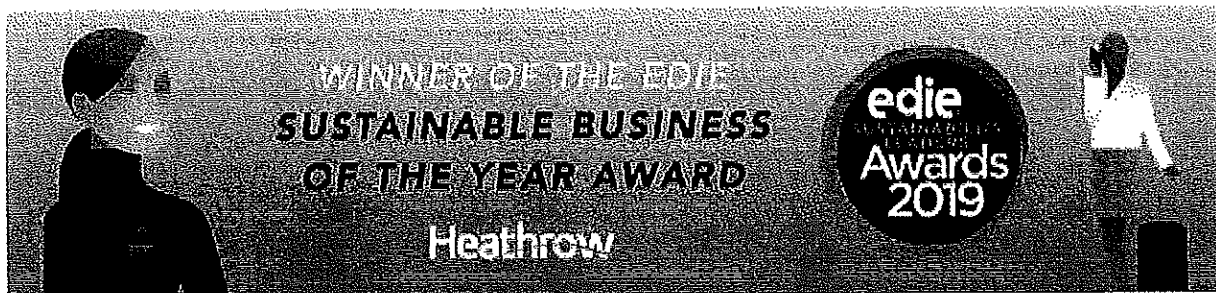
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CLIMATE CHANGE & CARBON

Climate change is the biggest threat of our age and Heathrow is determined to take a lead in addressing it.

As the UK's only hub airport and cornerstone of the UK economy, Heathrow can use our scale and reputation to change the way that our supply chain works, and to change the way that airlines and airports around the world approach the challenge.

We are clear that our operations - including expansion - are not a choice between the economy or the environment.

- Heathrow's ambition is for airport infrastructure to be carbon neutral by 2020, zero carbon by 2050 and growth from expansion, including growth in flights, carbon neutral.
- International aviation demand will increase – whether served in the UK at Heathrow or by another global hub – and carbon emissions will not be contained within one geographical area. Preventing Heathrow expansion will not stop the growth of the aviation industry but it will hamper the UK's ability to compete on the global stage.

Heathrow's leadership and market position – combined with the extra capacity from the airport's proposed expansion – means more of this growing aviation demand will be met in a responsible and sustainable manner here in the UK at Heathrow, with learnings then shared amongst other airports.

The science is clear on the benefits of limiting temperature rise to 1.5 degrees. Achieving a global goal of net zero carbon, including aviation, by the middle of the century, is essential to avoid the worst effects of climate change. We will work with partners to innovate, invest and incentivise to make our contribution. We are calling on our global regulator, the International Civil Aviation Organisation, to develop a 2050 goal that responds to this challenge.

HEATHROW 2.0: TOWARDS A FUTURE OF SUSTAINABLE AVIATION

We have set comprehensive and ambitious targets for our own operations and our airport partners through our sustainability leadership strategy 'Heathrow 2.0'

- A** **Airport infrastructure will be carbon neutral by 2020** (through carbon reductions and offsetting):
 - Heathrow has purchased 100% renewable electricity for the entire airport since 2017
 - Terminal 2 is powered entirely by renewable means with roof-top solar power, an onsite biomass centre using local forestry waste, and renewable gas alongside the renewable electricity
 - The remaining carbon emissions produced will be entirely offset from 2020 as an interim measure, making the airport's energy use carbon neutral.
- B** **Airport infrastructure will be zero carbon by 2050** (no carbon produced from day-to-day running of airport infrastructure):
 - Building on the 2020 target, to mean that no carbon emissions will be produced from the airport's infrastructure
 - Heathrow will continue to invest in making the airport more energy efficient. We will carry on purchasing renewable energy and gas and invest heavily in electrifying our infrastructure and onsite renewables such as solar.
- C** **Carbon neutral growth from expansion** (no growth in net emissions from additional flights):
 - Aircraft technology: new aircraft entering the fleet today are much more fuel efficient due to hi-tech materials and new engines. Developments in electric and hybrid technology offer potential for breakthroughs and Heathrow is incentivising innovation through prizes such as offering free landing charges for a year for the first hybrid/ electric aircraft to land at Heathrow (valued nearly £1 million)
 - Airspace and operations: modernising airspace will allow aircraft to fly much more efficiently, lowering carbon emissions
 - Sustainable fuels: sustainable aviation fuels provide an alternative to the traditional fossil fuels that power jet engines which are increasing in potential
 - Carbon pricing and offsetting: Heathrow have spearheaded the UN's Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). We recognise that long haul flying is one of the most valuable uses of fossil fuels – it supports the economic growth needed to fund decarbonisation – and one of the hardest to decarbonise. So in the short-term (while technologies are developed) aviation can help by investing in other sectors which can reduce or capture carbon more quickly and cheaply.
 - We are calling on our global regulator, the International Civil Aviation Organisation, to develop a 2050 goal that responds to the challenge of limiting temperature rises to 1.5 degrees.

HEATHROW'S TRACK RECORD ON CARBON AND CLIMATE CHANGE – 37% ON-AIRPORT REDUCTION SINCE 1990

Heathrow has reduced on-airport carbon emissions by 37% since 1990 - the equivalent to approximately 15 million gallons of petrol - despite passenger numbers rising from 43 million per year in 1990 to over 80 million today.

How we did this:

- **Shifting to renewable energy:** Since 2017, we have been running on renewable electricity. In fact, Terminal 2 is our first 100% renewable terminal with green gas being used in addition to renewable electricity.
- **Generating our own energy:** Since 2014, Heathrow has had its own combined sustainable biomass cooling, heating and power plant which meets 20% of T2's energy needs and heats other airport buildings.
- **Investment and innovation in green technology:** We have installed over 120,000 low-energy LED lightbulbs, over 280 solar panels, 3,154 energy meters and over 100 electric vehicle charging points across our airport.

HEATHROW'S INNOVATIVE SOLUTIONS – WHAT ELSE WE ARE DOING



Peatland restoration

Following the success of the first phase of our UK peatland restoration project, we have planned our second phase for later in 2019.

Heathrow peatlands act as a natural carbon sink, absorbing CO₂ from the atmosphere. 94% of the UK's natural peatlands have either been damaged or destroyed. That means they're currently emitting around 16 million tonnes of CO₂ – similar to the emissions of all flights from Heathrow. But over time, if all of the UK's peatlands were in a healthy condition they would stop emitting carbon and have the potential to remove 3 million tonnes of carbon per year.

Successful peatland restoration would deliver carbon credits to that can support airlines in offsetting their emissions at Heathrow, whilst providing wider environmental and social impacts.

- Heathrow is also helping to develop a new pilot study with sustainable agricultural projects that have the potential to generate soil carbon credits.
- Heathrow is engaging with NGOs and other industries to test the development of a trading platform for UK carbon and ecosystem benefits that UK peatland and soil restoration activities generate. Our intention is to test the feasibility of providing multiple benefits of ecosystem restoration projects that can be purchased as credits by various industries with specific environmental requirements broader than just carbon.
- Heathrow has launched a prize worth £30,000, to be awarded to a winning idea that will help the airport reduce its carbon emissions. Heathrow's new Innovation Prize is part of the airport's new Centre of Excellence, which is a hub of learning and exploration that will accelerate the arrival of sustainable air travel.
- Heathrow has also announced the launch of its first research think tank comprised of British universities to look at sustainable aviation challenges including carbon and net zero air travel.

The Airports Commission and Airports National Policy Statement (ANPS) assessment:

Following updates to the Airport's Commission initial analysis and forecasts, the UK Government concluded in the Airports National Policy Statement that a new runway at Heathrow is deliverable within the UK's carbon obligations.

Heathrow will work with partners to innovate, invest and incentivise to make our contribution. We are calling on our global regulator, the International Civil Aviation Organisation, to develop a 2050 goal that responds to this challenge.

Subject:

FW: Heathrow Expansion: Statutory Consultation to commence on June 18th 2019

[redacted – out of scope]

From: [redacted]

Sent: 15 May 2019 11:57

To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>

Cc: [redacted]

Subject: Heathrow Expansion: Statutory Consultation to commence on June 18th 2019

Dear Cabinet Secretary,

Following on from Heathrow's Airport Expansion Consultation One last year and the Airspace and Future Operations Consultation earlier this year, Heathrow have now announced the next stage of consultation on our expansion plans. On Tuesday 18th June 2019 Heathrow will launch the statutory Airport Expansion Consultation which will run for twelve and a half weeks until Friday 13th September.

This statutory consultation has incorporated feedback from our earlier consultations to develop our plans and be as transparent as possible. The plans outlined in this consultation have also taken into account Heathrow's continuous engagement with local communities, local authorities, airlines and other interested parties.

The consultation will seek feedback on four key areas:

- The preferred masterplan for expansion
- Plans to operate the future airport
- The preliminary assessment of impacts of the airport's growth
- Plans to manage the impacts of expansion, including mitigation and compensation

If you would like to see more on the Airport Expansion Consultation, please click [here](#) to watch a short video.

Following the conclusion of this consultation and after feedback has been incorporated, Heathrow will submit its application for expansion to the Secretary of State for Transport in 2020. The decision on whether to grant approval for expansion will be made by the Secretary of State in 2022 following a public examination period led by the Planning Inspectorate.

Mr Holland-Kaye and I are looking forward to meeting with you next week to update on the progress of the Expansion Programme and the MoU.

Best wishes,

[redacted]

[redacted]

Senior External Affairs Manager

Heathrow

Heathrow Airport Ltd
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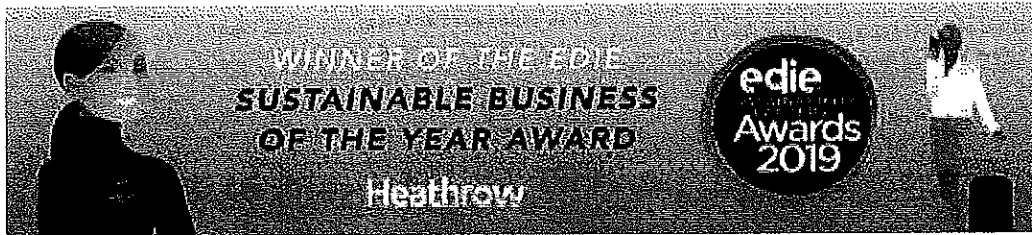
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