

Corporate responsibility continued

Environment

Environmental regulation

Our activities are covered by a number of environmental regulations as discussed on page 23.

Climate change

We have made good progress in implementing a comprehensive climate change programme. This includes fuel and energy efficiency initiatives, support for effective policy measures to address absolute emissions growth, voluntary carbon offsetting and support for scientific research.

We have developed a company-wide target to improve carbon efficiency, expressed in grams of CO₂ per passenger kilometre (gCO₂/pkm), by 25 per cent from 111 grams in 2005 to 83 grams in 2025. In 2007 our performance was 110 gCO₂/pkm.

CO₂ emissions actual and targeted



This goal is now one of our overall corporate goals, signalling the importance of climate change to our business (as discussed on page 35).

During the year we have carried out an extensive assessment of our carbon footprint, applying the greenhouse gases (GHG) protocol corporate standard guidelines. Our carbon footprint in 2007/08 was 17.7 million tonnes.

In January 2008, we launched a significant upgrade to our passenger carbon offset scheme introducing a 'one click' highly visible option into the ba.com booking process. This scheme helps fund UN certified emission reduction initiatives in developing countries, such as clean energy projects in China and Brazil.

We continue to work to secure the timely and pragmatic inclusion of aviation CO₂ emissions into the EU Emissions Trading Scheme in preference to aviation taxes which we believe are ineffective in tackling climate change. We are actively leading the development of a global agreement in aviation climate policy – both within industry (e.g. at IATA and AEA and as a leading member of the UK Sustainable Aviation Group) and in broader global forums such as the World Economic Forum and the Gleneagles Climate Change Dialogue, and the European Round Table of Industrialists.

We are also supporting a number of climate change scientific research projects. These include work led by Cambridge University to investigate research pathways for improving understanding of non-CO₂ aircraft climate effects, the European Commission IAGOS project which is investigating the feasibility of using aircraft to collect atmospheric data in-flight and work by the Global Canopy Programme to prevent deforestation – a large source of climate change emissions.

Waste

The total amount of waste managed through contracts at Heathrow and Gatwick has decreased by 3.3 per cent during the year. We continue to develop new waste management initiatives including recycling waxed paper coffee cups, plastic lids, unwanted office furniture and recycling newspapers offered onboard.

In 2007 we recycled 30 per cent of waste at Heathrow and Gatwick. We have set ourselves the target of recycling half our waste by 2010.

The proportion of waste at Heathrow and Gatwick disposed to landfill reduced by 9.2 per cent. We continue to work towards a target of zero waste to landfill by 2010.

Water

Water is a valuable resource and consumption is routinely monitored whenever possible. During the year, we cut water consumption at Heathrow and Gatwick by 8.8 per cent compared to the previous year.

Noise

We are subject to restrictions on departure noise and night flights at many airports worldwide. Major changes to current noise management systems are subject to the requirements of the 'Balanced Approach' established by the Committee on Aviation Environmental Protection (CAEP) of the International Civil Aviation Organisation (ICAO). These are designed to ensure that noise management is balanced and targeted.

Last year at Heathrow, we contravened the noise limits 47 times, a reduction of 28 per cent, principally as a result of Boeing 747-400 departures being delayed into the night period. However, we continue to look for new ways to reduce noise and work continues on the Departures Code of Practice, with other stakeholders, which will also include ground operations. At Heathrow, our Continuous Descent Approach adherence

We remain committed to protecting and enhancing the 240 acres of Harmondsworth Moor surrounding our Waterside headquarters at Heathrow.



(for fuel efficiency and noise reduction) was 95 per cent for daytime and 94 per cent for night-time for the last calendar year, compared to 84 per cent for daytime and 88 per cent for night-time for the airport average.

Air quality

Aircraft engines are regulated for low altitude emissions and areas around many airports have to meet stringent air quality limits. To help reduce NO_x emissions, we continue to use reduced take-off thrust to the lowest available when possible for our aircraft operations worldwide. We are also working with ICAO to define aircraft emissions' characteristics and continue to work with CAEP to help them model the impact of aircraft emissions on local air quality.

British Airways NO_x emissions to 1,000 feet (metric tonnes)

2007	1,107
2006	1,096
2005	1,080

Terminal 5

In the planning for Terminal 5 an independent environmental assessment advisory group (EAAG) was established to minimise the environmental impact of the terminal's design, construction and operation. Together with BAA and the EAAG, we focused on improving links to public transport, reducing noise and emissions, exploiting innovations in energy, water and waste management, and maximising the use of sustainable resources. Features included innovative vacuum flush toilets, taps and showers fitted with water-saving devices, using timber from managed sustainable sources for lounge furniture and veneers, and cladding shower pavilions with faux timber converted from recycled plastic milk bottles.

Using aircraft stands with fixed ground power and pre-conditioned air means we will rely less on aircraft auxiliary power units (APUs), reducing noise and carbon emissions.

Ground fleet

We are also improving our performance on the ground. In Terminal 5, we invested £25 million in 550 new vehicles, including 38 new buses specified to the future Euro 5 exhaust emission standard. Remote monitoring by telematics technology will be used to manage fleet efficiency. A fuel management

system will be fitted to refuelling equipment at Heathrow. We are part of the Heathrow Clean Vehicles Programme which aims to improve the environmental performance of our ground vehicle fleet.

Fleet modernisation

Improved environmental performance was a major consideration behind our order in September 2007 of 12 Airbus A380 aircraft and 24 Boeing 787 aircraft to replace some of our Boeing 767-300 and 747-400 aircraft. All aircraft options were evaluated using environmental criteria for fuel efficiency, total NO_x emissions, external noise and noise footprints, internal cabin noise and ground noise for ramp operations including the use of the APU. The aircraft we have selected are greener, cleaner and quieter, with both the Airbus A380 and Boeing 787 rated as producing a quarter of the noise level of the Boeing 747-400, on approach.

Summary of environmental achievements and targets

	Target	2007*	2006*	2005*
Carbon efficiency gCO ₂ /pkm	83**	110	110	111
CO ₂ emissions (million tonnes)***		17.7	16.6	16.1
Total waste at Heathrow and Gatwick – including our catering companies (metric tonnes)		26,041	26,920	28,456
% recycling (Heathrow and Gatwick)	50% by 2010	30.1	28.9	30.6
Waste to landfill (tonnes) (Heathrow and Gatwick)	zero by 2010	3,688	4,063	4,540
Waste per passenger (kg) (Heathrow and Gatwick)	reduce by 2% per annum	0.76	0.78	0.83
Heathrow departure noise violations – day		1	9	7
Heathrow departure noise violations – night		46	56	37
Continuous Descent Approach (Heathrow) % day		95	95	84
Continuous Descent Approach (Heathrow) % night		95	94	88
Heathrow air quality/NO _x emissions to 1,000 ft (metric tonnes)		1,107	1,096	1,080

* calendar years.

** by 2025 based on 2005.

*** 2007 includes aircraft, property and vehicles; prior years include aircraft only.

Biodiversity

We remain committed to protecting and enhancing the 240 acres of Harmondsworth Moor surrounding our Waterside headquarters at Heathrow, and have retained the Wildlife Trust's new Biodiversity Benchmark.