

# Independent Consultative Committee (ICC)

## General Meeting

Friday 24 June 2022 - 1000 – 1200

Venue – Castle Donington Hub, 101 Bondgate, Castle Donington, Derby DE74 2NH

MEMBERS ARE WELCOME TO ARRIVE FROM 9.30 IN ORDER TO SET UP FOR A PROMPT START

**NOTE:** AS THIS MEETING IS TAKING PLACE IN PERSON, PLEASE CAN ANY MEMBERS WITH COVID SYMPTOMS TEST BEFORE ATTENDING AND TAKE NECESSARY PRECAUTIONS

<i>Timings</i>		<b>Lead</b>	<b>Paper</b>
5 <i>Note</i>	<b>1. Welcome and apologies</b>	Chair	
5 <i>Note</i>	<b>2. Declaration of Interests</b>	Chair	
5 <i>Agree</i>	<b>3. Minutes of the last meeting</b> <ul style="list-style-type: none"><li>4 March 2022 accuracy</li><li>Matters arising</li></ul>	Chair	Draft Minutes
15 <i>Note</i>	<b>4. An update by the Chair</b>	Chair	
20 <i>Discuss</i>	<b>5. Managing Director's Report</b>	EMA MD	Paper
15 <i>Discuss</i>	<b>6. Sustainable Development Plan</b>	Jon Bottomley	Paper
15 <i>Discuss</i>	<b>7. Freeport Update</b>	Jon Bottomley	Paper
5 <i>Discuss</i>	<b>8. Future Airspace and SRG</b>	Neil Robinson	Presentation
10 <i>Note</i>	<b>9. Climate Change Adaptation Report – full report available online here</b> <a href="https://www.magairports.com/media/1749/mag-2021-arp_v3_final.pdf">https://www.magairports.com/media/1749/mag-2021-arp_v3_final.pdf</a>	Adam Freeman	Presentation
15 <i>Note / Discuss</i>	<b>10. Airport update</b> <ul style="list-style-type: none"><li>a) Environment</li><li>b) Planning</li><li>c) Community Engagement</li></ul>	Adam Freeman / Tom Rix Jon Bottomley Colleen Hempson	Papers
5 <i>Discuss</i>	<b>11. AOB</b> <ul style="list-style-type: none"><li>Future planned or proposed items</li></ul>	Chair	
5 <i>Note</i>	<b>12. Date of the next meeting(s)</b> <ul style="list-style-type: none"><li>28 October 2022</li></ul>	Chair	

**EAST MIDLANDS AIRPORT**

**INDEPENDENT CONSULTATIVE COMMITTEE**

**GENERAL MEETING - 24 JUNE 2022**

**MANAGING DIRECTOR'S REPORT**

**1. Business Update**

- 1.1 As each day passes, the airport feels more like it should at this time of year. Re-wind 12 months, and the contrast could not be greater. Last year, restrictions were only just being eased and we welcomed back our first passengers having closed the terminal for the early part of 2021. We had 340 passengers using the airport in what seems a dim and distant past. A year later, the first day of the school half term saw over 14,000 will travel through in just one day.

As a sector we are coming out of the most damaging and disruptive two years in the history of aviation. It will take time for the entire sector to respond and recover and, inevitably, there will be bumps in the road. Over the Easter period our performance was strong with 97% of passengers processing through security in less than 15 minutes, and most of them under 10 minutes, which is a fantastic achievement.

While most of our passengers continue to get through security within 15-20 minutes, there will be moments which are more challenging. The effort that's gone into recruiting, the flexibility of colleagues to cover busy shifts, and a laser-like focus on resource planning, means our passengers continue to get through security promptly. This has been a challenging time for the whole industry, with the airlines, ground handling agents, retailers and other third-party organisations who passengers come into contact with during their time at the airport, being thinly stretched.

The Assets team continue to work hard to get the terminal and our infrastructure ready for the peak summer operation, ensuring that all of our equipment and facilities are fully serviceable. Along with the reopening of Frankie and Benny's, we reopened our Escape Lounges in April and will be reopening our Proof 65 bar in July, significantly improving the range of food and beverage options for passengers travelling through the airport.

During the May half-term, we saw over 140,000 passengers in total traveling through our airport. Last month passenger numbers were at 67% of pre-Covid levels. Forecasts suggest that we will close the financial year at close to 75% of pre-Covid levels, but demand is clearly there, and car park bookings are looking very strong.

At the end of April, we celebrated the welcome return of Flybe, who have started flying to Amsterdam but will add Belfast in July. This is a very popular service and, when easyJet announced they were no longer serving it, we received several comments from disappointed passengers.

- 1.2 We have just received the results of some research that we commissioned from York Aviation which considered the importance of the EMA cargo operation to the East Midlands economy. The findings will be used as we develop our Sustainable Development Plan and paint an extremely positive picture of just how much of a competitive advantage EMA gives businesses in this region. Through the cargo hub network that we are plugged into, over 185 of the world's largest city economies can be reached in one stop from here. This includes

'powerhouses' such as New York, Singapore, Dubai, Hong Kong, Tokyo, Paris, Mumbai, Jakarta, and Frankfurt (to name a few) and 'second-tier' cities such as Bogota, Tel Aviv, Cape Town, Seattle, Nairobi, and Panama City.

The cargo operation continues to perform strongly although we have seen a slight softening of loads which was entirely expected when long-haul passenger routes crossing the Atlantic, which carry belly hold freight, returned following the pandemic. However, our on-site cargo partners continue to plan for a future of further investment and growth in their facilities and operations. My team continues to work with them as they develop their plans.

- 1.4 Local communities will be aware that the Download Festival took place at Donington Park between 10-13<sup>th</sup> June. For this festival to go ahead at the end of our runway requires a significant amount of work from our safeguarding teams. Although we work with the event organisers to minimise disruption to airport operations, reports of drone sightings near Donington Park on three consecutive nights resulted in some airport operational disruption. Both cargo and passenger flights were disrupted resulting in delays and diversions. The safe operation of the EMA aerodrome is our number one priority. Extra resource was brought in to help manage the situation, with the support of North West Leicestershire District Council and Leicestershire Police who stepped up patrols and monitoring. Ongoing conversations will be had with the local authority which issues the licence for the event to explore what more can be done to avoid a repeat of this in future years.
- 1.5 To mark Pride month in the UK, we launched our LGBTQIA+ network. The LGBTQIA+ network is open to all colleagues to join and aims to re-establish MAG as a company that plays a leading role in community LGBTQIA+ activities and events and supports LGBTQIA+ colleagues across the business. We will also be changing our FID screens to the rainbow flag to mark Pride month.

## **2. Airport Landside Operations Update**

- 2.1 This spring has seen significant activity with the reopening of our remote car parks and the recommencement of customer bussing operated by Arriva. From July, there will be 5 buses servicing our customer car parks. Improvements include refreshed zebra crossings and road markings around the Rapid Drop Off and kerbs as well as new wayfinding and signage.
- 2.2 At the end of May 2022 we successfully reopened the popular 'Meet and Greet' car park service, welcoming new staff to the business to support the car park operation. Our new colleagues have completed training to support the full car park operation including Self Park, Rapid Drop Off and Meet & Greet Services.
- 2.3 The airport's 24 hour a day, 7 day a week bus network has grown from around 250,000 passengers in 2005, peaking at 3.4 million passengers in 2019. The pandemic saw numbers fall significantly but since May 2021, passenger numbers using the bus networks have recovered strongly with numbers increasing from 1.6m to 2.85m, a 43% increase year on year to May 2022. However, the number of passengers using the network serving EMA, and the use of busses generally, remains below the pre-pandemic levels.
- 2.4 We are working with Go Travel to relaunch our biannual on-site surveys. This summer we will undertake both our 'Travel to Work' and 'Employment surveys'. These were last carried out prior to the pandemic.

## **3. Customer Service and Security Update**

- 3.1 As part of our summer readiness programme, in December 2021 regular workshops took place and a vision was created for each department on how we welcome customers back to EMA. As part of this work, we undertook regular engagement meetings with all airport departments as well as with our third-party partners.

- 3.2 Governance and communication has formed an important part of our summer readiness planning, with twice daily operational meetings, fortnightly partner resilience meetings to discuss resourcing, recruitment and operational issues, and quarterly Airport Operators Committee meetings to aid wider airport discussions.
- 3.3 We are committed to delivering an exceptional guest experience for all customers travelling through EMA. Resourcing challenges have meant this has been increasingly harder to achieve as teams are required to remain delivering core duties.

Our Customer Services team will be led by a new Customer Service Manager providing senior level collaboration with our disability forums as well as ensuring our customers remains at the heart of our operation and decision making.

As part of our Customer Services structure, we have introduced new customer ambassadors who will support our existing core operational areas by delivering a dedicated multi-skilled team deployed flexibly across the operation in the 'right place at the right time' during peak times where customer demand is high and additional support is required. Our customer ambassadors will support across car parks, check-in, security preparation and the security hall, assisted travel and immigration and arrivals.

We are further extending this support through our emerging pilot 'customer cadet' scheme, working with local colleges to create a flexible team of customer helpers. Our peak periods coincide with holiday times for students who are studying aviation, travel and tourism and the new cadet scheme will bring mutual benefits.

We are also collaborating with a team of local volunteers who have set themselves up as the 'Friends of EMA'. These include past airport employees with a wide range of interests and experience who are interested in working with us during peak times, to provide further opportunities for brilliance in our landside areas.

- 3.4 The airport has maintained it's 'very good' rating for Assisted Travel. The latest Disability Forum was held on 13th April with good discussion and idea sharing on how to continue to improve the Assisted Travel experience and the next meeting is in July 2022. Currently just 1.3% of total airport passengers are PRM (People with Reduced Mobility). Before the pandemic, the PRM proportion of passengers was growing at 5-7% per year. So far, we have seen a slight dip of 1% to forecasts.

Our recruitment for Assisted Travel colleagues is complete. This includes new Duty Managers, Line Trainer, Operations Supervisors, Ambulift Drivers and Assisted Travel Agents.

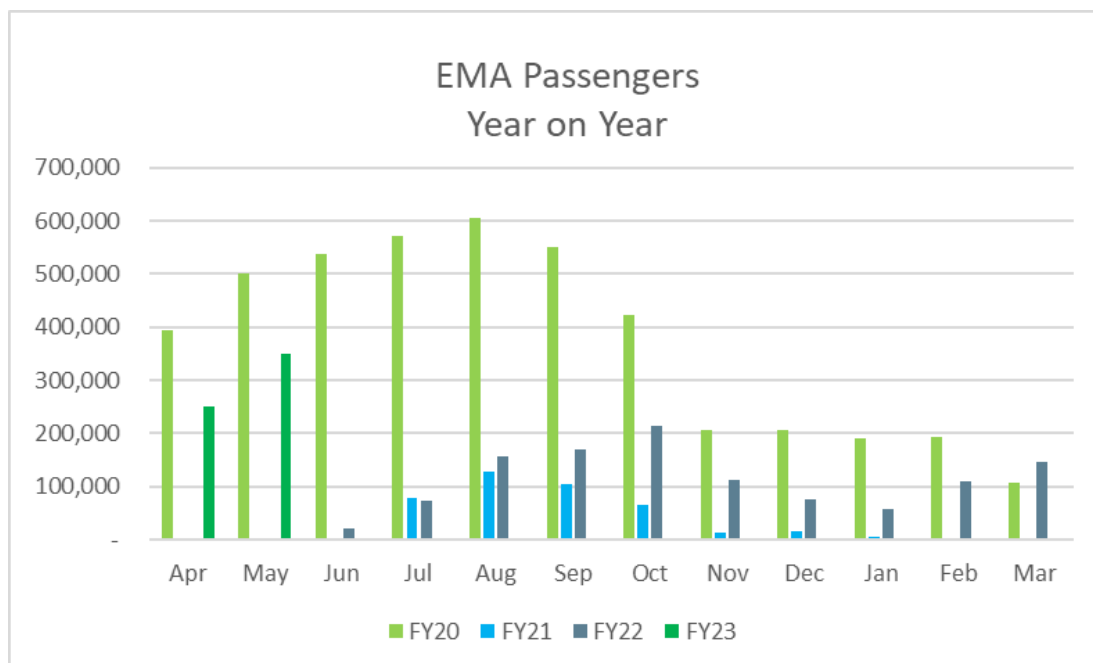
There has been significant investment into PRM equipment including a replacement programme for our fleet of Ambulifts which will improve reliability and enhance our customer experience. This includes a significant investment in purchasing the latest modern design of Ambulift. We will be further bolstering our fleet of vehicles by replacing our two Assisted Travel minibuses with new and improved models. We have purchased two stair climbers, which will remove any requirement for 'manual carries' to be performed up or down aircraft steps by our team in any scenario and on any aircraft type. All our existing wheelchairs have been serviced ahead of the summer, with additional units in new designs.

- 3.5 Within Security there are new floor graphics as well as the posters on the Tensa barrier toppers designed by our staff, and translated into Polish, which is our second most popular language. The investment includes six 65-inch screens in the queuing area playing a digital video created by security colleagues which explains how passengers can better prepare for the security search area. We have introduced holiday themed music into the Central Search Area to create a more friendly and relaxing environment. There is a new private search area, management office and a computer-based training room. The Central Search Area has also been fully repainted and there is refreshed wayfinding to show what is available after security.

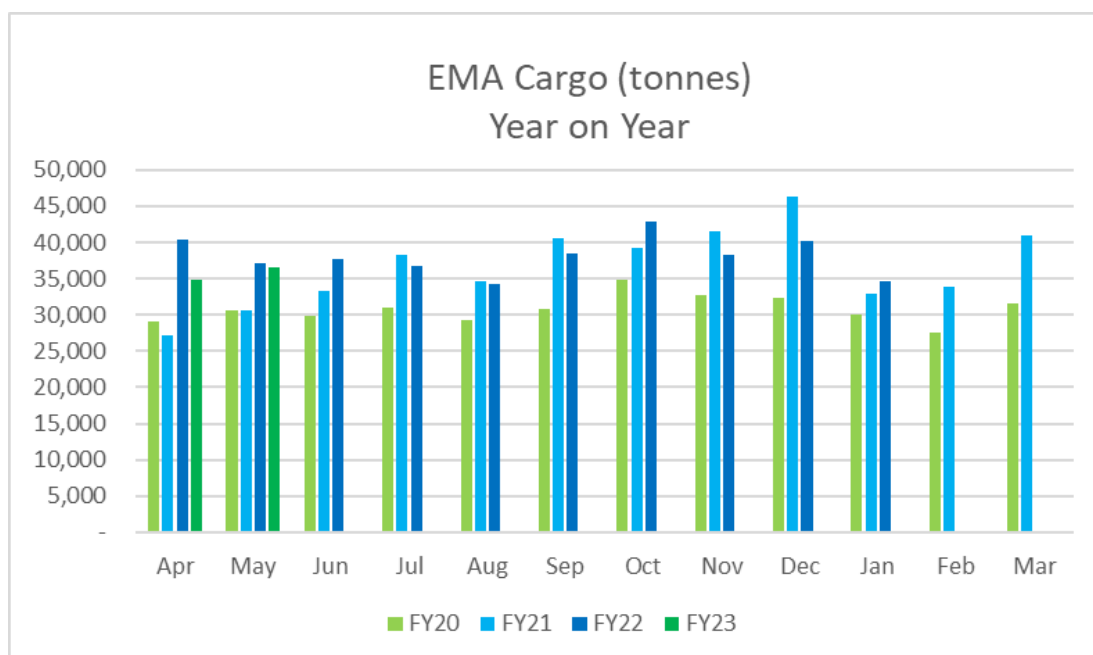
### 3. Airport Traffic Statistics

A high-level summary of operations is provided in Figures 1 to 3 below:

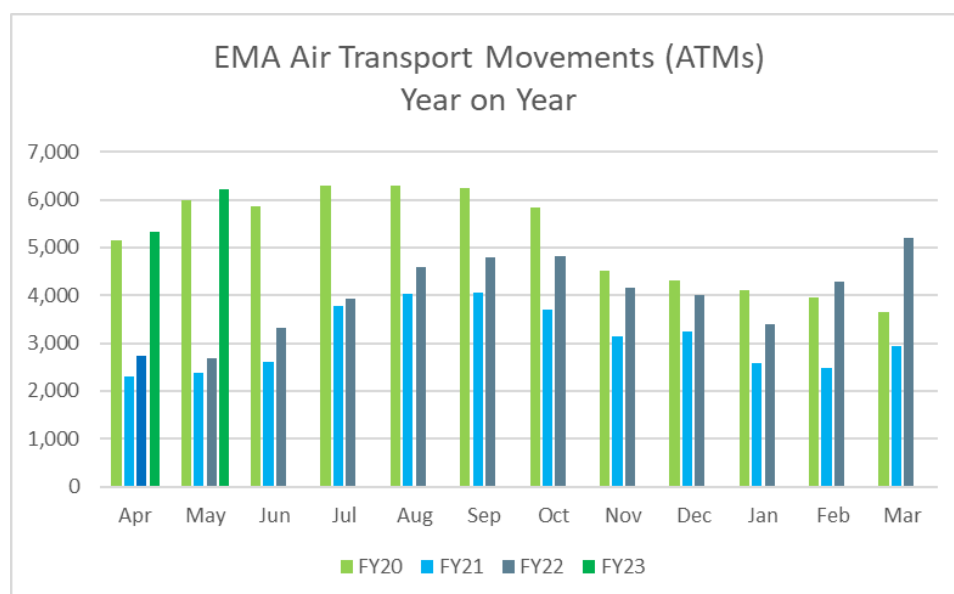
**Figure 1 – EMA Passenger numbers**



**Figure 2 – EMA Cargo (tonnes)**



**Figure 3 - EMA Air Transport Movements**



#### **4. Strategic Developments and Regional Transport**

- 4.1 We continue to work closely with a range of transport, economic development, and planning partners across the East Midlands and the wider Midlands region. This so that we can feed into the development of a range of strategic plans and strategies. Midlands Connect is the sub-national transport body for the Midlands and is a partnership of transport authorities, local authorities, and business groups. Last month I was delighted to be able to talk about EMA and the importance of freight transport at a conference at the NEC in Birmingham for all the UK's sub-national transport bodies that was hosted by Midlands Connect.
- 4.2 Midlands Connect have recently published a Strategic Transport Plan that aims to improve access across the region, to develop and promote alternative fuels and vehicle technology, and increase productivity and economic output. The Strategic Transport Plan includes the key rail and road priorities for the region, that for the East Midlands include rail improvements between Leicester, Nottingham and Lincoln, and improvements to the road network on the M1, A50, and A46.

#### **5. Policy and Public Affairs Update**

- 5.1 At East Midlands Airport our policy focus remains on the East Midlands Freeport. We have submitted our Full Business Case into the Government for its consideration but are now being advised that a final decision on whether or not it is approved may not be taken until August. Until that time, the Freeport cannot be officially launched, although the individual tax sites have now been ratified in legislation and can be marketed to investors.

The York Aviation research that I have mentioned earlier reinforces the evidence in the Freeport's Full Business Case and helpfully reinforces many of the key messages and opportunities that have been identified for the Freeport during the bidding stage. The research assessed the nature of cargo flown out of the airport and the economic role of EMA as a cargo hub, in more detail than has ever before. It found that the airport's core catchment is the East Midlands and West Midlands, with the former accounting for around 28% of EMA's total export volume. In addition, advanced manufacturing firms and in particular the aerospace sector are heavy exporters through the airport, confirming that air cargo is used as a channel for high value goods in need of speed and/or security of delivery.

The East Midlands Freeport is being marketed as an airport-centred freeport that, with the advent of new tax and customs incentives, will help local and regional businesses export and find new trade opportunities, as well as reinforce the East Midlands' manufacturing prowess. In short, our research indicates that it is precisely these types of businesses that are already using the airport's express freight capabilities and should therefore stand to benefit from any new opportunities on offer. We have shared this research with Government and local MPs.

- 5.2 At a Group level, with the recovery from the pandemic in full swing, our engagement with Government has involved exploring any additional help they can offer in accelerating the security clearance, background checks and training process needed for new recruits in the sector, to help deal with a rise in demand.
- 5.3 In other news, the Government has launched its new 10-point strategy, Flightpath to the Future, to support the sector's sustainable recovery from the pandemic. Called 'Flightpath to the future,' it will focus on creating a new Passenger Charter and building a sustainable recovery founded on technology. A new Aviation Council will be created, co-chaired by the Aviation Minister and an industry representative. The Council will be made up of selected industry representatives including airlines and airports. Membership is yet to be formally announced. The Aviation Council will also establish various subgroups through which industry can engage on specific policy priorities.
- 5.4 The Department for Transport also launched a new freight strategy, called Future of Freight, which it is billing as 'the first time the UK government has developed a long-term cross-modal plan for the freight and logistics sector.'

## **6. Future Airspace update**

- 6.1 Airspace Change Organising Group (ACOG) have been set up to co-ordinate the delivery of the Airspace Change Programme, delivering a national Masterplan in collaboration with NATS and Airports. A Masterplan Iteration 2 draft was approved by the CAA in January 2022.
- 6.2 The East Midlands Future Airspace project was remobilised in January 2022, with a target date for the next gateway approval of March 2023. A Senior Project Manager is in post and has begun the process of remobilising the team and the external resources engaged in the project. Romario Goeloe joins the EMA airspace team as Future Airspace Consultation Senior Advisor in June and we are recruiting a Future Airspace Communications Manager, in order to deliver the appropriate consultation and engagement with stakeholders.
- 6.3 A Project Plan for Stage 2 is now in place along with an Engagement Strategy and the Stakeholder Reference Group (SRG), which helps us to develop the right process of engagement, has now restarted with updated Terms of Reference agreed with the Chair. Membership has been extended to make the group more representative and an introduction meeting was held in April. A meeting was held with the SRG on 12th May to share the presentation materials and to discuss the approach we are taking to the next stage in the process, which is intended to design and evaluate a comprehensive set of options.
- 6.4 Initial design work has been undertaken to determine areas within which it will be possible to design routes which are likely to meet the design principles. Preparatory activities are underway for online stakeholder engagement sessions to be held during June and July. The purpose of these sessions is to share the work undertaken and explain how it has been developed, for feedback and input. The information shown will not include detailed designs or route options; this will follow at the next stage in the autumn, as we work our way through Stage 2 of the Civil Aviation Authority's airspace change process.

**EAST MIDLANDS AIRPORT INDEPENDENT CONSULTATIVE COMMITTEE**

**24 JUNE 2022**

**EMA SUSTAINABLE DEVELOPMENT PLAN**

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**1 PURPOSE**

- 1.1 The purpose of this report is to update the ICC on the progress of the review of the EMA Sustainable Development Plan (SDP). It highlights the national policy that is shaping the SDP and the emerging themes. This is to enable ICC members to consider the key issues and the overall approach that is being taken.

**2 BACKGROUND**

- 2.1 The current EMA SDP was published in 2015 following public consultation. Whilst the SDP is not a statutory plan, the DfT expects airports to prepare masterplans that set out how national aviation policy can be implemented at an individual airport level. The SDP also informs and feeds into other plans, particularly those prepared by local planning and transport authorities.
- 2.2 The 2015 SDP was based on a portfolio format of topic-based plans that cover: Community; Economy & Surface Access; Environment; and Land Use. This approach is to be continued as it covers a broader range of topics. The SDP documents will be prepared in a digital format that will be accessible on-line.

**3 SDP VISION AND OBJECTIVES**

The SDP sets out the long-term ambitions and opportunities for EMA, the airport's role in the East Midlands region and the overall vision for EMA. The SDP's vision is: **To be the responsible airport of choice for customers in the heart of England and the UK's global gateway for air cargo.**

The strategic approach is:

- To capitalise on a globally connected location.
- Maintain and enhance EMA's status as the UK's most important airport for air cargo.
- To continue to play an important and positive role in the East Midlands region including the East Midlands Freeport and the East Midlands Development Company
- To be an airport that is accelerating the transition to a more sustainable future.
- To help tackle the major environmental issues of climate change, aircraft noise and air quality.
- Supporting education, skills, and employability programmes in the East Midlands.
- To work with, support, and listen to local communities as a good neighbour.
- To use EMA's influence to make the case for improved connectivity.



- To further enhance and develop EMA as a leading regional employer, providing good jobs and a diverse and inclusive workforce.

3.1 The SDP is closely linked to the 2020 MAG CSR Strategy and its three strategic priorities:

- **Zero Carbon Airports:** - “We are committed to cutting any remaining reliance on fossil fuels, whilst working alongside our partners to reduce waste and emissions from activities related to our operation.”
- **Opportunity for All:** - “We are committed to creating quality employment, providing opportunities for all in a safe, inclusive and diverse environment.”
- **Local Voices:** - “We are committed to addressing the issues which matter most to people living near us, by engaging with local voices, addressing noise, and providing opportunities for local business.”

The EMA SDP is set within three key themes:

- **Opportunity:** The UK economy needs rebalancing to enable all parts of the country to benefit from growth, and the airport seeks to deliver economic growth, employment and social benefits to the East Midlands region and the local area.
- **Connectivity:** The UK must remain globally connected to be successful, and the airport connected to the regions that it serves and the local communities that it is connected to.
- **Responsibility:** Protecting the environment and working to make a positive difference in our local communities must be central to every plan that we make.

## 4 POLICY CONTEXT

4.1 The SDP is set in the context of the 2013 Aviation Policy Framework that supports the growth of aviation in the UK through a policy framework that seeks to balance the benefits and growth of air transport with the global and local environmental impacts, particularly climate change, noise, and air quality.

4.2 The 2018 consultation paper Aviation 2050 continues to support growth provided it takes place in a sustainable way. It promotes partnership working, making the best use of infrastructure, modernising airspace, developing robust measures to reduce the effects on the environment, and that communities close to airports should benefit from growth.

4.3 In May 2022 Government published Flightpath to the Future that is a strategic framework for the UK aviation sector over the next ten years. It focusses on the sector’s recovery from the COVID pandemic; seeks to drive innovation for a sustainable future; and to realise the benefits of aviation for the UK and delivering for the users of air transport and aviation generally. This latest statement of policy will be reflected in the SDP.

### Levelling Up

4.4 The Government has a policy theme of ‘levelling up’ that is about building prosperity across every part of the country and across all communities. The focus is to tackle geographic disparities, supporting local regeneration, and ensuring that every region and nation of the UK has at least one globally successful city. EMA has a clear and important economic role in the East Midlands.

## **Environmental Policy**

- 4.5 The 2021 Environment Act was published in 2021 and it sets out national aims to improve air and water quality, tackle waste, improve biodiversity, and a range of other national environmental improvements. It establishes The Office for Environmental Protection (OEP) following the UK's exit from the EU. The OEP's principal objective is to contribute to environmental protection and improvement of the natural environment. The Environment Act will set statutory targets in four priority areas: air quality, biodiversity, water, and waste. This is included in the SDP.

## **Climate Change Policy**

- 4.6 Rising carbon emissions are having a significant impact on the global climate and immediate action is needed to control rising global temperatures and the effects of climate change. Since the last SDP, Government have established a legally binding target for the UK to achieve net zero carbon by 2050. Although aviation is one of the most challenging industries to decarbonise, the UK aviation industry was the first in the world – under MAG's chairmanship – to commit to reach net zero carbon by 2050 and to publish a plan outlining how this will be achieved through operational improvements, airspace modernisation, new aircraft technology, sustainable fuel, and carbon removal projects.
- 4.7 Aviation emissions are addressed within a framework of international agreements. Global action to address the carbon challenge is essential, and it should be consistent with national climate policy and emission reduction targets. The recent Jet Zero consultation to explore how UK aviation can decarbonise, recognises that aviation can meet a 2050 net zero target, and reinforced the need for international agreement and actions.
- 4.8 The Climate Change Act requires operators of national infrastructure to prepare climate change risk assessments and adaptation plans. The third MAG climate change adaptation report, that covers EMA, was submitted to DEFRA in December 2021, and is summarised in the SDP.

## **5. THE SDP PLANS**

### **Community**

- 5.1 The SDP builds on the MAG CSR Strategy and will set out the development of EMA's programme as a responsible business and neighbour. The education, employability, and community programme will be developed to further meet the needs of the local area and the wider region. The community programme will continue to develop links with local schools and colleges to enhance the skills and employability programmes as part of 'Opportunities for All' through the MAG Connect Airport Academy and Aerozone. The Community Plan also updates the approach to working positively, whilst listening and responding to the wants and needs of the local community.

### **Economy & Surface Access**

- 5.2 The Economy Plan seeks to capitalise on EMA's globally connected location to maintain and enhance EMA's status as the UK's most important airport for express cargo. This will be achieved by continuing to play an important and proactive role within the East Midlands region, whilst working alongside partners to develop and grow the regional economy. This will increase economic activity and productivity to support the region's business and to provide and create good quality and sustainable jobs.
- 5.3 The EMA area is well connected to the UK's national road and rail networks, with fast and convenient links across the East Midlands for passengers, cargo operators, staff, visitors,

and local businesses. The approach is to work with local partners and use EMA's influence to develop transport networks that meets the airport's needs and capitalises on the airport's central location. The aims are for safe and secure networks and links; predictable and reliable journeys with 24-hour public transport services; a focus on low and zero-carbon journeys; and an access strategy that is responsive to growth and change.

#### **Environment**

- 5.4 Climate change and local air quality have increased in importance, to a very high priority in the SDP, whilst noise, environmental compliance, waste and resources, and nature continue to remain high priorities. Net Zero Carbon is a key area of focus in the SDP. The SDP continues EMA's commitment to a best-practice approach to environmental management. The management system continues to be certified to the ISO14001 standard, and EMA is working to achieve ISO50001 certification for its energy management system.

#### **Land Use**

- 5.5 The Land Use Plan will set out at a high level how the airport site will be developed over the next 15-20 years, and the scale of the airport's facilities. The approach continues to be to make the best and the most efficient use of EMA's land and its airport facilities to support the airport's growth and future development.

### **5 NEXT STEPS**

- 5.1 Work is continuing to develop the EMA SDP with detailed discussions within the business and the wider MAG Group. The timescale for the work has been extended because of the focus on the EMA operation and the business recovery.
- 5.2 The draft SDP will be completed in the coming months before a public consultation later this summer. The ICC will continue to receive updates and reports on the development of the airport's plans, and ICC member organisations will be invited to comment on the final EMA SDP.

**EAST MIDLANDS AIRPORT INDEPENDENT CONSULTATIVE COMMITTEE**

**GENERAL MEETING**

**24 JUNE 2022**

**EAST MIDLANDS FREEPORT**

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**1 PURPOSE**

- 1.1 The purpose of this report is to update the ICC on the progress that is being made to establish the East Midlands Freeport.

**2 BACKGROUND**

- 2.1 Freeports are a flagship Government programme that is intended to play an important part in the UK's COVID economic recovery and are part of the Levelling Up agenda to create jobs and deliver investment and economic growth. Regeneration, education, and skills are an important part of the Freeport vision.
- 2.2 Freeports are intended to attract domestic and international investment. They are designated areas that are subject to a range of special regulatory requirements, taxation advantages and Government support. Freeports are intended to specifically attract and encourage businesses that import, process, and then re-export goods.
- 2.3 In November 2020, the Government published its Freeport policy and a prospectus that invited Expressions of Interest in establishing a Freeport in England. In the East Midlands, a consortium of local authorities, and landowners, led by the two Local Enterprise Partnerships (D2N2 and LLEP) developed a proposal for an East Midlands Freeport, and an Expression of Interest was submitted in February 2021. The East Midlands Freeport was announced as one of eight English Freeports by the Chancellor in the March 2021 Budget. This then started the process to establish a governance structure for the Freeport and to work to develop an Outline Business Case that was submitted to Government in September 2021. This work was led by Leicestershire County Council, with support from the Freeport partners and specialist professional advisors.

**3 FREEPORT GOVERNANCE**

- 3.1 The East Midlands Freeport has several partners that include local authorities, landowners, Local Enterprise Partnerships, and the education sector. These partners are represented on the Freeport Board that is independently chaired. EMA has a seat on the Freeport Board as the Principal Port and as a landowner within one of the Freeport's three Tax Sites. The Board is made up of public bodies and private businesses and decisions are made using a majority vote system that balances the range of the partners interests. It is the Freeport Board that takes the decisions on the overall direction of the Freeport, including the approval of the Outline and Full Business Cases.

- 3.2** Leicestershire County Council are the Lead Authority for the Freeport and are responsible for co-ordinating the work to establish the Freeport, along with establishing its operational structure. The recruitment of the Freeport Chair is underway who will oversee the operational phase of the Freeport, along with recruitment of executive functions to direct and deliver the Freeport's implementation plan.

## **4 FULL BUSINESS CASE**

- 4.1** The Full Business Case for the East Midlands Freeport was submitted to Government on 14 April 2022. This sets out the strategic rationale for the Freeport as well as Commercial and Financial Case and outlines of the justification and business cases for some seed capital funding for Freeport infrastructure. The seed capital projects include some local access improvements at the Freeport sites, customs data infrastructure, and the establishment of a Freeport hydrogen academy. Developments at EMA are not included in the seed capital funding.
- 4.2** It is expected that the Government will respond to the Full Business Case in August. If this is positive and approved, then the Freeport will move from an 'establishment' to an 'operational' phase that will formally establish the Freeport company and drive the development of Freeport activities on the proposed Freeport Tax Sites and Customs Sites.
- 4.3** The East Midlands Freeport is one of eight English Freeports, and the only inland site. It will encourage the next generation of innovative businesses, including advanced power technologies, manufacturing, and high-tech logistics. It is forecast to create some 61,000 jobs in the wider East Midlands region. The Freeport will use the air cargo services at EMA, giving global connectivity and the area will also be connected to the coastal freeports through the rail freight connections at the East Midlands Gateway.

## **5 DEVELOPMENT SITES**

- 5.1** As required by freeport policy, the Expression of Interest and the Outline Business Case includes three Tax Sites. These are the development areas where the taxation and financial incentives are available to encourage business investment, essential for the generation of business rates receipts than can be retained in the region for regeneration. The three Tax Sites in the East Midlands Freeport are:
- East Midlands Airport and Gateway Industrial Cluster (EMAGIC)
  - Ratcliffe-on Soar Power Station
  - East Midlands Intermodal Park in South Derbyshire
- 5.2** The three Tax Sites offer very different opportunities to the Freeport. EMA and the East Midlands Gateway have the potential to build on the airport's air cargo operation and the rail freight connectivity at the Gateway. The Ratcliffe-on-Soar Power Station is looking to capitalise on its specialisms and power infrastructure that is focused on new technology and zero-carbon energy. The Intermodal Park can develop an advanced manufacturing and supply-chain logistics operation, drawing on its proximity to Toyota. All three sites will have to secure their planning consents and any supporting infrastructure through the established planning process.
- 5.3** The EMAGIC site includes sites within the existing EMA boundary that will be developed for new cargo facilities and supporting airport infrastructure. It is expected that these

developments within the airport will be brought forward over the next four years. There is also land in the East Midlands Gateway and the rail interchange that will be developed as part of the Freeport. These schemes are being promoted by SEGRO as the developer and landowner.

- 5.4 The EMAGIC site that was put forward in the Expression of Interest and the Outline Business Case only included land within the existing Gateway site and within the airport. In December 2021, feedback from Government regarding SEGRO's tax site proposal was that it was not considered to be suitable as a Freeport Tax Site, and potentially stalling overall progress on the project. In January 2022, the Freeport Board approved an amendment to the Outline Business Case and an amended Tax Site that included some 70 hectares of land to the south of the airport, in order to address the Government's concerns.
- 5.5 This amendment to the EMAGIC Tax Site was approved by the Government in February 2022, and it was then included in the Full Business Case that was submitted in April 2022. The Freeport designation does not confer any changes in planning status on the additional land, and all development proposals must follow the established planning processes. A request for pre-application discussions and a formal Environmental Statement Scoping request have been submitted by SEGRO to North West Leicestershire (as Local Planning Authority) to commence the planning process. This will be subject to all the usual public consultation and examination processes.

## **6 NEXT STEPS**

- 6.1 It is expected that Government feedback following the submission of the Full Business Case will be received in August. Assuming a positive response then the legislative and legal powers can be put in place to enable Freeport operations to take place in early 2023.



# EAST MIDLANDS AIRPORT FUTURE AIRSPACE

Stage 2 – Develop and Assess  
Update June 2022



# East Midlands Airport – airspace change timeline

We are here

2019/2020	2022/2023	2023/2024	2024	2025	2026	2027 onwards
Stage 1 Define	Stage 2 Develop and assess	Stage 3 Full public consultation	Stage 4 Update and submit proposals	Stage 5 Decision	Stage 6 Implementation	Stage 7 Post-implementation review
<div>Step 1A</div> <div>In May 2019 we sent the CAA our Statement of Need, which was approved and provisionally classed as a Level 1 change.</div> <div>Step 1B</div> <div>We gathered views on Design Principles during 2019. Our Stage 1 work was approved by the CAA in January 2020.</div>	Using the Design Principles produced during Stage 1 as a framework to evaluate different design options, we will develop and assess options for any airspace change. We will send details of those design options to the CAA for approval in Spring 2023.	We will prepare to consult the public on these options. Once we have approval from the CAA to proceed, a formal consultation will take place in late 2023/2024.	We will update our airspace change proposal, taking stakeholders' feedback into account, before sending it to the CAA in 2024.	We expect the CAA's decision on whether to approve any airspace change in 2025.	If approved, any airspace changes could be put in place in 2026.	The CAP1616 process gives the CAA and airports 12 months to review any change that has been made to airspace.

<sup>1</sup> Level 1 changes are high impact changes to notified airspace design which have the potential to alter traffic patterns below 7,000ft

All future dates are provisional pending CAA approval and alignment with the wider Airspace Modernisation Strategy



## Stage 2 process – gathering views

We are here

### Step 2A

### Step 2B

Engagement one -  
Sharing the design  
envelopes

Feedback  
considered, routes  
developed

Engagement two –  
sharing route  
designs

Feedback considered,  
options further  
developed. Design  
Principles Evaluation  
(DPE).

Initial Options  
Appraisal (IOA)

### June

In discussion sessions like this one, we will be sharing the design envelopes together with details of how these have been developed, for feedback and input.

### July - August

Taking account of feedback, design envelopes will be further enhanced and specific route options will be developed.

### November

Potential route options will be shared at another round of discussion sessions in Autumn 2022.

### December

Taking account of feedback, options will be refined further. Route options will then be evaluated against the design principles to see which merit further assessment.

### January - February

The route options taken forward from the DPE will be subject to an initial options appraisal to determine the likely impact of each. Once complete, full details of all the work undertaken at Stage 2 will be submitted to the CAA for assessment.

# Phase one engagement activity - format

## Airport led discussion sessions - stakeholders

- 1.5 hour discussion sessions presentation and Q&A
- Presentation shared after plus feedback survey
- Time to consider, ask questions and feedback after the events
- Hard copies available on request

## YouGov forums – general public

- 2 x three day forums, attendees log on at their own pace to read, absorb and answer questions on content.
- YouGov select attendees to ensure a spread of attendees from across the area.
- Content is drip fed to build up knowledge over time
- YouGov provide support to check and aid understanding
- Time to consider, ask questions and feedback after the events
- Hard copies available on request

# Phase one engagement activity - timing

## Airport led discussions - stakeholders

**8 events - 27<sup>th</sup> June – 7<sup>th</sup> July**

- Aviation
- Elected representatives
- Community groups
- Business representatives
- Environmental groups
- National and regional organisations
- ICC

132 attendees confirmed so far

## YouGov forums – general public

**27<sup>th</sup> June – 6<sup>th</sup> July**

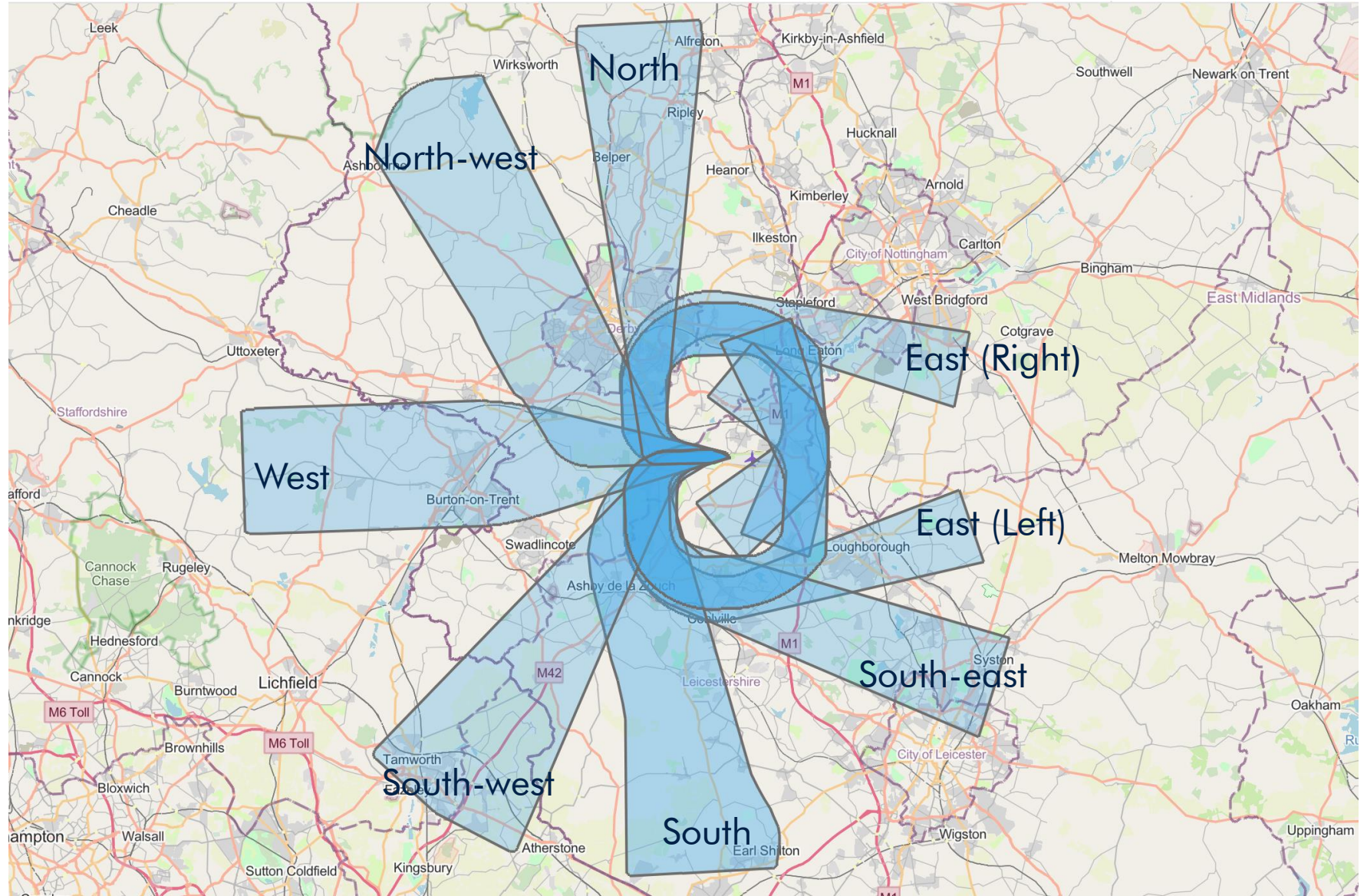
- Members of the public living in the potentially affected area
- Mix of age, gender, location
- Mix of those who've expressed interest and YouGov recruits
- Chosen by YouGov to obtain a mix of views

60-70 attendees expected

# Runway 27 departure envelopes

Based around existing  
departure routes or areas  
we believe could improve  
the way we operate

Includes wrap around  
alternative envelopes to  
potentially create  
predictable respite

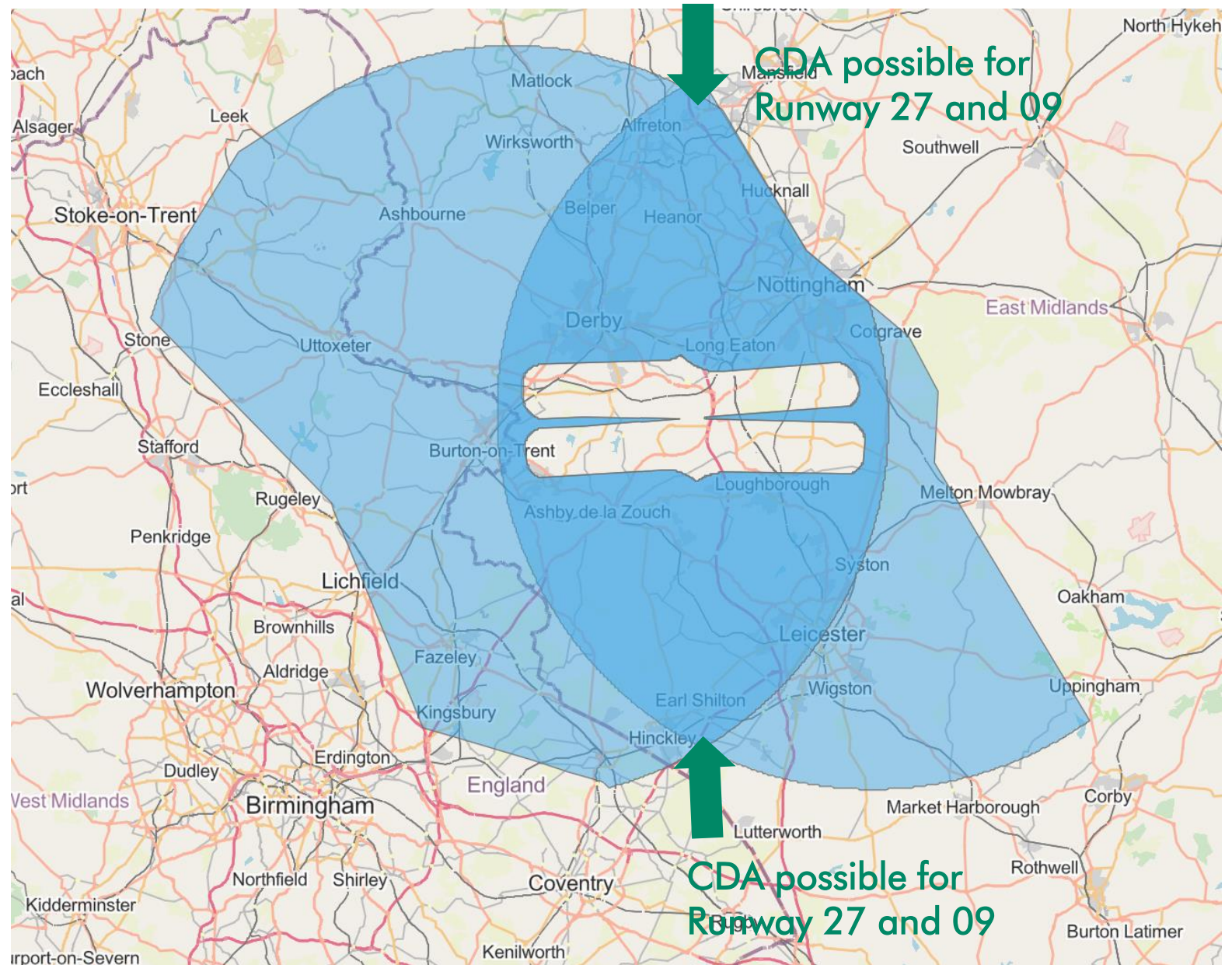
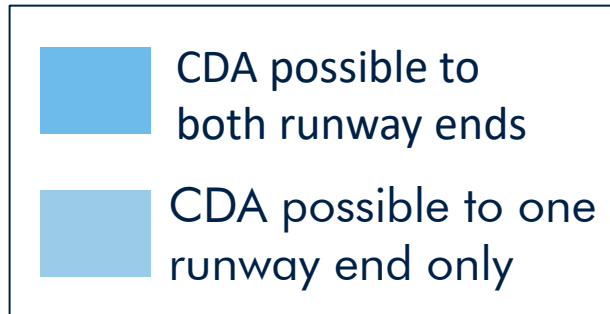


These maps shows initial options envelopes not routes. These are for discussion only and do not represent final options.



# Arrival design envelopes

Areas where arrivals to Runway 27 or Runway 09 could achieve a CDA from 7,000ft



This map shows initial options envelopes not routes. These are for discussion only and do not represent final options.

# FEEDBACK

Q1. Taking account of the identified constraints and design considerations have we identified design envelopes for arrivals that align with our design principles?

Q2. Within the identified areas, are there any local factors we should be aware of when designing options for the position of the arrival route?

Q3. Is there any other feedback on the initial options envelopes identified?

Q4. We have to consider a 'do nothing' and a 'do minimum' option. However, if we were to replicate our current routes closely, how could we improve them?







# AGENDA 9 – CLIMATE CHANGE ADAPTATION

ADAM FREEMAN, HEAD OF ESG & ENVIRONMENTAL STRATEGY

# WHY CLIMATE CHANGE ADAPTATION?

- The other (often forgotten!) half of climate change
- Climate Change Act 2008
  - Emission reduction (transition)
  - Climate resilience (adaptation)
- Third-round assessment submitted December 2021
  - Previous assessments in 2011 and 2015
- Alignment corporate risk
  - Assessment methodologies
  - Reporting (incl. implementation of recommendation from the Taskforce on Climate-Related Financial Disclosures, TCFD)





# WHAT ARE WE ADAPTING TO?

- Long-term change to climate systems and resulting weather
  - Forecasts derived from Met Office UK Climate Projections (UKCP18)
  - Temperature; rainfall; other key climate variables

Temperature (°C)	2030s (2020-2039)	2050s (2040-2059)	2080s (2070-2089)
Mean annual	+0.8	+1.2	+2.4
Winter average	+0.8	+1.1	+2.0
Summer average	+1.0	+1.6	+3.1
Summer maximum	+2.6	+4.0	+6.0



Warmer  
weather

# WHAT ARE WE ADAPTING TO?

- Long-term change to climate systems and resulting weather
  - Forecasts derived from Met Office UK Climate Projections (UKCP18)
  - Temperature; rainfall; other key climate variables

Rainfall	2030s (2020-2039)	2050s (2040-2059)	2080s (2070-2089)
Winter average	+5%	+6%	+13%
Summer average	-7%	-14%	-22%

**Drier  
summers**

**Wetter  
winters**

# WHAT ARE WE ADAPTING TO?

- Long-term change to climate systems and resulting weather
  - Forecasts derived from Met Office UK Climate Projections (UKCP18)
  - Temperature; rainfall; other key climate variables

Variable	Change
Storms	Frequency of periods of intense Summer and Autumn rainfall projected to increase. No quantitative data.
Windspeed	Very small changes to seasonal average wind speed. Summer: <0.2m/s reduction; Winter: no change.
Wind direction	Very small changes to seasonal average wind direction overall (<0.2m/s).
Snow	Annual snowfall: 60-80% less. Slight reduction in projected surface snow (0.3mm).
Lightning	Frequency assumed to increase during Summer in line with increased temperatures, more frequent dry spells and predicted increase in Summer intense rainfall. No quantitative data.

More  
intense  
rainfall

More  
lightning

Less snow

# WHAT ARE THE RISKS AND OPPORTUNITIES?

Appendix 1a: East Midlands Airport climate change adaptation risk register

Appendix 1a: East Midlands Airport climate change adaptation risk register

East Midlands Airport climate change adaptation risk register (2021)																		
Risk code	Climate variable	Risk (including indirect and interdependency risks)	Narrative	Potential consequences (functions, service, assets affected)	Current			Further planned actions (in next 5 years)	Current post control		2050 + post control		2080 + post control		Narrative on horizon scores			
					Impact	Likelihood	ARP 3 risk score		Impact	Likelihood	ARP 3 risk score	Impact	Likelihood	ARP 3 risk score				
CCA01	Summer temperature	Thermal expansion of building infrastructure, such as concrete and steel, leading to failures and reduced lifespan.	There is a current lack of knowledge around the vulnerability of the airport buildings design to the projected future temperatures.	<ul style="list-style-type: none"><li>- Financial costs of repair/replacement</li><li>- Operational disruption</li><li>- Airport closure</li><li>- Reputational damage</li></ul>	2	2	4	<ul style="list-style-type: none"><li>- Structural inspections</li><li>- Asset maintenance schemes</li><li>- Capex plans that align to assets</li><li>- Conformance with asset standards and Building Regulations</li></ul> <p>CCA01.2021.G1 Action: Ensure specifications for future developments and asset renewals consider climate change predictions.</p> <p>CCA01.2021.G2 Action: Seek specialist advice to ensure risk assessment is valid.</p>	2	2	4	2	3	6	3	3	9	
CCA02	Summer temperature, Summer rainfall, Winter rainfall	Structural damage to airside runway, aprons and airfield subsurface caused by extreme heat or water ingress.	It is known that a combination of water ingress and temperature fluctuations causes deterioration in these surfaces.	<ul style="list-style-type: none"><li>- Financial costs of repair/replacement</li><li>- Accelerated asset deterioration/reduced lifespan</li><li>- Operational disruption</li><li>- Airport closure</li><li>- Reputational damage</li></ul>	2	3	6	<ul style="list-style-type: none"><li>- Conformance to asset standards and Building Regulations</li><li>- Management and maintenance plans</li><li>- Remedial capabilities and ability to respond to issues on the runway quickly</li></ul> <p>CCA02.2021.G1 Watching brief: Impact of water ingress freeze/thaw and heat.</p> <p>CCA02.2021.G2 Watching brief: Increased ground movement leading to structural damage.</p> <p>See CCA01.2021.G1</p>	2	3	6	2	4	8	3	4	12	Life cycle for a runway surface is 12-15 years so it will have been replaced a number of times over these time horizons.

28 issues,  
17 pages

# WHAT ARE THE RISKS AND OPPORTUNITIES?

## Risks

- Infrastructure, environmental and safety issues:
  - Physical damage to infrastructure
  - Challenges to drainage system
  - Increased number of safety events
- Utilities
  - Restrictions to water supplies
- Aviation and surface access connectivity
  - Schedule disruption
  - Changes to aviation networks
  - Difficulty accessing or egressing the airport
- Increased cost of insurance

## Opportunities

- Extended European summer season
- Reduced winter weather disruption and cost

## WHAT NEXT

- Shaping policy
  - Our risk assessment contributes to Government's climate change adaptation plans
  - Continue contributing to national and local adaptation programmes, and to industry work
  - Committee on Climate Change reviewing third-round
- Minimising risk and transparently reporting
  - Implement actions identified during risk assessments
  - Incorporate findings into corporate reporting (as recommended by Taskforce on Climate-related Financial Disclosures)

Full report available online:

<https://www.magairports.com/responsible-business/climate-change-adaptation-reporting/>

## EAST MIDLANDS AIRPORT INDEPENDENT CONSULTATIVE COMMITTEE

24 JUNE 2022

## ENVIRONMENT UPDATE

## EMA Surface Water Improvement Programme

EMA has moved into the second phase of its Surface Water Improvement programme, concentrating on interventions that will provide an incremental benefit to the system's performance prior to the upcoming winter period. Five capital projects have been identified for the current financial year, including improvement to monitoring and measuring equipment, improvement of the physical drainage infrastructure as well as development of the site wide hydraulic model. These are progressing through the internal processes and we are currently working on a detailed programme for delivery.

Alongside capital work, EMA continues to update internal processes and procedures for the operation of the pond infrastructure, building on best practices at both Manchester and Stansted Airports. This work will be further supported by the employment of an EMA dedicated water asset specialists who brings experience from another major UK airport. Upstream controls are being improved with significant work being undertaken with those that apply, store and dispose of de-icer to ensure that best practices are being followed.

The recent MENT meeting received an update on winter performance and our progress against the surface water improvement plan which can be seen in Figure 1 below. A sub-group of MENT met to discuss the surface water drainage network in more detail and will continue to meet in the future. EMA has also extended an offer to meet with Derby Railway Anglers Club (DRAC) to discuss the issue, we await their response.

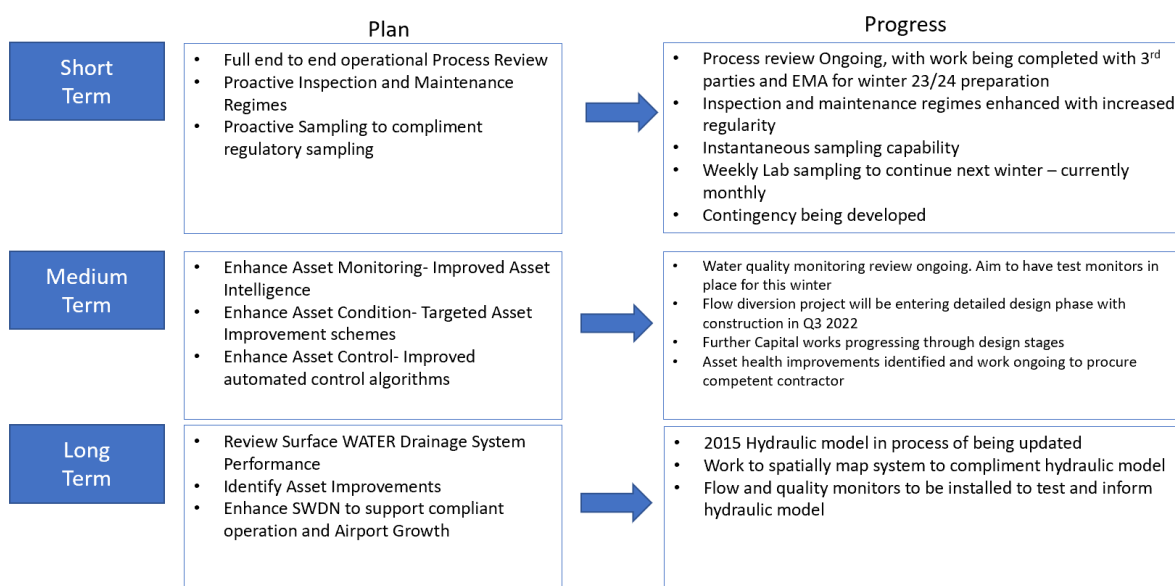


Figure 1. Surface water improvement plan

## 2022 ISO14001 external certification audit

As part of our certification to the international environmental management standard ISO14001, in April EMA was audited by the external certification body Lucideon. The auditor considered EMA's approach to environmental management and the systems in place to control environmental impacts and deliver continuous improvement. During the 4-day audit, the auditors met with colleagues across the airport and looked into our environmental management system, including areas such as our Motor Transport, water management, fire service, de-icer management etc. As well as identifying areas of good practice, the audit identified 4 minor non-conformities and made observations regarding improvement opportunities. The auditor was extremely impressed with plans EMA has developed to improve our approaches to drainage management and our change to a group legal compliance platform.

The auditors recommended continued certification to the standard. Our next audit, in April 2023 will be our three-yearly re-certification audit lasting 5 days long, with 2 external auditors. As has been discussed with MENT, we are working to implement a group-wide approach to ISO14001 and to achieve ISO5001 for energy management. Our approach to this is set out in Figure 2, progress updates will be provided to future meetings of MENT and the ICC.

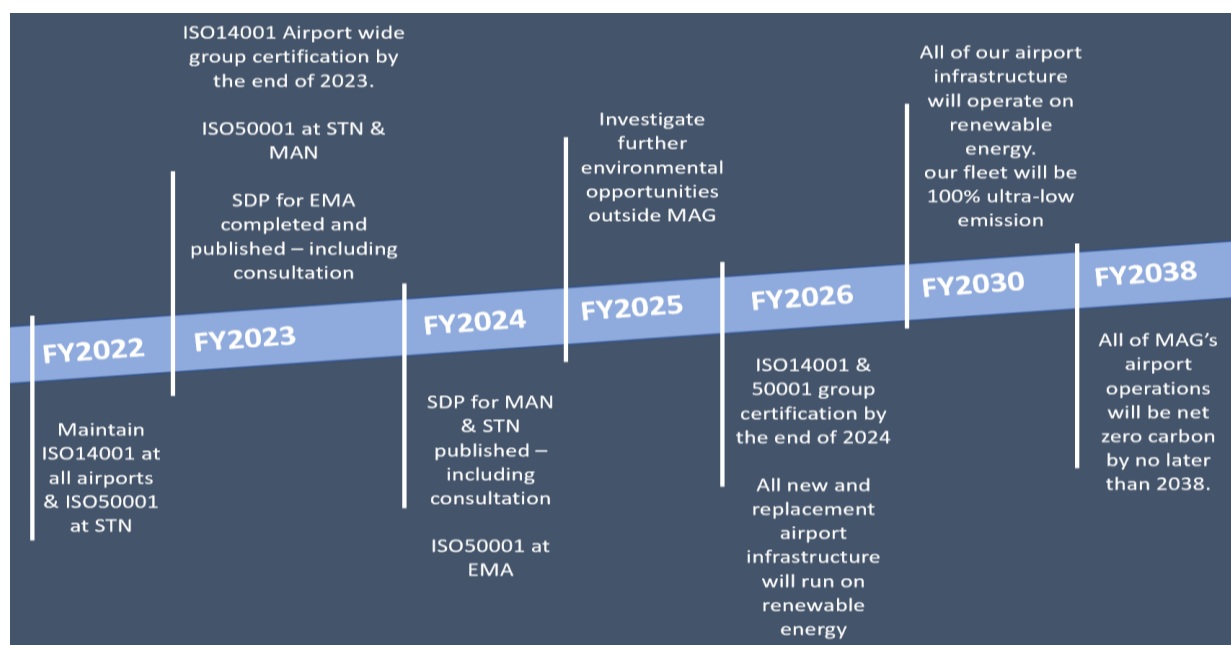


Figure 2. Group ISO14001 and ISO50001 timeline.

## Noise update

The recent MENT meeting received an update on progress delivering our Noise Action Plan and noise-related performance. With aviation activity increasing following the relaxation of government travel restrictions the Flight Evaluation Unit are focussed on engaging with airline partners to ensure familiarity with EMA's noise mitigation measures. The team attended the most recent Pilot Liaison Group and have engaged outside of this forum with several key operators focusing on issues such as track compliance and training flights. Following a successful initiative earlier this year to minimise the number of training flights overflying Melbourne, we are now working with air traffic control, airlines and the Civil Aviation Authority to formalise these measures on a permanent basis. EMA has also continued to engage with operators who operate noisier QC4 aircraft at night, working to minimise the use of these aircraft at more sensitive times of the day.



Following direction from Government, earlier this year EMA commissioned the preparation of noise maps for 2021 as required by the Environmental Noise Regulations. These maps, produced every five years, trigger the beginning of the development of our next Noise Action Plan (which will cover the period 2024-29). We await the publication of Government guidance which will enable us to begin developing our Draft Noise Action Plan for 2024-29. In the meantime, we welcome suggestions from members of the ICC on the issues they would like us to consider as we develop the Draft NAP. Members of the MENT Sub-Committee will be engaged as we draw up the Draft NAP.

### **Jet Zero Strategy Consultation**

Last year the Government consulted on its Jet Zero Strategy to decarbonise UK aviation. Following updates to their modelling, the Department for Transport recently undertook a short technical consultation to inform their final Strategy. A further update will be provided to the ICC following publication of Government's response to the consultation and the final Jet Zero Strategy which are expected this summer.

**EAST MIDLANDS AIRPORT**  
**INDEPENDENT CONSULTATIVE COMMITTEE**  
**PLANNING UPDATE**  
**24 JUNE 2022**

**Current / Pending Applications**

None

**Planning Resolutions Since the Last Meeting**

None

**Planning Policy**

North West Leicestershire Local Plan: The District Council are undertaking a Substantive Review of the North West Leicestershire Local Plan. This follows a Partial Review that was completed in March 2021. The Substantive Review takes account of the changes in national planning policy and developments in the district that have occurred since the Local Plan's adoption in 2017. The review will extend the plan period to 2039.

The District Council held a Development Strategy Options and Policy Options (Reg: 18) consultation between 17 January 2022 and 14 March 2022. This invited comments on the key issues that the Local Plan review should address, including options for how housing and employment development might be distributed across the district, as well as more specific policy topics such as how to address climate change. EMA responded to this consultation and highlighted the importance of economic development in the district, as well as the need for the emerging Local Plan and potential site allocations to take account of aircraft noise and the Airport's aerodrome safeguarding requirements.

The next stage of the Local Plan is a site allocations consultation expected in Autumn 2022, followed by a draft policy consultation, with consultation on the full draft of the Local Plan in June / July 2023. It is expected that the Public Examination of the Local Plan would be in early 2024, followed by the Plan's adoption in mid-2024.

South Derbyshire District Council Local Plan Review: The South Derbyshire Local Plan was fully adopted in November 2017 and it sets the long-term vision, objectives, and strategy for spatial development in South Derbyshire. The Council have commenced a review of the Local Plan, and it is expected that an Issues & Options consultation will take place later in 2022, with a draft Pt 1 Local Plan dealing with strategic land allocations and development management policies available for public consultation in Spring 2023. The timescale is for the Pt1 Local Plan to be adopted by the end of 2024.

## **EAST MIDLANDS AIRPORT - ICC GENERAL COMMITTEE**

**24 JUNE 2022**

### **COMMUNITY ENGAGEMENT UPDATE**

#### **Community Outreach**

Our last EMA Parish Forum took place on 11<sup>th</sup> February 2022. We have scheduled the next one for 26<sup>th</sup> September 2022. We will continue to hold these forums twice a year, with attendance mainly from our nearest parish councils.

We have continued to connect with our closest parish councils at their parish council meetings, in order to provide updates about airport activity and listen to concerns.

Parish Council Meetings attended or scheduled:

- 5th May - Long Whatton Diseworth Parish Council
- 26th May - Castle Donington Parish Council
- 7th June - Melbourne Parish Council
- 4th July - Kegworth Parish Council

Face-to-face outreach activities have now been scheduled in our closest villages and the dates and venues have been published on the community pages of our website as follows:

- Wednesday 20th April - Kegworth Parish Rooms (2-5pm)
- Sunday 10th July - Ashby Show (TBC)
- Thursday 4th August - Melbourne Market (9am -2pm)
- Saturday 13th August - Castle Donington Market (TBC)
- Saturday 10th September - Diseworth Show (1-5pm)
- Saturday September – Melbourne Arts Festival (TBC)
- Wednesday 5 October – Kegworth coffee morning at St Andrews Church (10.30 - 12.00)

In response to community feedback and following a review on how we share news with our community, work is now underway to relaunch the EMA Community Flyer on a regular quarterly basis. We plan to issue the first 'new look' Community Flyer in late summer and look forward to sharing more information with ICC members soon.

#### **Community Impact Survey**

We undertook a Materiality Review and Community Impact survey across all three MAG airports during February and March 2022. At EMA we sent the survey to around 1,220 stakeholders across a wide range of interests including EMA ICC, Parish Forum members, parish, district, county and city councils, local MPs, Airport Transport Forum members, and local primary and secondary schools, colleges and universities.

We received 146 responses from EMA stakeholders, of which 47% told us they were residents, 38% councillors and 8% community group members. Survey results are being analysed and a report will be produced and shared with ICC members and on the community pages of our website. Early results show that we need to do more to raise awareness of our CSR Strategy with stakeholders and we have used this feedback to refine our engagement plans for the year ahead.

## Volunteering

The Airport encourages our colleagues to get involved in a wide range of volunteer opportunities in our local communities, sharing MAG's values for the benefit of the regions we serve.

Our target is for 100% of our leadership team and 30% of colleagues to support and participate in volunteering programmes. Last year 45 of our colleagues (8%) give 758 hours of their time to various volunteer projects. 11 of those were leaders within our business, which means that over a third of our leaders volunteered in our local community. This year so far 28 of our colleagues (5%) have volunteered their time in community activities.

The Diamond Jubilee Woodlands in Sutton Bonington were planted in 2012 to mark the Queen's Diamond anniversary, when some 40,000 trees were planted. The trees have now outgrown their stakes and plastic-tree guards. On Sunday 8th May a group of colleagues from East Midlands Airport (pictured here) joined members of the parish council and local residents to free hundreds of the trees from their guard and felt proud to be able to make a difference and enjoy the late spring sunshine.



## Youth Forums

The MAG CSR Strategy 2020-2025 "Working together for a brighter future" highlights three strategic pillars. One of these pillars - Local Voices - commits MAG to listening and responding to our local communities. Within our 'Local Voices' pillar we have created a new commitment to review the arrangements for consultation at our airports, including, at each of our airport, the creation a new youth forum.

We have consulted with young people across the communities around all three of our airports and recently held a pilot youth forum at Manchester Airport. An annual programme of youth forums at all our airports is planned to start in Autumn 2022.

### EMA Community Fund

The airport contributes £50,000 each year to our Community Fund, along with noise fines and surcharges. The EMA Community Fund was established in April 2002 and has awarded £1,351,085 to 1,543 projects, to bring lasting benefit to the communities around the airport.

A total of £156,625 of Community Funds were allocated last year as follows:

Committee Meeting	Groups benefiting	Amount awarded
7 <sup>th</sup> April 2021	23	£23,794
7 <sup>th</sup> July 2021	16	£23,457
6 <sup>th</sup> October 2021	21	£29,340
21 <sup>st</sup> January 2022	13	£20,260
Low Carbon Energy Fund Round 1	3	£59,774

This year we have held one Community Fund meeting in April 2022, where £41,910 was allocated to 27 local community groups. The remaining Community Fund meetings and deadline dates for FY23 are:

Application Deadline Date	Committee Meeting
22nd June 2022	6th July 2022
24th August 2022	7th September 2022
19th October 2022	2nd November 2022
11th January 2023	25th January 2023
15th February 2023	1st March 2023

### Community Fund and QC4 Surcharges

Since its introduction in April 2021, a Noise Action Plan 'QC4' surcharge has been levied for aircraft operating at night. Although the target for QC4 surcharges is ZERO, the shortage of cargo capacity on passenger aircraft means we expect QC4 aircraft to continue operating at EMA in the short term.

For FY22 (April 2021 to March 2022) the surcharge has been applied to 250 movements, generating an additional £446,500 for the Community Fund. For April and May 2022 there have been 59 movements generating surcharges of £162,250 for the Community Fund.

### Community Fund Special Projects

This year marks the 20<sup>th</sup> anniversary of the EMA Community Fund. Because there are additional funds available, the EMA Community Fund Committee has agreed to two 'Special Projects' to make best use and maximise the impact of these additional EMA Community Funds.

### **Low Carbon Energy Fund**

The EMA Community committee has ring-fenced funding to provide a 'Low Carbon Energy Fund' for community buildings in our most affected communities. The fund will pay for solar panels or similar proven technologies for low carbon or green energy. This aligns with both MAG's 'Zero Carbon Airports' agenda and also with wider COP26 targets.

The Community Fund Committee allocated just under £60,000 to three local hospices as part of Round 1. Bids are now invited to Round 2 of the Low Carbon Fund. The funding has been ring-fenced to a limited number of identified parishes most affected by the airport's operations, and we have been working with the clerks of these parishes to promote the opportunity to local stakeholders that could benefit from the Low Carbon Fund.

### **EMA Schools Eco-Garden Competition**

East Midlands Airport launched a competition on 28<sup>th</sup> February, encouraging local schools to participate in an eco-garden design competition. The schools whose designs are judged to have the most beneficial impact will be awarded funds from the airport's Community Fund to turn their winning designs into a reality. A total prize value of at least £120,000 will be shared between the winning schools with cash prizes ranging from £5,000 to £20,000 to construct their gardens.

The judges are looking for eco-garden designs that incorporate clever and innovative ways to make any space schools have available more environmentally friendly and provide lasting benefit to school communities.

School within the East Midlands Airport Community Fund's 'area of benefit' were invited to take part in the competition, which closed on 27th May 2022. A team of assessors are reviewing all the applications and winning schools will be announced by 30<sup>th</sup> June 2022.

Our Judging Panel includes:

- Cllr Sheila Jackson, Chair of the Airport Community Fund Committee
- Diane Gould, Wilder Engagement Team Leader, Derbyshire Wildlife Trust
- Chris Worman, Parks and Green Spaces Manager, South Derbyshire District Council
- Kate Allies, Environmental Engagement Manager, South Derbyshire District Council
- Clare James, EMA Managing Director
- Adam Freeman, MAG Head of ESG and Environmental Strategy
- Martin Churley, MAG Group Environment & Energy Manager
- Joanna Wood, EMA Education Coordinator

We have teamed up with Derbyshire Wildlife Trust's 'Go Potty Campaign'. Every school that enters the competition will be sent BeeBombs - native wildflower seedballs handmade in Dorset - to encourage children to take part. For more information visit

<https://www.derbyshirewildlifetrust.org.uk/go-potty>

**EAST MIDLANDS AIRPORT  
ICC GENERAL COMMITTEE**

**EAST MIDLANDS FREEPORT TIMELINE**

**Introduction**

The Government held a consultation on the establishment of Freeports in the UK in February 2020, to seek views on the approach to Freeports in the UK and the policy to enable their designation and future operation. A bidding prospectus was published by Government in November 2020. This prospectus sets out the Government's ambitions for Freeports in the UK and it invites and provides a guide for bidders wanting to enter the process to establish a Freeport. The prospectus outlines the requirements for a Freeport, what is expected to be achieved and what the bidders' proposals should include to seek maximum advantage from a Freeport in their area.

The prospectus asked bidders to submit proposals on how they would establish and run a successful Freeport in the form of an Expression of Interest by 5 February 2021. The proposals, or Expressions of Interest, were then assessed by Government in an open, competitive process. Those bids that passed the assessment were then invited to prepare detailed business cases to set up and establish a Freeport. There were eight successful bidders from this stage, that were announced in the Budget in March 2021, including the East Midlands Freeport.

**Overview**

There are three proposed Tax Sites in the East Midlands Freeport, they are EMAGIC, the Ratcliffe-on-Soar Power Station, and the proposed East Midlands Intermodal Park in South Derbyshire. The Tax Sites are areas designated by Government where there are specific taxation and financial incentives for occupiers including National Insurance advantages, capital allowances and business rate retention.

EMAGIC is an abbreviation of 'East Midlands Airport and Gateway Industrial Cluster'. This now refers to an area that includes land within the East Midlands Gateway (EMG) which is the SEGRO-owned logistics park and rail terminal to the north of EMA, land within the EMA Operational Area (Jetparks car park and Western Maintenance Area) and the undeveloped land to the south of the Airport.

During the discussions around the preparation of the Expression of Interest (EOI) in late 2020, the option to include the land south of the Airport as a proposed Tax Site was considered but it was not included in the Expression of Interest that was submitted by D2N2 to the Government. It was considered at the time that the inclusion of this land may have undermined support for the Freeport EOI, and without the proper support the EOI would have been found to be non-compliant and would have failed.

The Tax Site that was submitted in the EOI, included two sites within the existing EMA boundary (Jetparks and Western Maintenance Area) along with land within the East Midlands Gateway. The land south of the airport was not included. The reports to the ICC during 2021 therefore accurately reflected the submitted EOI and position at this time.

As the process unfolded, in September 2021 an Outline Business Case for the establishment of the Freeport was submitted to the Government. The Freeport's proposed Tax Sites were largely unchanged from the Expression of Interest. Responding to feedback from Government on the Outline Business Case in December 2021 / January 2022, some of the proposed EMAGIC Tax Site in the EMG area (owned by SEGRO) was not considered to be suitable for Freeport Tax Site status. In



response to feedback from Government, in January 2022, the East Midlands Freeport Board approved an amendment to the Outline Business Case. This included an amended EMAGIC Tax Site, that included, for the first time, land to the south of the A453. This amendment to the EMAGIC Tax Site was approved by Government in February 2022.

The inclusion of the land south of the A453 as a potential East Midlands Freeport Tax Site, does not bring any changes to the present planning status of the land. Any policy proposals for a change in planning status or any future applications for planning permission must follow all of the usual development plan processes that are required by the Local Planning Authority.

## Details of Timeline

A summary of the Freeport timeline is provided below (see text within boxes) alongside extracts from EMA ICC agenda items, minutes and reports relating to Freeports.

**14<sup>th</sup> February 2020** – ICC General meeting took place just before the pandemic and the EMA MD was Karen Smart. There was no mention of Freeports during the meeting and the main topic of concern was a ‘no deal’ Brexit.

**November 2020 - The Government published its Freeport prospectus and announced its intention to designate Freeports in England. This process invited Expressions of Interest in establishing a Freeport to be led by Combined Authorities / Local Authorities / Local Enterprise Partnerships.**

**30<sup>th</sup> November 2020** – Clare James was the new EMA MD and we reinstated our ICC meetings after a 9-month gap due to pandemic. This meeting was billed as a ‘special’ meeting as we did not have a chair or secretary. It was an informal chance to catch up with the ICC and bring them up to speed on our new structure, our business and other matters. An MD’s report was produced which introduced the subject of Freeports. However, no minutes were taken.

Extract from MD’s report on Freeports on 30<sup>th</sup> Nov 2020:

*In February 2020, the Government set out its intention to create at least 10 Freeports across the UK. These areas are intended to become innovation hubs that will boost global trade, attract inward investment, create jobs and establish net-zero industries. Freeports are secure zones at and around international ports where there are freedoms from usual customs and tariff rules along with relief from national duties and import taxes. We are working with local partners to develop a Freeport proposition for the East Midlands. The bidding prospectus has been published and bids need to be submitted by 5 February 2021. It is expected that sites will be allocated towards the end of 2021 and early 2022.*

**A consortium of East Midlands Local Authorities, landowners and the region’s two Local Enterprise Partnerships, advised by independent consultants, started to develop a proposal for a Freeport in the East Midlands. This work was led by the D2N2 and the Leicester & Leicestershire LEP’s.**

**The proposed East Midlands Freeport followed the requirements set out in the Government’s Freeport prospectus, and had to identify a Principal Port for the Freeport (EMA), and up to three**



sites (Tax Sites) that could be developed and where the Freeport's tax and capital allowance benefits could apply. The East Midlands Freeport identified Tax Sites at the Ratcliffe on Soar Power Station, the East Midlands Intermodal Park (EMIP) at Eggington south of Toyota, and some land at the East Midlands Gateway / EMA (EMAGIC).

During the discussions around the preparation of the Expression of Interest in late 2020, the option to include the land south of the Airport as a proposed Tax Site was considered as an option during early discussions but was not included in the Expression of Interest that was formally submitted by D2N2 to the Government. The EMAGIC site only included land at EMG (SEGRO) and two sites within the existing EMA boundary (Jetparks and Western Maintenance Area)

**February 2021 - The Expression of Interest for the East Midlands Freeport was submitted to Government by the two Local Enterprise Partnerships. This proposal did not include any land at EMAGIC that is outside either the existing EMG or existing EMA area.**

**26<sup>th</sup> Feb 2021** – ICC General. The subject of Freeports was not on the agenda but there is a paragraph in the MD's report which reads:

*We continue to represent the interests of the airport on the Boards of the Development Corporation and are helping to shape some of the strategic thinking that is underpinning the business case for a Development Corporation in this region. In parallel, we are part of the East Midlands Freeport bid which was submitted to Government on Friday 5 February. It has been reported that over 30 bids have been submitted and, between now and early March, the Government will assess each and announce at the Budget on 3 March which 10 are selected.*

The minutes record the following: *With a Freeport bid submitted to Government, CJ advised to be awaiting announcement as part of the budget on 3 March.*

**March 2021 - The East Midlands Freeport, was announced as one of eight potential Freeports in the Chancellor's Budget and invited to prepare Outline and Full Business Cases to secure seed capital funding and to establish the Freeport.**

**April 2021 - The lead authority for developing the East Midlands Freeport proposal transferred from the two LEP's to Leicestershire County Council (a Government requirement as part of the Freeport policy).**

**Led by Leicestershire County Council, the East Midlands Freeport partners, and specialist advisors developed an Outline Business Case for the establishment of the Freeport.**

**26<sup>th</sup> May 2021** – ICC General. The subject of Freeports is mentioned in MD's report under the policy section as well as a substantive agenda item on Freeports with a presentation by Jon Bottomley.

Extract from MD's report in the policy section:

*'Much of the policy work has been in support of the Freeport initiative. The focus now is to agree a governance structure. This has to be presented to government and is, essentially, the next key*

*milestone and will be subject to a gateway review. If successful, the East Midlands bid team can then access seed funding which will be used to help support the development of the business case. This work will take us to the summer at which point the bid is then submitted for proper scrutiny before being signed off and agreed by Government in October.'*

The minutes record the following:

*Under MD's report 'With UPS having moved into a newly built facility, CJ confirmed that commercially sensitive talks were underway to secure a new tenant. A discussion followed on the Development Corporation and possible overlap with the Freeport project. It was advised that these initiatives are complimentary not competing and it is believed that the management of both are aligned to each other. Members expressed frustration at the delay in remobilisation of the Future Airspace programme.'*

*Under 'Freeport update' 'Jon Bottomley (JB) presented an update outlining the Freeport journey to date, how it works and what it means for the region. With much of any development taking place outside of the airport, JB advised the airport will support connectivity and that any airport land identified for tax sites is land located within operational areas of the airport only, with no anticipated developments outside of these operational areas. A board and business case are being established to facilitate and take forward next steps of the wider Freeport project.*

*A discussion followed on the impact to villages, green growth policy and the move to carbon neutral, with concern raised at the significant environmental impacts of air freight.*

*Action: ICC SEC to support members in their reading, it was agreed for presentation slides of the Freeport update to be circulated with the minutes of the meeting.*

**September 2021 – Outline Business Case was submitted to Government. The Freeport's proposed Tax Sites were largely unchanged from the Expression of Interest.**

**04 November 2021** – ICC General. The subject of Freeports was covered in the MD's report but not as a separate item.

The MD's report carried the following paragraph in the policy section:

*'In September, EMA contributed to the submission of the Outline Business Case (OBC) for an East Midlands Freeport. This is a joint effort being led by Ernst & Young and involving other local landowners such as Segro and Uniper and local authorities, with Leicestershire County Council as the Lead Authority. The freeport could create up to 25,000 direct jobs and the role of the airport would be as the principal port of entry, enabling growth for other businesses in the region. If the freeport is allowed to progress to Full Business Case (FBC), and then secures designation from the Government, we anticipate it could be operational by Spring 2022. The objective of the Government's freeport policy is to use customs and tax incentives around a given port (the East Midlands one is the only inland port, the other proposals are maritime ports) in order to stimulate private sector investment and trade, generating tax revenues that can be reinvested into the region to help Levelling Up.'*

The minutes record the following:

*Freeport – having submitted an outline business case, work is now underway to compile a full business case, within which a public consultation phase would be established (exact timings TBC). Members requested more information on the Freeport business case. It was advised that infrastructure and traffic assessments are being undertaken within the evolving business case, with*

*Leicester, Nottingham and Derby Councils engaged in highway traffic modelling. A discussion followed on 'green industry' in relation to the Freeport.*

**December 2021/ January 2022 – feedback received from Government to the East Midlands Freeport Board on the Outline Business Case that some of the proposed EMAGIC Tax Site in the EMG area (owned by SEGRO) was not considered to be suitable for Freeport Tax Site status.**

**January 2022 - the East Midlands Freeport Board approved an amendment to the Outline Business Case to be submitted to Government. This included an amended EMAGIC Tax Site, that included land to the south of the A453.**

**February 2022 - This amendment to the EMAGIC Tax Site was approved by Government**

**The inclusion of the land south of the A453 as a potential East Midlands Freeport Tax Site, does not bring any changes to the present planning status of the land. Any policy proposals for a change in planning status or any future applications for planning permission must follow all of the usual development plan processes that are required by the Local Planning Authority.**

**04 March 2022 – ICC General.** The subject of Freeports was covered in the MD's report but not as a separate item.

The MD's report carried the following paragraph in the policy section:

*'The Government approved the East Midlands Freeport's (EMF) Outline Business Case and we are currently in the final stage of the process – working with other partners to submit a Full Business Case into Government. As part of this process and in response to Government feedback, SEGRO is refashioning its tax site to give the Full Business Case its best chance of success. EMA's role remains as the port and enabler of the freeport and will help facilitate additional trade; we also submitted a small tax site for consideration as part of the broader EMAGIC proposal, specifically to support our cargo strategy. Ongoing work is underway to agree the governance of the Freeport Board structure and I'll be representing EMA and will have a seat on the Board as a Director. We expect to hear back from Government in the next few months'*

The draft minutes record the following under the Managing Directors report section:

*The topic of Freeports has been in the news this week. In response to the Outline Business Case the Government asked for a review and resubmission of the East Midlands Airport and Gateway Industrial Cluster (EMAGIC) tax site. This work was conducted in a very short timescale and the revised site was submitted. On 1st March the submission was approved by Government. On 22nd March 2022 tax sites will be designated in statute and businesses can avail themselves of the associated tax incentives. The airport is the port enabler and sits on the Freeport board as the principal port. Work on the Freeport final business case continues around governance issues and the final submission will be mid-April.*

*A member raised concerns about the recent announcement that land owned by EMA outside of the operational area, south of the A453 would now be a part of the Freeport tax site. This question was raised at the ICC meeting in May 2021 and at that time members were told that no land south of A453 would be used. However, the member reported that it had come to light that in October 2020 EMA and SEGRO promoted the development of this land as part of the Freeport bid. EMA responded that initially as part of the Expression of Interest the land was included for consideration to be part of*

*the Freeport site but this land was subsequently taken out. As part of discussions with the Government over the last few months EMA was asked to reconsider including this land as freeports are required to have a certain number of hectares, and without this land the East Midlands Freeport would not qualify. EMA reiterated that any development of that land would be totally within the local planning process. Members expressed concern and disappointment that there had been no consultation or communication with local communities. EMA explained that this was due to the speed of the process as dictated by Treasury, with a review requested over the past 4-6 weeks. EMA confirmed that the decision was made with reluctance but that it was necessary for the freeport bid to succeed. A member expressed concern about the working of the ICC, quoting s35 of the Civil Aviation Act. The member said that the Airport needed to provide “adequate facilities for consultation” in matters which “affect their interest”. and that the lack of consultation regarding the development of airport land south of the A453 may have breached the Act. The Chair suggested that a timeline of actions might be helpful to provide context to the decision-making process.*

*A member mentioned that Midlands Connect had identified land west of EMA for a link road between A50 and A42, but that the North West Leicester District Council strategic plan showed a number of developments around the airport, and this showed a lack of ‘joined up thinking’. EMA agreed to look into the Midland Connect proposals.*

*A member asked about the impact on local residents of the freeport decision in terms of local planning. EMA confirmed that there is currently no planning application on this land and any development of land would be subject to the normal planning process.*

*A member confirmed the fast pace of the process had been driven by the Treasury. Land owned by Uniper had been subject to a short one-month consultation albeit briefly, an LDO (Local Development Order) for Rushcliffe Borough Council. A member confirmed that the Local Development Order that is going through Rushcliffe Borough Council only applies to land owned by Uniper.*

*NR reiterated the point about the very short timescales and consultation and suggested that EMA bring an update and timeline to a future meeting.*

**ACTION** – EMA to produce a timeline of actions and decisions relating to the Freeport bid to a future ICC meeting

*A member voiced concern that ICC meeting timings was not an excuse for the lack of consultation. He asked for consideration to be given to the road network in the rural areas.*

*The Chair suggested greater use of email to improve communications between meetings and suggested that the frequency of meetings may have to be reviewed. He thanked the MD for the detailed update and welcomed future engagement.*