

The Rt. Hon. Chris Grayling MP
Secretary of State for Transport
Great Minster House, 33 Horseferry Road
London SW1P 4DR

14 June 2018

Airports National Policy Statement

Dear Secretary of State,

The UK has a legally binding commitment to reduce greenhouse gas emissions under the Climate Change Act. The Government has also committed, through the Paris Agreement, to limit the rise in global temperature to well below 2°C and to pursue efforts to limit it to 1.5°C.

We were surprised that your statement to the House of Commons on the National Policy Statement on 5 June 2018¹ made no mention of either of these commitments. It is essential that aviation's place in the overall strategy for UK emissions reduction is considered and planned fully by your Department.

The Committee on Climate Change (CCC) does not have a view on the location of airport capacity, as long as total UK aviation emissions are compatible with meeting the 2050 climate objectives.

In its projections, the Committee has made a relatively generous provision for aviation emissions compared to other sectors:

- Our analysis has illustrated how an 80% economy-wide reduction in emissions could be achieved with aviation emissions at 2005 levels in 2050. Relative to 1990 levels this is a doubling of emissions, and an increase in its share of total emissions from 2% to around 25%. We estimate that this would allow for around 60% growth in aviation demand, dependent on the delivery of technological and operational improvements and some use of sustainable biofuels.
- Aviation emissions at 2005 levels in 2050 means other sectors must reduce emissions by more than 80%, and in many cases will likely need to reach zero.
- Higher levels of aviation emissions in 2050 must not be planned for, since this would place an unreasonably large burden on other sectors.

¹ <https://hansard.parliament.uk/Commons/2018-06-05/debates/ED5F2A14-318D-4A18-8414-E472C9608DD2/AirportsNationalPolicyStatement>

The Airports Commission also incorporated the CCC's advice on aviation, concluding that 'any change to [the] UK's aviation capacity would have to take place in the context of global climate change, and the UK's policy obligations in this area'.²

We look forward to the Department's new Aviation Strategy in 2019, which we expect will set out a plan for keeping UK aviation emissions at or below 2005 levels by 2050. To inform your work we are planning to provide further advice in spring 2019.

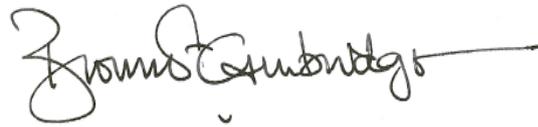
We would welcome the opportunity to discuss these matters more fully.

Yours,



Lord Deben

Chairman, Committee on Climate
Change



Baroness Brown of Cambridge

Deputy Chair, Committee on Climate
Change

² Airports Commission (2015) *Final Report*, page 65.