



RECEIVED 1 0 DEC 2009

Department for
Transport

From the Secretary of State

Great Minster House
76 Marsham Street
London SW1P 4DR

Rt Hon Tessa Jowell MP
House of Commons
LONDON
SW1A 0AA

Tel: 020 7944 3011
Fax: 020 7944 4399
E-Mail: andrew.adonis@dft.gsi.gov.uk

Web site: www.dft.gov.uk
Our Ref: AA/028918/09
Your Ref: 01093792

9 December 2009

To Tessa,

Thank you for your letter of 25 November enclosing correspondence from your constituent, Mr John Hopkins, regarding the expansion of Heathrow Airport and the Greenpeace Airplot campaign.

In response to your constituent's concerns on cutting carbon emissions and tackling climate change the Department for Transport has published its strategy setting out how we intend to reduce greenhouse gas emissions from transport. This strategy also shows how transport will make a major contribution to UK efforts to reduce CO2 emissions by 2022 and 2050 in line with the Climate Change Act 2008. The full document can be found at:

<http://www.dft.gov.uk/pgr/sustainable/carbonreduction/>

In order to reinforce our commitments on air quality, additional flights above the current 480,000 a year limit will only be allowed once the independent Civil Aviation Authority is satisfied that air quality conditions are being met. The air quality limit is already statutory and any additional capacity created by the expansion of Heathrow will, after consultation, be subjected to a new 'green slot' principle. This will help to incentivise the use at Heathrow of the most modern aircraft and bring further benefits in terms of air quality.

The support for expansion at Heathrow is subject to a limit on the increase in the number of flights. The Adding Capacity at Heathrow Airport consultation considered an increase in capacity to 702,000 flights a year. However the Secretary of State for Transport announced support for an increase to 605,000 flights a year, around half the increase initially proposed. Any increases in capacity above the 605,000 limit will be subject to a review in

2020, which will take into account the current three tests on air quality, noise and surface access, as well as the UK's progress against its emissions reduction targets. It would also require an additional planning application from the airport operator.

In terms of curbing carbon dioxide emissions, the Government's environmental strategy includes measures to encourage the development of quieter, less polluting, more-fuel efficient aircraft. This is in addition to ensuring that aviation contributes towards the goal of climate stabilisation through the introduction of a well-designed emissions trading scheme (ETS). The current agreement sees all flights arriving and departing Europe included in the ETS from 2012, limiting aviation emissions to around 210 million tonnes of carbon dioxide, creating a carbon saving of around 100 million tonnes of carbon dioxide per year across the EU.

The Government also announced the establishment of a new target to ensure that aviation emissions in 2050 are below 2005 levels. The Committee on Climate Change was asked to provide advice on the best basis for this development, this advice was published on 8 December. Having taken the lead in successfully promoting the inclusion of aviation in the EU Emissions Trading Scheme, the Government will be pressing hard for international aviation to be part of the global deal on climate change at the UN talks currently taking place in Copenhagen.

Taking everything into account this gives us the toughest climate change regime for aviation of any country in the world, and gives the necessary confidence that we will achieve our 80% emissions reduction target. In addition it will be one of our highest priorities to secure international agreement on measures to reduce aviation emissions.

The *2003 Future of Air Transport White Paper* set out the economic benefits of a third runway. This was then shown in more detail in the *Adding Capacity at Heathrow Airport Impact Assessment*, in Tables 5 (2.18) and 10 (2.53) available here:

<http://www.dft.gov.uk/pgr/aviation/heathrowconsultations/heathrowdecision/>

Table 5 shows the economic benefits of a third runway, whilst table 10 shows the benefits minus costs (net present value). A fully utilised third runway at Heathrow Airport could provide transport user benefits through increased capacity worth over £19 billion. Taking all costs into account, including noise and greenhouse gas emissions, a fully utilised third runway with associated passenger terminals has estimated net benefits of around £5.5 billion, with benefits of £3.3 billion if aggregate capacity remains at 605,000 flights a year.

As well as the benefits described above, the *Adding Capacity at Heathrow Airport Impact Assessment* notes on page 23 that “there are important benefits from increased runway capacity that are harder to quantify. Although the picture regarding these benefits is incomplete, they are nevertheless important in understanding the overall economic benefits of additional capacity”. These benefits include those to airlines, existing air freight, delay reduction benefits, resilience benefits, and wider economic benefits.

The *Equalities Impact Assessment* found that a third runway with associated terminal facilities could lead to the creation of up to 60,000 construction jobs, and around 8,000 other jobs with a fully utilised third runway.

Our most recent passenger forecasts were published in January 2009 and included a sensitivity case that took account of the economic downturn. That forecast is for around 425 million passengers nationally by 2030, an increase of over 80% on today’s 235 million passengers.

All figures in 000s	1997	2006	2007	2008	2030 forecasts
UK passenger statistics and projections	145,989	234,416	239,968	235,359	425,000

I hope this reply is helpful.

Yours ever,



ANDREW ADONIS