



PRESS RELEASE

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Airport expansion will destroy jobs in South West, new study reveals

“The Government should stop giving people false hopes”

Expansion plans for all the airports in the South West will cost the region West more jobs than it will create, a new study has revealed **(1)**. Published today by the Aviation Environment Federation (AEF), the study by economist Brendon Sewill of the employment provided by airports and airlines shows that more jobs will be lost in the region as an increased number of British people make more use of cheap flights to spend their money abroad.

In 2005 the South West’s aviation tourism deficit – the difference between what passengers travelling by air from the South West spend abroad and visitors arriving by air to the region spend in the South West – was over £1 billion **(2)**.

If the growth in air travel continues at the rate the Government predicts, by 2030 that deficit will have risen considerably, resulting in a net loss to the region of 64,000 jobs **(3)**.

Jeremy Birch, a spokesperson for the Stop Bristol Airport Expansion campaign, said: “This report clearly shows that the Government, aided by the aviation industry, is misleading councillors and planning officers that airport expansion will create lots of extra jobs. The Government should admit that - when spending abroad is taken into account - its airport expansion plans could actually produce a serious net loss of jobs”.

The study also shows that government claims that airport expansion will help create thousands of new jobs to help the country through the recession are based on unreliable statistics.

Sewill shows that the old rule of thumb that 1 million extra passengers using an airport is likely to create 1,000 extra jobs is no longer valid. The efficiency of the low-cost airlines means that far fewer jobs are created by airport expansion than in the past. The move towards low-cost airports, where modern technology replaces manual jobs, will accelerate that trend.

The study reveals that, between 1998 and 2004, when the number of passengers using UK airports rose by 30%, the number of people employed directly at airports only went up by 3%. Research by York Aviation, a consultancy close to the aviation industry, found that, despite a predicted increase of 110% in passenger numbers at the country's airports between 2004 and 2030, jobs would only increase by 21%.

Jeremy Birch concluded: "The Government and the aviation industry should stop giving people false hopes. They are perpetrating a hoax that airport expansion will create lots of local jobs and will help us through the recession. The Government should admit that - when spending abroad is taken into account - its airport expansion plans could actually produce a serious net loss of jobs.

"Bristol airport is clearly flying in the face of the facts by claiming it can create 4000 new jobs for the South West."

Bristol airport is due to submit a major planning application to North Somerset Council in the next few weeks, followed by the Council's official public consultation.

ENDS

For further information contact:

Susan Pearson, Stop Bristol Airport Expansion, 07891 460942

Brendon Sewill, 01293 863 369 or 01293 862 373

Tim Johnson, Director of Aviation Environment Federation, 0207 248 2223

John Stewart, Chair AirportWatch, 0207 737 6641; 07957385650

Notes for Editors:

(1). The report and executive summary are attached.

(2). **NET LOSS OF JOBS DUE TO TOURISM 2005**

Region	Tourism deficit 2005 (£ million)	Tourism jobs lost 2005	Jobs at airports 2004	Net loss of jobs, rounded
	A	B	C	D
North East	- 761	40,000	4,100	36,000
North West	- 2,212	116,000	21,800	94,000
York/ Humber	- 1,610	85,000	2,100	83,000
East Midlands	- 1,339	70,000	6,500	64,000
West Midlands	- 1,680	88,000	7,200	81,000
East of England	- 1,913	101,000	20,000	81,000
London and South East	- 2,335	124,000	96,800	27,000
South West	- 1,240	65,000	6,800	58,000
Wales	- 756	40,000	1,800	38,000
Scotland	- 1,291	68,000	12,400	56,000
N. Ireland	- 114	6,000	5,300	1,000
TOTAL	- 15,251	803,000	184,800	620,000

(3).

**FUTURE NET LOSS OF JOBS DUE TO
INCREASED TOURISM DEFICIT**

Region	Extra tourism jobs lost to region by 2030	Extra direct airport jobs created by 2030	Net loss of jobs by 2030, rounded
	E	F	G
North East	40,000	860	39,000
North West	116,000	4,580	111,000
York/Humber	85,000	440	85,000
East Midlands	70,000	1,370	69,000
West Midlands	88,000	1,510	86,000
East of England	101,000	4,200	97,000
London and South East	124,000	20,330	104,000
South West	65,000	1,430	64,000
Wales	40,000	380	40,000
Scotland	68,000	2,600	65,000
N. Ireland	6,000	1,110	5,000
