



**FOR IMMEDIATE RELEASE**

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## **Airport has lost all justification for increasing carbon emissions**

Bristol airport will no longer be able to rely on the European Emissions Trading Scheme (ETS) to compensate for the huge increases in carbon emissions from its planned increase in flights because the aviation industry itself has pulled its backing from the scheme, say campaigners.

Expansion of Bristol airport would increase greenhouse gas emissions from flights by 50% or more. The airport has excused this by saying that inclusion in the ETS will mean that emissions are capped, and passengers will be paying for cuts to be made elsewhere.

However, aviation industry leaders voiced strong opposition to the European Union scheme, previously due to take effect in 2012 at an 'Aviation and Environment' conference last week. They said they needed a global deal rather than a patchwork of regional and national systems.

Stop Bristol Airport Expansion spokesperson Hilary Burn said:

"Bristol airport claims that the EU Emissions Trading will solve the problem of the increase in greenhouse gas emissions from its flights, but this clearly will not be the case. The Government's 2003 policy on airport expansion stated very clearly that the 'polluter must pay,' but it looks increasingly unlikely that the scheme will work.

"North Somerset councillors must wake up and realise that the airport's expansion cannot possibly be considered until a reliable system of reducing emissions from aviation is workable and available."

Flights are the fastest growing producers of greenhouse gases in the UK, which cause twice the environmental damage at altitude that they would on the ground. Under the European Emissions Trading scheme, airlines would have to pay a small amount for any growth in emissions above their levels in 2006.

However, Mrs Burn went on to say that emissions trading has so far been a very flawed tool for cutting carbon emissions because there have been too many permits in circulation and prices have been too low. Even if the scheme is functional, because we need to cut overall emissions by 80% it is unclear where extra cuts could be found to compensate for growing aviation emissions.

Bristol airport is due to submit a planning application which could see passenger numbers rise by 60% from 6.2 million in 2008 to 10 million in 2016. There will be a three week consultation on the application. Information on how to respond to that consultation can be found at [www.stopbia.com](http://www.stopbia.com) once the planning application is received by North Somerset Council.

**ENDS**

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