



FOR IMMEDIATE RELEASE

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Call for delay in airport expansion decision as emissions set to double

Bristol International Airport's (BIA) carbon footprint could more than double if the airport's expansion plans are allowed to go ahead, the Stop Bristol Airport Expansion group (SBAE) said today. Campaigners are writing to North Somerset Council highlighting the impact on climate change and calling for a delay in any decision on the airport's expansion until a government report on aviation emissions is released in December [1].

The 125% increase in emissions as a result of increased flight numbers would make the airport's carbon footprint as big as the whole of Bath and North East Somerset is today.

SBAE spokesman Jeremy Birch said: "BIA resigns all responsibility over aviation emissions despite acting to increase them by adding more flights.

"What is more, the airport's own measures to reduce emissions are pathetic, compared with the huge increases from more flights, more traffic and a larger terminal. They say they will generate 1% of their electricity from on-site windmills – even if they manage this it will be less than 1% of the extra emissions they would cause by expanding. "

SBAE said that any decision made by planning authority North Somerset Council before the release of the Technical Scientific Committee on Climate Change's Aviation Study [1] would be recklessly premature.

They also said that the mitigation measures offered by the airport would not offset the huge rise in emissions from flights and that despite measures for reducing greenhouse gases from their ground operation, by 2019 these would actually increase overall [2].

The airport's own figures show a potential rise in carbon emissions from flights by over 100%, from 329,000 tonnes of CO₂ per year to 810,000 tonnes by 2019, and emissions from BIA's ground operation by over 40%, from 92,000 to 138,000 tonnes per year.

Jeremy Birch added:

"Every other sector in the UK, including the NHS, universities and manufacturing industry are having to make severe cuts to achieve emission targets set by the Government. But airlines are excluded. There is absolutely no reason for the aviation sector to be made a special case."

A public consultation on the airport's plans is currently running until 17 August 2009. For more information on how to respond, visit www.stopbia.com or www.n-somerset.gov.uk

ENDS

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For more information visit: www.stopbia.com

Notes

[1] See: <http://www.theccc.org.uk/reports/aviation-report>

[2] Critique of BIA's proposed mitigation measures for CO₂ emissions:

- Emissions from flights: BIA assume that inclusion of aviation in the EU ETS will be sufficient to guarantee that net emissions do not increase. However, recent statements from the EU make it clear that the ETS is failing to achieve this even for the currently included industries and that additional taxation measures need to be created to ensure the cost of carbon does not drop below a minimum level sufficient to cause emissions reduction to occur.

BIA says all it can do to reduce aircraft emissions is to move towards 100% continuous descent approach.

- Terminal building: Efficient terminal design: will only be to the standard required of all by 2019. However, emissions are still expected to rise 80% from electricity and gas use, while proposed wind turbines would only generate 1% of the terminal's electricity. 20% of the EXTRA energy demand will come from on-site renewables, meaning at most 10% of the total due to the terminal.
- Biofuels for aviation: unlikely to provide a solution as none have yet been shown to be carbon neutral or even carbon reducing. Biofuels are not likely to account for more than 1% of total aviation fuel by 2015 or 30% by 2030.