



**FOR IMMEDIATE RELEASE**

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## **Airport jobs claims overstated**

Bristol International Airport (BIA) has overstated its claim for thousands of new jobs in the South West resulting from its expansion the Stop Bristol Airport Expansion group (SBAE) said today. The campaigners said BIA is pushing its plans on the basis of largely unsubstantiated jobs figures at the expense of local communities and the environment.

The campaigners said that a robust analysis of the airport's own report [1,2] showed that while BIA could reliably claim that around 900 direct new jobs would be created by its expansion, there is insufficient evidence for the remaining 2,600 publicised for the South West region.

They went on to say that many of BIA's claims about the economic benefits of expansion, detailed in a report submitted to North Somerset Council, were based on inconsistent evidence, and were unlikely to be realised, even as a best case scenario. [2]

BIA's evidence included jobs and income from a proposed hotel that is not part of BIA's planning application.

SBAE highlighted that the airport's own figures disprove its arguments that expansion is vital for the economy of the South West, as the proportion of business passengers has been falling year on year, from 19.8% in 2003 to 13.3% in 2008 and with only 9.6% predicted for 2019 [3]. This shows BIA cannot sustain business routes such as Dusseldorf, Frankfurt, Munich and Zurich, already dropped due to lack of demand, and is basing expansion on increasing leisure destinations.

SBAE spokesperson Hilary Burn said:

"BIA is creating the impression that its expansion will generate thousands of new jobs and help business – but although there will be some new jobs for the region, the considerable damage to local communities, the local environment and the wider global environment far outweighs the benefits of a relatively insignificant number of jobs.

"BIA's expansion is all about short term gains over long term destruction. The mitigation measures offered by the airport are completely inadequate to counteract millions more cars on North Somerset's roads, increased disturbance to local people from aircraft noise, and a more than doubling of CO<sub>2</sub> emissions from the airport's flights.

"The airport is pushing the economic benefits of its expansion based on much unsound evidence. North Somerset Council cannot recognise this document as acceptable evidence for the economic benefits of expansion."

SBAE highlights that a key error in BIA's jobs figures lies in the calculations for induced jobs, the jobs created by the spending of the people filling the more directly created jobs. Many goods and services could be sourced from anywhere in the world, so that many new jobs could be induced outside the South West. SBAE argue that induced jobs are irrelevant to the airport's expansion and should not be included in any estimate of regional jobs.

SBAE also said that projections for the number of jobs created by new no-frills routes had been exaggerated. In BIA's report, growth in airline jobs is based on 115 jobs per million passengers – yet in 2007 Ryanair had only 104 jobs per million passengers across its whole

operation. As airlines are removing check-in and baggage handling, SBAE said airline jobs are likely to be nearer 72 jobs per million passengers by 2020 rather than 115.

SBAE's analysis of BIA's Economic Impact Report by Roger Tym & Partners can be viewed at: [www.stopbia.com](http://www.stopbia.com)

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](http://www.stopbia.com) or [www.n-somerset.gov.uk](http://www.n-somerset.gov.uk)

## **ENDS**

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For further information on SBAE visit: [www.stopbia.com](http://www.stopbia.com)

### Notes

[1] Roger Tym & Partners: Bristol International Airport – Economic Impact Report, Final Report 2009 (Entec: Development and Enhancement of Bristol International Airport, Environmental Statement, Chapter 6, Appendix A, p108 of PDF)

[2] [www.stopbia.com](http://www.stopbia.com): Economics comments

[3] Tym report as above: p23, 5.13.