



**The Chartered
Institute of Logistics
and Transport**

Gatwick Northern Runway

CILT Response to the Summer 2022 Consultation

July 2022

Introduction

- 1 The Chartered Institute of Logistics and Transport (CILT) is a professional institution embracing all transport modes whose members are engaged in the provision of transport services for both passengers and freight, the management of logistics and the supply chain, transport planning, government and administration. Our principal concern is that transport policies and procedures should be effective and efficient, based on objective analysis of the issues and practical experience, and that good practice should be widely disseminated and adopted. The Institute has a number of specialist forums, a nationwide structure of locally based groups and a Public Policies Committee which considers the broad canvass of transport policy. This submission draws on contributions principally by the Aviation Policy Group, in consultation with the CILT's Gatwick branch.
- 2 This the response of the CILT to Gatwick Airport's Summer 2022 consultation on further design and assessment work and supplements our response to the Autumn 2021 consultation. While much is this response repeats our previous response, we think it is important to reiterate our views, in particular where our suggestions have not been incorporated in the further work.

Northern Runway proposals: overall

- 3 We strongly support the proposals because they will meet demand for growth while mitigation can be provided to offset the adverse effects. Post-Covid recovery in the leisure market has been strong and is likely to lead to a shortage of runway capacity in the next few years. However, we remain of the view that the cargo forecasts are too high, although we appreciate that this is not a fundamental part of the need case.

Airport supporting facilities

- 4 We wish to repeat our view of the need for new electricity/hydrogen/SAF infrastructure as we do not see any proposals in the further design and assessment work. It is likely that these measures will be used in some combination to ensure a reduction in emissions, and the Airport should plan for increases in electricity supply, including plug in facilities on aircraft stands, storage and distribution networks for hydrogen, and the ability to store and distribute Sustainable Aviation Fuel, perhaps separate from non-SAF during an interim period when some aircraft will not be able to use SAF.

Getting to and from the airport

- 5 We have no specific comments on the road proposals in the further design and assessment work. However, we wish to comment further on public transport access as noted in Section 3.3 of the consultation document. Noting the Bus and Coach Strategy includes studies of regional coach services including routes along an east-west axis, we suggest that the studies should also include rail alternatives, given that the M25 is regularly subject to congestion and delay. Some of these rail alternatives have been previously dismissed as operationally challenging or requiring expensive infrastructure, but existing routings such as via Dorking and Tonbridge may be competitive.
- 6 For completeness, we repeat our points about the need for a dedicated Gatwick Express rail service, wider rail connections, improved local bus networks and the need to explore opportunities for cargo air-rail intermodality and construction materials by rail.

Managing and mitigating effects: climate change and carbon

- 7 The further design and assessment work does not take on board our proposal that permission for the construction and operation of the Northern Runway project should be conditional on GHG emissions related to Gatwick Airport following a trajectory towards net zero by 2050. In our view, the Gatwick Northern Runway project is of a size where the GHG effects (Scopes 1,2, and 3) should be accounted for (within the national target to achieve net zero by 2050) and used to control growth.

Noise

- 8 The further design and assessment work does not take on board our proposal for a night jet ban. The proposal for a Noise Envelope Group is welcome, but in our view a night jet ban is the single measure which will provide the appropriate mitigation to go with the increase in aircraft movements.

Consultation process

- 9 The consultation process is very satisfactory, including the public consultations and the stakeholder groups, one of which we participate in.

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