

House of Commons Environmental Audit Committee

Inquiry into Airport Expansion and Climate and Nature Targets

Evidence from the Chartered Institute of Logistics and Transport (UK)

Introduction

The Chartered Institute of Logistics and Transport (CILT UK) 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 specialist forums, a nationwide structure of locally based groups and a Public Policies Committee which considers the broad canvass of transport policy. This evidence has been prepared by the Institute's Aviation Policy Group.

This evidence has provided answers to Questions 3, 4 and 9 in the terms of reference.

Q3 What emissions reductions from domestic and international aviation are currently likely to be required to meet the Sixth Carbon Budget; and what effect the Government's policy on airport expansion is likely to have on the ability to deliver these reductions?

A3

In 2019 aviation's GHG emissions were just under 40 MtCO₂ which represented about 7% of total UK emissions. Carbon Budget 6 for 2033 to 2037 is an average of 193 MtCO₂ per year, 7% of this would be about 14 MtCO₂. This figure of 14 MtCO₂ is a level of net emissions, and additional aviation emissions would be countered by offsetting through CORSIA, the UK ETS and other measures.

The Planning Inspectorate, having heard detailed evidence on the topic at inquiries into expansion at Stansted, Bristol, Gatwick and Luton, have concluded that none of these developments would result in a material impact on the ability to meet Carbon Budgets, although they concluded that GHG emissions should be given weight against approval in the planning balance. Some of these decisions have been tested in the courts and found to be legally sound. Government policy is to support expansion where it is aligned with the Carbon Budgets, so it clearly requires the aviation sector to deliver the reductions, whatever its level of activity.

Q4 What projections have been made for the demand for passenger and freight capacity at UK airports by 2050; and to what extent current proposals for expansion of airport capacity in England meet these projections?

A4

CILT has prepared scenarios for 2035 (the mid-year of Carbon Budget 6) for the UK as a whole, based on its view of the prospects for each airport, tempered by a view about total growth. These scenarios

envision growth from 2023 to 2035 of about 19%, 30% and 40% for passengers and 35% or 64% for cargo, as shown in Table 1. The higher scenarios for cargo reflect a view of the greater potential for growth, although it should be recognised that cargo activity results in only a small share of GHG emissions.

Scenario	Passengers (millions)			Cargo (k tonnes)		
	2023	2035	Growth	2023	2035	Growth
1	273.9	326.9	19.3%	2,244	3,042	35.5%
2	273.9	356.3	30.1%	2,244	3,680	64.0%
3	273.9	383.3	39.9%	2,244	3,680	64%

Table 1: CILT Scenarios for UK airports

Within these scenarios, CILT's view is that growth at a number of airports proposing expansion will not be as great as they predict, although they may well be close or at capacity now. Examples are shown in Table 2.

Airport	2035 passengers (millions)	2035 cargo (ktonnes)
Gatwick	52-58	80-100
Heathrow	88-92	1,800-2,000
Luton	20-25	50
Stansted	34-38	300

Table 2: CILT views on example airports' growth

The reasons for these predictions relate to the rising costs of air fares and freight rates, the appetite for investment by the airports' owners and their customers (airlines) to pay for expansion, and the likelihood of restrictions attached to planning approvals.

Q9 *What conditions the Government ought to include in a revised ANPS to ensure that airport expansion can be delivered within (a) the UK's international climate commitments and statutory national obligations and (b) the Government's environmental targets for England.*

A9

A revised ANPS (which should cover all airports, not just Heathrow) should include a requirement for approvals for Nationally Significant Infrastructure Projects (NSIPs) to include a condition that aligns growth with Carbon Budgets. This would be similar to conditions requiring noise levels to be contained within a noise envelope and surface access to achieve a certain level of public transport mode share.

While the Government has signalled its support for a third runway at Heathrow and this should clearly be confirmed in a revised ANPS, it is CILT's view that, if Heathrow is to be expanded, it should do so in a phased way which involves firstly moving towards all private car access being to gateway set down, pick up and car park areas around the perimeter, with direct access to the terminals from two public transport hubs at the Eastern Campus (Terminals 2 and 3) and Western Campus (Terminal 5). The revised ANPS should also include a Government commitment to support and fund additional rail links. CILT's view is that growth can take place in the medium term with the two existing runways and these revised access and terminal layouts. A third runway should be safeguarded and, when implemented probably nearer to 2040, it should be as a short (2,000 metre) runway capable of accommodating short haul operations. Such a phased plan would then be able to meet the Carbon Budgets and likely be viable for the Airport's investors and airline customers.

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