

Public Affairs Report: January 2020

Ministerial Statements

[Regional Connectivity - FlyBe](#)

Written Parliamentary Answers

20th January

Aviation: Greater London

Ruth Cadbury: [1904] To ask the Secretary of State for Environment, Food and Rural Affairs, what recent assessment she has made of the effect of ultra fine particles from aircraft on levels of air pollution in London.

Rebecca Pow: The Air Quality Expert Group were commissioned to review the latest evidence on ultrafine particles (UFPs) and the report was published in 2018. Recommendations made in that report will continue to inform our evidence development and monitoring strategy.

https://uk-air.defra.gov.uk/assets/documents/reports/cat09/1807261113_180703_UFP_Report_FINAL_for_publication.pdf

The Government's draft aviation strategy recognises the need to improve understanding of aviation's impact on local air quality, including the contribution of UFPs. In addition, the Government continues to work to improve international standards on emissions from aircraft whilst engaging with airports and local authorities on measures to improve local air quality.

Heathrow Airport

Ruth Cadbury: [1901] To ask the Secretary of State for Transport, if he will amend the Airports National Policy Statement to include any change in the evidence base that supports expansion at Heathrow Airport.

Paul Maynard: The Airports National Policy Statement was designated, following a vote in the House of Commons, in accordance with the Planning Act 2008 (the Act). The Act recognises that once a national policy statement has been designated, there may be a change in circumstances on the basis of which the policy was decided.

Section 6 of the Act imposes a duty on the Secretary of State to review each national policy statement whenever they think it appropriate to do so.

Under the Act, in considering whether or not to review a national policy statement the Secretary of State must consider: 1) whether there has been a 'significant change' in any circumstances on the basis of which any of the policy set out in the national policy statement was decided; 2) whether this change was not anticipated; and, 3) whether the policy would have been materially different if that change had been anticipated ("section 6 considerations"). After review, a Secretary of State must either: 1) amend, 2) withdraw, or 3) leave the national policy statement as it is.

Ultimately, the decision on when, if ever, to review is a matter of judgement for the Secretary of State, who will consider any changes in the evidence base as part of the section 6 considerations.

Heathrow Expansion

Ruth Cadbury: [1906]To ask the Secretary of State for Transport, what plans he has to assess the effect of the three year delay to Heathrow's third runway on the economic benefits of that scheme.

Paul Maynard: The Airports National Policy Statement sets out that there is a need to increase airport capacity in the South East of England by 2030 by constructing one new runway and that this need is best met by the Northwest Runway scheme at Heathrow Airport.

Heathrow Airport Limited (HAL) have confirmed that they intend to submit an application for development consent in 2020 which, if approved by the Secretary of State, following a report from the Planning Inspectorate, would allow for the construction and the opening of a third runway between early 2028 and late 2029.

Given that the delivery of any major infrastructure scheme is subject to uncertainty, prior to the designation of the Airports National Policy Statement, the Department for Transport undertook scenario and sensitivity testing which included an assessment of the impacts of a two-year delay on the delivery of the three schemes shortlisted by the Airports Commission, this was from 2025 in the case of Gatwick Airport and 2026 in the case of the two Heathrow schemes. The case for the Northwest Runway was not materially changed by such a delay. Furthermore, such a delay would serve to similarly reduce the schemes' disbenefits, partially offsetting the reduction in direct economic benefits.

Heathrow Airport: Noise

Ruth Cadbury: [1902]To ask the Secretary of State for Transport, with reference to the Independent Commission on Civil Aviation Noise's report entitled Review of the Survey of Noise Attitudes 2014, published in 2019, if he will make an assessment of the potential effects on levels of aircraft noise of a third runway at Heathrow.

Paul Maynard: Expansion at Heathrow is conditional on the implementation of a robust set of noise mitigations. These requirements are set out in the Airports National Policy Statement, which was designated following a vote in the House of Commons and include: minimising noise impacts so they are no greater than 2013 levels, a noise envelope, more predictable periods of respite and an expected ban of 6.5 hours on scheduled night flights.

It is now for an applicant for development consent to demonstrate to the Planning Inspectorate, with input from statutory consultees, that it can meet these requirements through a detailed assessment of all environmental impacts of their scheme, including demonstrating that noise mitigation measures will be effective

The government continues to keep evidence on noise impacts under review through its expert group, the Interdepartmental Group on Costs and Benefits of Noise (IGCB(N)), and will consider carefully any recommendations from this process.

Heathrow Airport: Transport

Ruth Cadbury: [1903] To ask the Secretary of State for Transport, what recent estimate he has made of the total cost of the (a) road and (b) rail improvements required as a result of the expansion of Heathrow Airport.

Paul Maynard: The Airports National Policy Statement sets out that it is for an applicant to demonstrate how it will improve surface access and mitigate the impacts of expansion at Heathrow. The expansion of Heathrow Airport will be fully funded and delivered by the private sector.

The proposed western rail link and southern access schemes to Heathrow are separate projects, which are subject to their own business cases. Where there are significant non-airport public user benefits from changes and enhancements to the infrastructure and services, the Government has made clear it would consider making a funding contribution to reflect these.

21st January

Airports Asked by Baroness Jones of Moulsecoomb

To ask Her Majesty's Government what is their policy on airport expansion.[HL264]

Baroness Vere of Norbiton: The Airports National Policy Statement was designated as government policy in June 2018 following a vote in the House of Commons. It sets out that there is a need to increase airport capacity in the South East of England by 2030 by constructing one new runway and that this need is best met by the Northwest runway scheme at Heathrow Airport.

The Northwest runway scheme is to be fully funded and delivered by the private sector. It is for Heathrow to demonstrate that it can meet i

ts environmental obligations, that the project can be financed and built and that the business case is realistic.

Beyond Heathrow, the Government is supportive of airports across the UK making best use of their existing runways as long as they address the economic and environmental impacts and proposed mitigations. As part of the planning process for airport applications it is expected that the relevant planning body will scrutinise whether a scheme is in-line with government policy.

22nd January

Aircraft: Exhaust Emissions

Stephen Hammond: [2455] To ask the Secretary of State for Transport, if he will bring forward legislative proposals to require airlines to display the level of CO₂ and other greenhouse gas emissions a flight generates alongside price and ticket information.

Paul Maynard: The Government recognises that the fight against climate change is the greatest and most pressing challenge facing the modern world. We are planning to shortly update the Government's position on aviation and climate change for consultation.

The Government launched its call for evidence on carbon offsetting in transport on 18th July 2019, which closed on 26th September. The call for evidence covered how to help consumers better understand the emissions from their journeys and their options for offsetting those emissions. This included looking at whether travel providers/companies should be required to offer offsets to their customers. We are analysing the responses and they will be published in due course.

Airports

Stephen Hammond: [2457] To ask the Secretary of State for Transport, with reference to the Airport Commission's final report on airport capacity, published in 2015, what recent estimate he has made of demand for airport capacity.

Paul Maynard: The Department published detailed forecasts of aviation demand in 2017, which is available at <https://www.gov.uk/government/publications/uk-aviation-forecasts-2017> and carried out further analysis of aviation demand in 2018 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/714069/making-best-use-of-existing-runways.pdf

In addition, the Department has been carrying out further analysis to support ongoing policy development, which will be published in due course.

Heathrow Airport

Stephen Hammond: [2456] To ask the Secretary of State for Transport, what recent estimate he has made of the cost to the public purse of the surface land transport upgrades which are necessary to facilitate a new runway at Heathrow Airport.

Paul Maynard: The Airports National Policy Statement sets out that it is for an applicant to demonstrate how it will improve surface access and mitigate the impacts of expansion at Heathrow. The expansion of Heathrow Airport will be fully funded and delivered by the private sector.

Where there are significant non-airport public user benefits from changes and enhancements to surface transport infrastructure and services, the Government has made clear it would consider making a funding contribution to reflect these.

23rd January

Heathrow Airport

Neil Coyle: [3771] To ask the Secretary of State for Transport, whether it is the Government's policy to support a third runway at Heathrow airport; and what assessment he has made of the potential cost of that programme.

Paul Maynard: The Airports National Policy Statement was designated as government policy in June 2018 following a vote in the House of Commons. It sets out that there is a need to increase airport capacity in the South East of England by 2030 by constructing one new runway and that this need is best met by the Northwest runway scheme at Heathrow Airport.

Expansion is a private sector project, therefore the cost of the scheme is a matter for Heathrow, who are regulated by the Civil Aviation Authority. It is for Heathrow to demonstrate that the project can be financed and built and that the business case is realistic. The Northwest runway scheme will receive no public money.

29th January

Air Passenger Duty

Dr Rupa Huq: [6762] To ask the Chancellor of the Exchequer, what recent assessment he has made of the environmental effect of the Government's decision to reduce airline duty across the aviation industry.

Mr Simon Clarke: As announced on 14 January, HM Treasury is undertaking a review of Air Passenger Duty to ensure regional connectivity is strengthened while meeting the UK's climate change commitments to achieve net zero emissions by 2050.

The government takes its environmental responsibilities very seriously and uses a range of levers at its disposal, including spending, taxation and regulatory policy, to meet its climate and environmental objectives.

Air Passenger Duty Asked by Baroness Randerson

To ask Her Majesty's Government what assessment they have made of the environmental impact of cutting Air Passenger Duty from all domestic flights.[HL581]

Asked by Baroness Randerson

To ask Her Majesty's Government whether deferred Air Passenger Duty relief is congruent with state aid and competition rules.[HL582]

The Earl of Courtown: As announced on 14 January, HM Treasury is undertaking a review of Air Passenger Duty to ensure regional connectivity is strengthened while meeting the UK's climate change commitments to achieve net zero emissions by 2050.

The government takes its environmental responsibilities very seriously and uses a range of levers at its disposal, including spending, taxation and regulatory policy, to meet its climate and environmental objectives.

The actions that the Government has taken are fully compliant with State Aid rules.

30th January

Airports: Carbon Emissions

Hilary Benn: [7590] To ask the Secretary of State for Transport, whether the planned expansion of UK airports is compatible with the Government's policy on CO2 reduction.

Paul Maynard: The Government recognises that the fight against climate change is the greatest and most pressing challenge facing the modern world. The Government is committed to setting a clear ambition for the aviation sector and is carefully considering the advice of the Committee on Climate Change.

We are planning to consult shortly on an update to the Government's position on aviation and climate change. It is critical that we consider how aviation can play its part in delivering our net zero ambitions, in order that the aviation sector can continue to thrive.

The Airports National Policy Statement guarantees that any new runway at Heathrow will only be built if an applicant for development consent can demonstrate that any increase in carbon emissions from the scheme will not materially impact the government's ability to meet its carbon reduction targets, now and in the future.

The Government is also supportive of airports making best use of their existing capacity, subject to the assessment of the merits of individual applications, including consideration of their environmental impacts. The government set out its policy position for the South East of England in Beyond the Horizon: The future of UK aviation: Making best use of existing runways.