

I disagree with the expansion plans because I do not believe the capacity will prove necessary.

It is widely accepted (but little known) that global conventional oil production peaked in 2005-2006. Conventional oil production has since been declining. Expansion of global oil supply then relied on alternative sources (NGLs, shale) until November 2018, when another peak occurred. Reliance for growth in global oil production then shifted to shale oil.

As reported in the WSJ, productivity in key (US) shale oil resources has now started to decline since the best resources have been tapped. Earlier than expected. In the words of investment researchers Goehring & Rozencajg Associates, LLC (see their disclaimer):

“...If we [G&WRA] are correct, the age of shale growth is now behind us, and the reality of Hubbert’s Peak [the inevitable decline of total global oil production] is at hand. The immense growth of the shales over the past decade has blinded many analysts to the declining trends in global conventional production. That luxury is about to end.”

They say that if they are correct, then the only source of non-OPEC oil production growth over the past 15 years is about to shift from growth to decline.

The questions that I think the Applicant should answer regarding Luton Airport expansion are therefore:

Regarding expanding airport capacity by a factor of 177% by 2043.

- 1. What research has the Applicant relied upon regarding the long term availability (for example 18 years) and pricing of aviation fuel (for example within 200% of today’s cost in real terms) given predictions of a peak and decline in global total oil production, perhaps as early as 2024-2025 ?**
- 2. What level of certainty can the Applicant offer - considering economic impacts on passengers, operators and the UK economy as a whole - to show that projected traffic will materialise, even setting aside geopolitics, despite global oil depletion and the**

lack of suitable, energy-profitable, alternative aviation fuels at scale ?