

## **Preliminary meeting**

**[TR020002-002816-181211 TR020002 Rule 6 letter - Cover FINAL DRAFT 11/12/2018]**

### **Agenda item 3, Initial Assessment of Principal Issues, Annex B**

#### **ANNEX B, Page B4**

#### **Climate Change & Human Rights and Equalities**

The introduction says:

“It should also be noted that:

whilst the effects of the proposal on the achievement of sustainable development including the mitigation of, and adaption to, climate change are not listed as specific Principle Issues; and

whilst the effects of the proposal in relation to human rights and equalities duties are not listed as specific Principle Issues; the ExA will conduct all aspects of the Examination with these objectives in mind.”

I welcome the inclusion of Climate Change and Human Rights and Equalities being examined as part of the Examination of all the different aspects of the proposals.

Air transport is the most damaging transport mode in terms of Climate Change with the impact being some four times that of the carbon dioxide emitted by the aircraft.

The Proposal also involves night flights, which themselves have around double the effect of daytime flights, so just the Climate Change impact of the aircraft is very large, without even considering the contribution from all the surface traffic and new buildings.

However it is important that the results from the examination of all the other aspects are drawn together as Principal Issues, to show the total impacts of the proposals on Climate Change, Human Rights and Equalities, so each these three issues need to be listed as Principal Issues.

In addition the Committee on Climate Change is due to report with **Advice on the long-term strategy for UK aviation emissions** as well as **Advice on the UK’s long-term climate change targets**, before the end of May, so the total Climate Change impacts and need to be considered with regard to these two reports before the end of the Examination.

**Therefore I ask that Climate Change be considered. as you suggest, at all stages of the Examination, but that Total Climate Change Effects will also be considered as a Principal Issue for Examination towards the end of the Examination.**

**Climate Change affects people's Human Rights and their Equalities, so I also ask that these should be considered as a Principal Issue for Examination after the Climate Change issue.**

PTO for details of reports

**[ Info: 1 March 2019 — 31 May 2019 Report: Advice on the long-term strategy for UK**

**aviation emissions** The Committee on Climate Change will provide advice to the Government on the long-term strategy for the UK' s aviation emissions. In-turn, this advice will inform the Government' s forthcoming [aviation strategy](#).

1 March 2019 — 31 May 2019 **Report: Advice on the UK' s long-term climate change targets** In light of the [Paris Agreement](#), and the IPCC' s recent [special report](#) on global warming of 1.5° C, the Committee on Climate Change will provide new advice to the Government and the devolved administrations on the UK' s long-term climate change targets.  
See: [www.theccc.org.uk/coming-up](http://www.theccc.org.uk/coming-up) ]

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**The Socio-Economic issues list, does not include anything on taxation nor on external costs.**

Aviation does not pay its fair share of taxes - for example there is no fuel duty nor VAT on aviation fuel, and this means that the Government loses around £10 bn a year, with Air Passenger duty raising around a third of that around £3 bn.

Aviation also benefits from other tax exemptions such as the Purchase and maintenance of aircraft which are zero-rated for VAT, an advantage not available to surface transport. [and can reclaim any VAT that is paid,]

External costs are the costs caused by an activity, for example HGVs pay some road tax but the value is far below of the external costs such as the road damage they cause or the costs of their other impacts [such as from their pollution].

**In order to assess the full impacts on the public I ask that the Socio-economic Examination includes taxation and external costs.**