

From: [REDACTED]
To: [Manston Airport](mailto:Manston_Airport); grant.shapps@dft.gov.uk; info@andymcdonaldmp.org; caroline.lucas.mp@parliament.uk
Subject: Submission re Manston DCO (please discard my last email which was sent in error)
Date: 29 January 2020 15:13:38

<https://www.google.co.uk/amp/s/www.cnn.com/travel/amp/airline-carbon-offsetting/index.html>

<https://www.google.co.uk/amp/s/www.nytimes.com/2019/09/19/climate/air-travel-emissions.amp.html>

<https://www.google.co.uk/amp/s/www.newscientist.com/article/2207886-it-turns-out-planes-are-even-worse-for-the-climate-than-we-thought/amp/>



Re: Manston Freight Hub DCO

As a Ramsgate resident, I am desperately concerned about the company RSP's bid to open a cargo airport on the site at Manston, where a small airport failed and finally closed in 2015.

I have made many previous submissions so will not repeat myself by including documentation already sent to you.

Exhaustive independent research has been carried out by the group No Night Flights Over Ramsgate and Five10Twelve and I urge the Secretary of State for Transport to read their documentation for factual evidence of why this DCO should be rejected forthwith.

This government has declared a climate emergency and pledged zero net emissions by 2050. Opening a cargo hub at Manston would be in direct conflict with this aim.

The climate challenge for aviation is worse than originally expected by scientists. I have

attached a link where this is detailed.

The UN aviation body forecasted emissions of carbon dioxide, a major greenhouse gas, would reach 900 million metric tons by 2018, a sum that would triple by 2050.

New research from the International Council on Clean Transportation found emissions from global air travel may actually increase more than 1.5 times faster, risking irreversible damage to the planet.

Left unchecked, aviation will take up 1/4 of the world's so-called carbon budget - despite the use of more fuel-efficient planes.

Offsetting is regarded by scientists as a false steer. According to a 2017 report for the European Commission, 85% of offset programmes undertaken by the UN Clean Development Mechanism failed to deliver 'real, measurable' emission reductions.

Environmental scientist Mike Childs says: 'science is clear. We need to cut greenhouse gas emission in every sector as soon as possible.'

There can be no justification for opening an unnecessary cargo airport in a declared climate emergency. Any politician backing it would undoubtedly face questions over the sincerity of their climate pledge.

I have attached a photograph of Ramsgate and the flight paths above it. If this were to go ahead, the historic harbour town would suffer intense noise and pollution. RSP are seeking 84,000 ATMs a year, effectively planes coming into land every 10 minutes day and night. The effect on those living beneath would be nothing short of catastrophic. This image of the destruction of a town would be shared far and wide.

What modern government, dealing with environmental emergency, would want this to its name?

I urge you to assess the reputational risk associated with RSP, the effect on 40,000 people in Ramsgate, many of whom are either unaware of these proposals or under the illusion Manston would reopen as a passenger airport with charter flights to holiday destinations, the dire effect on tourism in the town, the overblown predictions of 10,000 jobs becoming available...

Locally, an industrial-scale cargo hub at Manston would be devastating. Globally, it simply does not make sense.

Yours,

Christabel Bradley

Sent from my iPhone