

Comment on EXQ1

Jacqueline Phillips, IP reference number 20044655

Climate Change and Greenhouse Gases

CC.1.1

IPs have been invited to comment on how the Government's response of October 2023 to the Climate Change Committee's Annual Progress Report affects their previous submissions.

The objections in my original submission stand, as this Government response gives nothing new and refers to frameworks from 2018 and the Jet Zero Strategy which pre-date the Climate Change Committee's call for a new framework to be developed:

"A framework should be developed by DfT in cooperation with the Welsh, Scottish and Northern Irish Governments over the next 12 months and should be operational by the end of 2024. After a framework is developed, there should be no net airport expansion unless the carbon-intensity of aviation is outperforming the Government's emissions reduction pathway and can accommodate the additional demand."

Moreover, my objections are reinforced by the reaction from Environmental Audit Committee member, MP Jerome Mayhew, to the Government's response to the EAC's 'Net Zero and the UK Aviation Sector' report and recommendations:

Environmental Audit Committee member, Jerome Mayhew MP, said:

"Decarbonising the aviation industry has proved difficult; but it is a critical part of the UK's pathway to net zero.

"There is considerable energy and ambition within the aviation sector to deliver the necessary reductions in emissions. I welcome this ambition but the Government needs to make sure that ambition is translated into actual results.

"If a future review of the Jet Zero Strategy – which the Committee recommended takes place by 2025 – reveals that sufficient progress is not being made, the Government must not be afraid to alter course mid-flight to maintain progress towards our net zero goals."

(3rd April 2024)

The next Jet Zero Strategy review is scheduled for 2027, which in itself raises concerns about the timeliness of Government response should technological innovations not progress as laid out in the Strategy. The Environmental Audit Committee have recommended that this review be brought forward to 2025, due to concerns regarding the pace at which the strategy assumes technology will be available and that it relies on for emissions reductions.

The EAC also noted that the Government, despite confirming that it does plan to legislate for the inclusion of international aviation and shipping emissions in the Sixth Carbon Budget (covering the period 2033-2037), still have not committed to a firm date for doing this in their response.

An investigation by Desmog found that donations from the Aviation Industry to the Conservative party in the months preceding the publication of the Jet Zero Strategy, April to June 2022, amounted to around £650,000, around 13% of total donations. It would be very concerning if large donations from the aviation industry were swaying government policy on this sector.