

WEIGHING UP AIRPORT EXPANSION



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Weighing up Airport Expansion



PROS - Claimed

-  Enabling business and the local economy
-  Jobs
-  Leisure travel

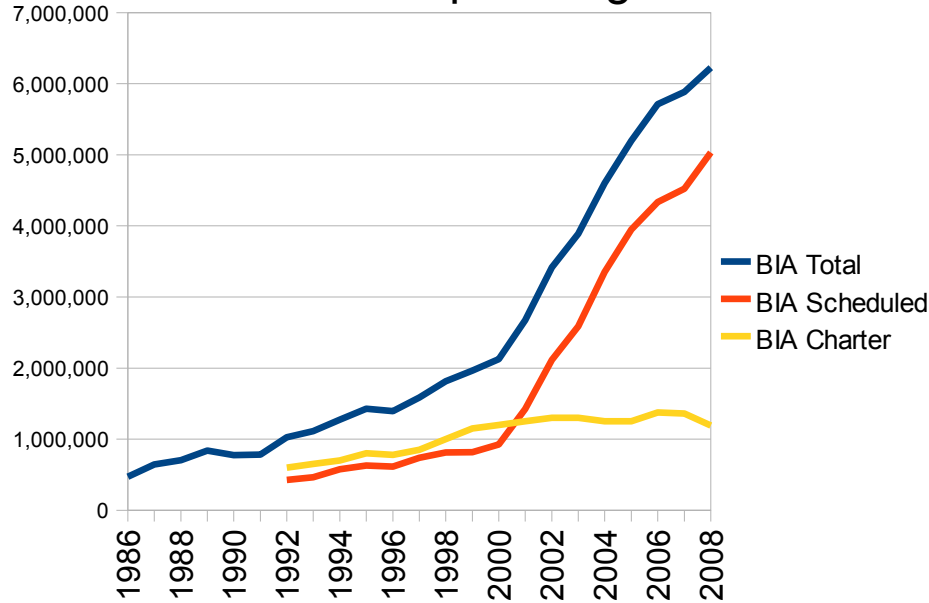
CONS - Experienced

-  Noise
-  Traffic
-  Wildlife endangered
-  Loss of Green Belt land
-  Impact on Mendips AONB
-  Roadbuilding
-  Climate change
-  Loss to UK economy

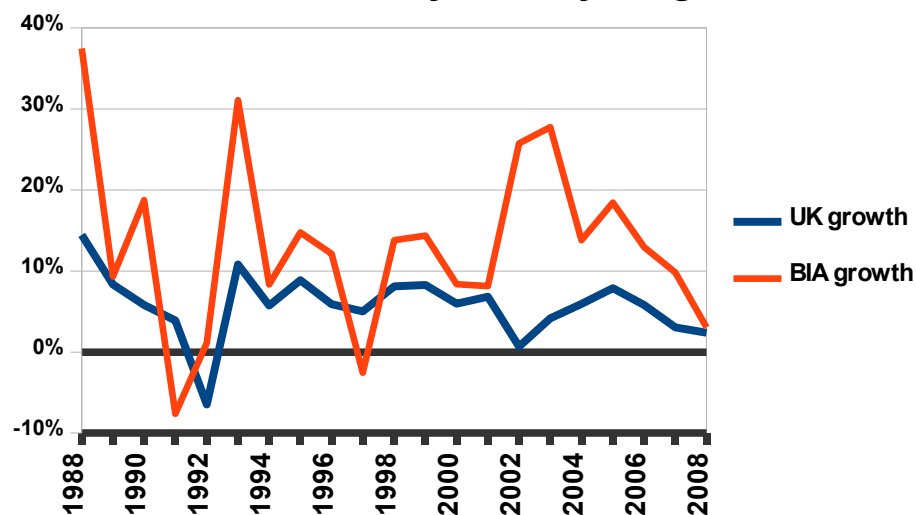
History - 1

- Dominated by scheduled no-frills flights
- Growth rate dropping for 6 years
- Yet BIA wants 10 million passengers in 2016

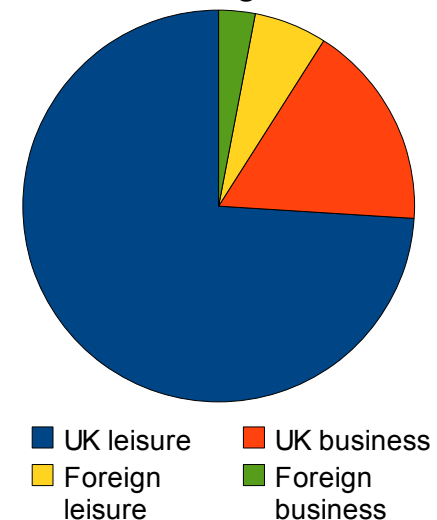
BIA passengers



UK and Bristol year on year growths

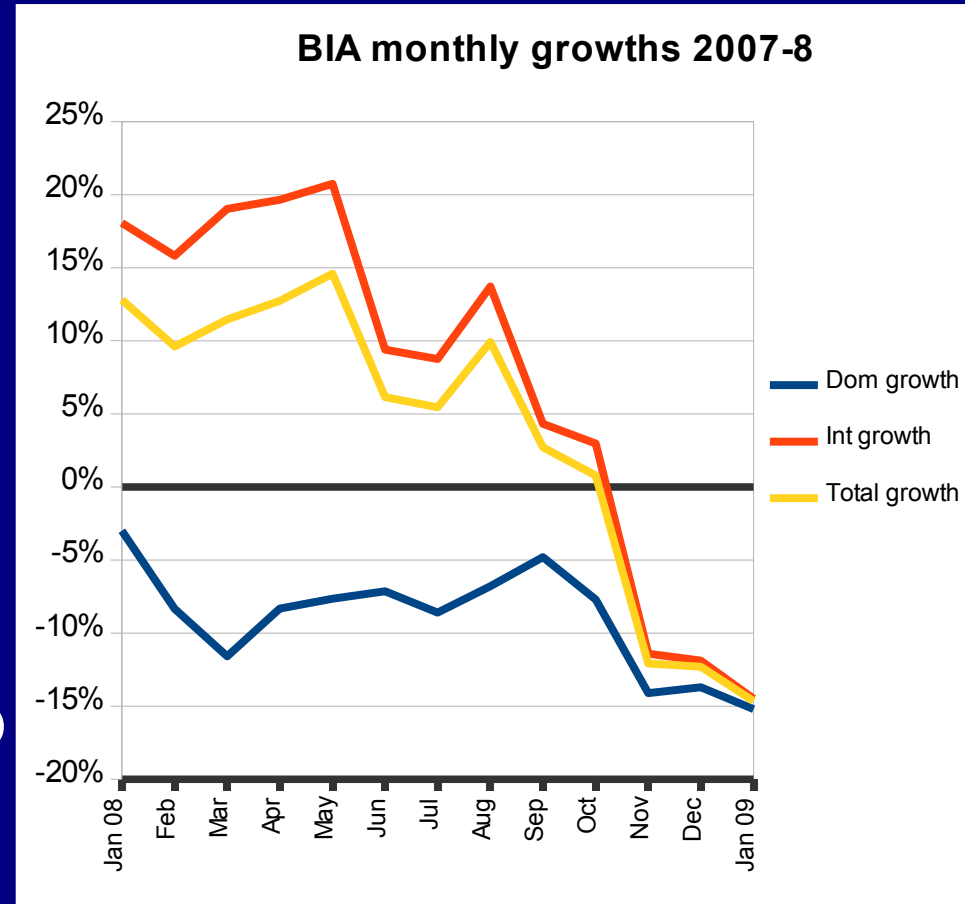


BIA 2003 Passenger breakdown



History - recent

- Credit crunch and exchange rate have reduced growth rate and numbers rapidly
- No sign of a recovery
- Weak pound reduces overall passengers so **no need to expand**

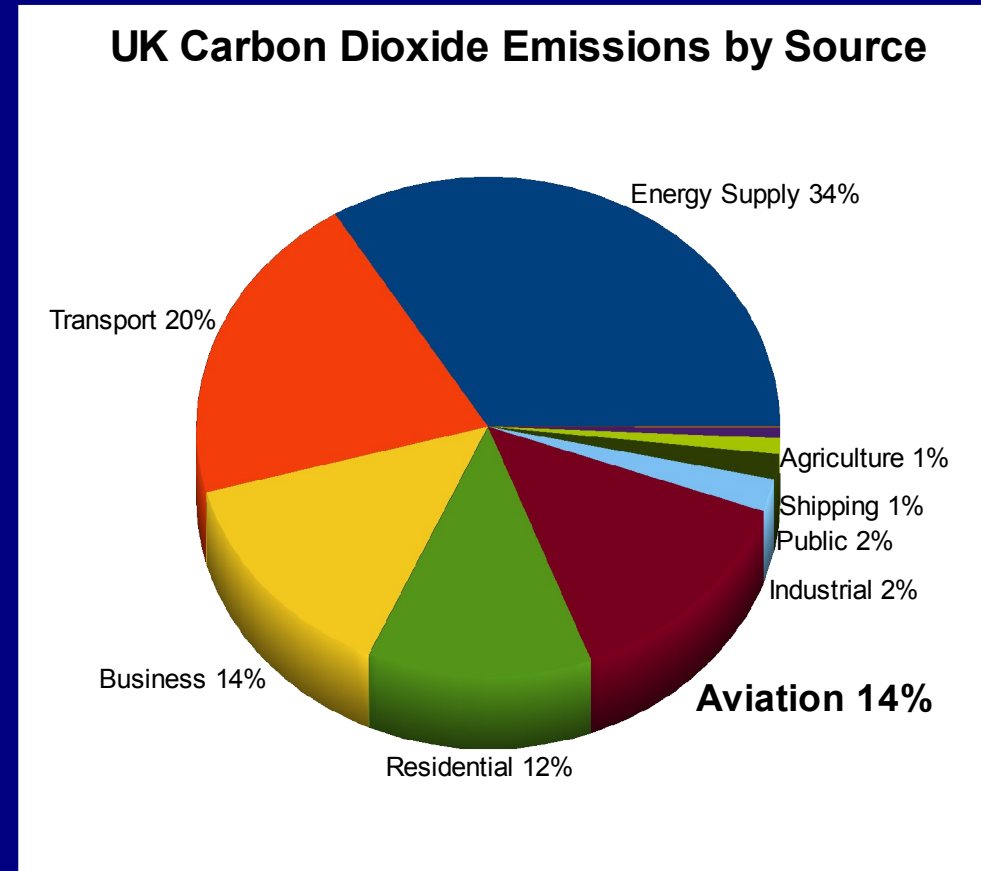


Climate Change - 1

Aviation 14% of UK
climate impact

Climate Change Act
requires total to be cut by
80%

But White Paper expects
aviation to grow by 250%



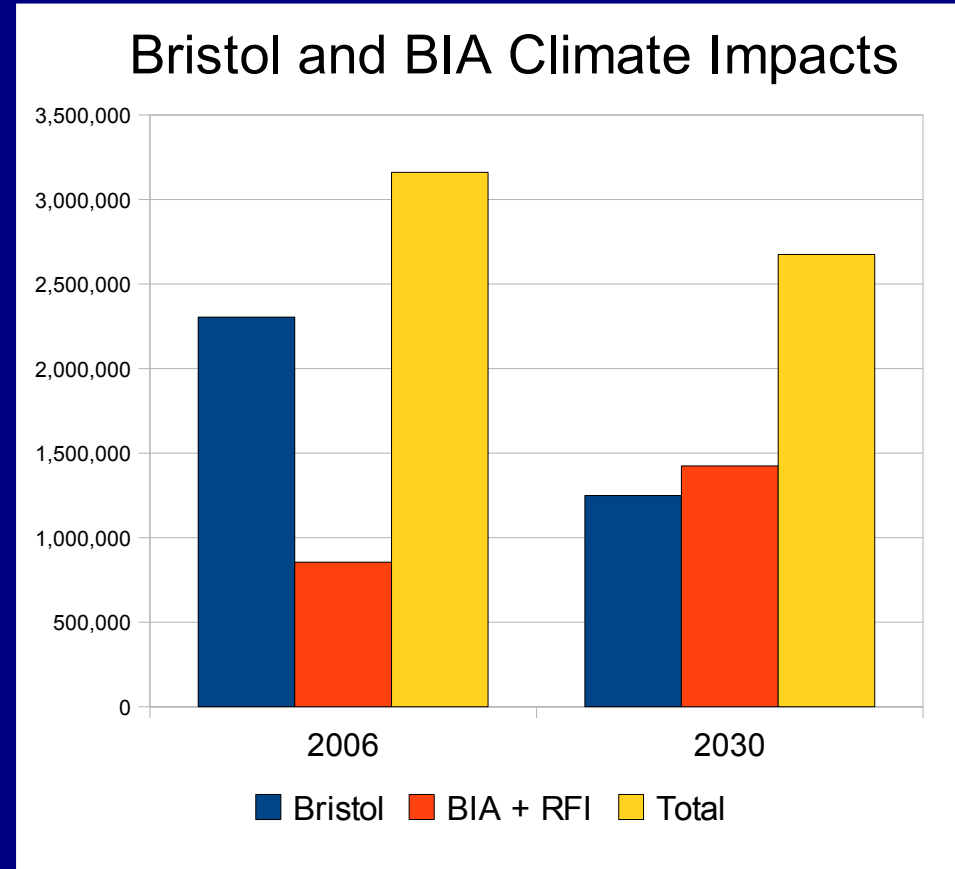
**Allowing expansion makes emissions cuts
almost impossible**

Emissions in Context

Allowing airports to expand puts more pressure on other industries

By 2050, almost all UK emissions could be from aviation

Expanding BIA cancels out savings in Bristol



CLIMATE CHANGE - 2

- BIA growth in emissions would have same impact as doubling road transport in Bristol
- Expansion increases total flights – not just diverting them from more distant airports
- ETS unlikely to compensate for growing emissions – **where would other cuts occur?**

Climate Change - solutions?

- Reductions through improved planes $\sim 1\%$ per year
- Does not cancel out 6% per year growth in passengers
- Biofuels unlikely to make significant impact
- Urgent action required to cut emissions
- **Only sensible course of action is not to increase aviation emissions, rather than gamble on reducing them radically in future**

Economics - Jobs

- Currently 440 jobs per million passengers, but will trend to 100 for each extra million
- Only 14 extra jobs in 2007 for 168,000 extra passengers
- Walkway, online check-in, less hold luggage, shorter time in terminal all lead to less jobs on the ground
- Very few indirect jobs as supply chains outside the region.
- **Expansion might create only 500 jobs**

Economics – wider effects

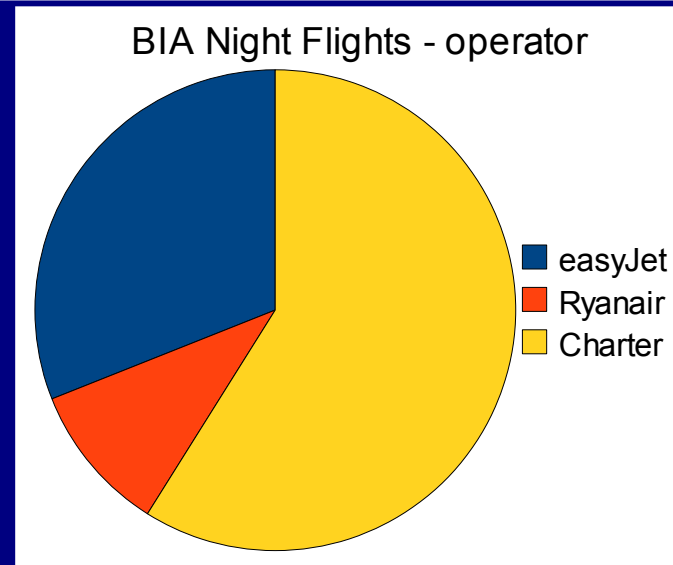
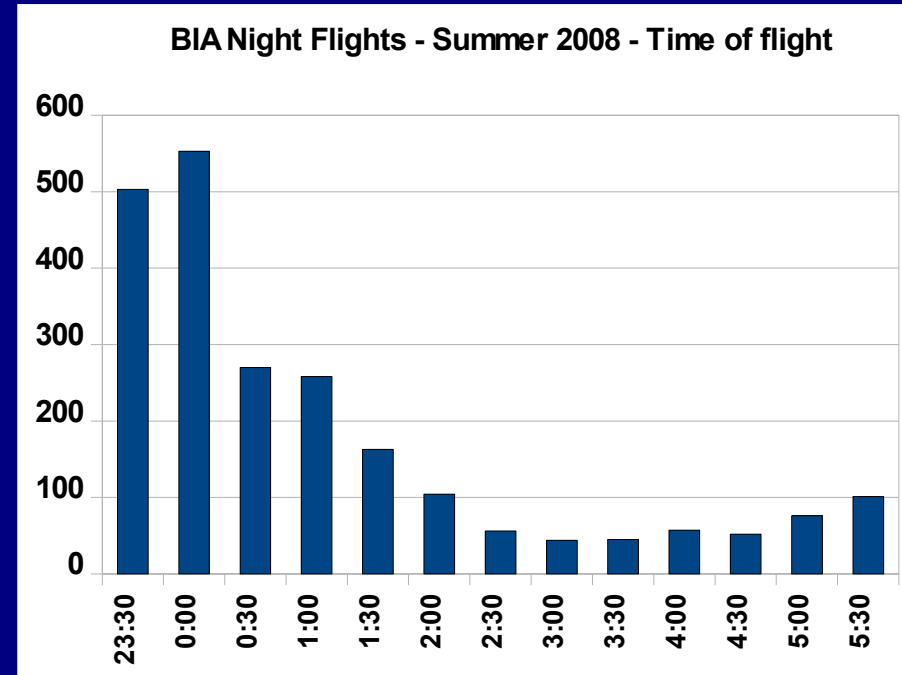
- **6 to 10** times as many UK outbound leisure visitors as foreign inbound leads to tourism deficit
- In 2008, UK deficit due to BIA was around **£700m**
- Likely to have caused loss of 14,000 jobs in UK
- Much of this lost from SW region
- Drop in passengers has coincided with **higher** visitor numbers at SW attractions
- **Expansion is bad for UK tourism!**

Economics – business, tax etc

- Business passengers a shrinking fraction, and likely to move more to video conferencing and aiming to reduce emissions
- Business can reach all destinations through hubs – most benefit already realised
- No link between high-growth businesses and flying (SWRDA)
- No duty or VAT on fuel or tickets - £9bn subsidy
- BIA pays no corporation tax

Noise

- 2300 night flights in Summer 2008 – 11 per night, max 25 flights
- No break in the night
- Many scheduled and likely to grow
- Noise quota **useless** at constraining flights
- Noise impacts health, safety and learning

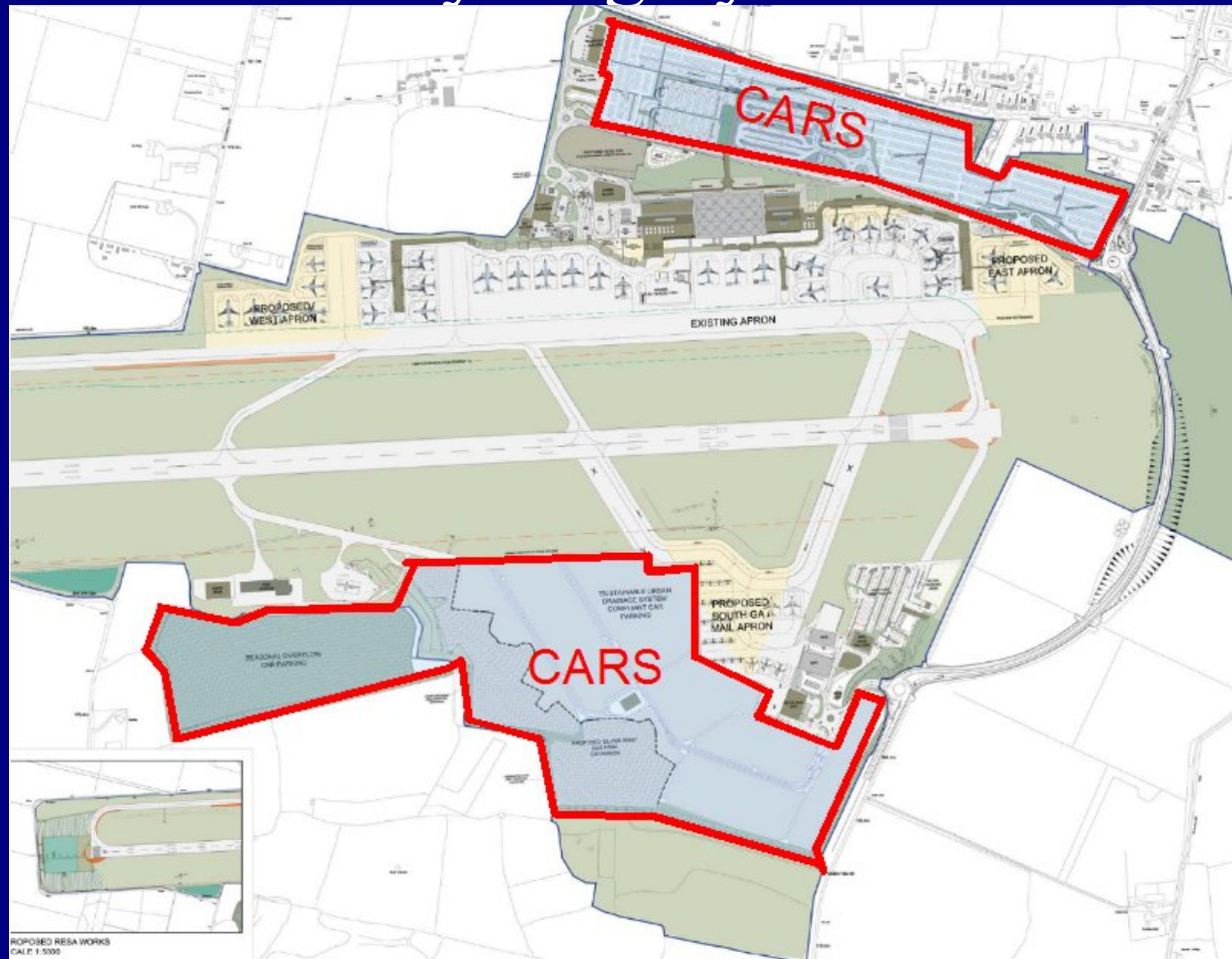


Traffic

- 93% of passengers arrive by car, and 121 bus service may now be lost
- 60% of BIA revenue from parking and retail
- Surface access emissions tiny compared with flights
- White Paper states airport operator should pay for all improvements, yet BIA offer only “contribution”
- If achieved 85% by car, still adds 2.3m car journeys per year, often through villages
- BIA-BRT will not happen before 2016 and could take £50m from regional funding

Greenbelt

- Expansion will increase permanent parking area within greenbelt
- Parking, terminal and walkways highly visible
- Green roof now notional
- Large multi-stories added
- Hotel takes up space causing expansion to South



Conclusion

- Expansion of BIA would be highly damaging to the environment
- Claims of job creation exaggerated
- Loses more jobs than it creates
- Current impacts have not been mitigated
- Expansion is not needed for the success of the region
- **BIA is big enough and should aim to be economically and environmentally sustainable without further expansion**