

# **Stakeholder Assessment on Aviation in the UK**

**Workshop 1 - Transcript  
Wednesday 30 January 2008**

**York Room, New Connaught Rooms, 61-65 Great Queen St, London WC2B 5DA**

## **1. Welcome**

*Harriet Festing from SDC and Simon Retallack from IPPR welcomed participants to the day and the facilitators of the process (Dialogue by Design).*

*Pippa Hyam, lead facilitator, introduced the day and timings, including purpose, agenda and ground rules.*

### **1.1 Purpose**

- To map main areas of agreement and disagreement around aviation.
- To explore the needs of future dialogue on aviation.

### **1.2 Agenda**

Welcome and introductions

1. Scoping topics for future discussion

Lunch

2. Reviewing results  
Information needs  
Next steps

4.30 End

## 1.3 Ground rules

- Transparency
- Recording
- Non-attribution
- UK-wide / not situation specific.
- Use of results.
- Mobiles

## 2. Issues map by Government department

*Participants were encouraged to add comments and observations to the 'Issues Map by Government Department' that was displayed throughout the workshop.*

### 2.1 Comments and Observations

Foreign and Commonwealth Office

- Surprised that there is no mention of benefit of UK citizens travelling to see other cultures.

Department for Culture, Media and Sport

- As sponsoring department for tourism there is no mention of the benefits outbound tourism brings to communities and economies overseas. Oversight?

## 3. Scoping future dialogue

***Five issue headings were posed to the participants:***

- *Climate change.*
- *Community wellbeing.*
- *Economy*
- *Freedom and mobility.*
- *Infrastructure*

***Plenary comments***

- Need to consider technology and innovation.
- Mitigation strategies too as it is more general.
- Technology and Innovation broader than mitigation... also planning process and development of the future for UK plc.
- Is our scope today just UK plc? = main focus as purpose is advice to UK Government, but included our impact on other countries.

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The following questions were posed to each of the groups:

- What aspects of this issue are relatively easy to discuss because there is some agreement among stakeholders?
- On what aspects of this issue is opinion currently most polarised?

As the different groups visited this station they built on previous groups comments. However, once they left the station they did not return to review subsequent groups' comments and the following division should not therefore be taken to represent clear consensus.

NB – related to aviation, remember UK-wide and mitigation measures (technology and innovation).

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## 3.2 Climate Change

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The text below indicates which aspects were generally felt to be relatively easier or more difficult to take forward, as well as those where views differed within a group or subsequent groups challenged earlier groups. Comments in brackets and italics are notes for clarification from the facilitator.

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### **Easier**

- Broader knowledge and acceptance of the science of climate change (*with a proviso that it was unlikely and probably unnecessary to achieve 100% agreement among scientists or 100% acceptance by society*)
- Broader acceptance of the need for action on climate change – as a principle (*see later comments on the difficulties of agreeing which actions*)
- Linked to this, acceptance of the decarbonisation principle and the implication of reducing fuel use (*this was seen by some as a good starting point for further discussion*)
- Education (*in relation to aviation and climate change*) – industry and government are nervous at what people are being told. If clarity and accuracy can be achieved, education should be possible (links to metrics) (*see below*)
- Clarity on the relationship between the 2% global emissions figure and those used in carbon contribution/offsetting figures for individual flights
- Recognition of the need for politically sustainable solutions i.e. long term, consistent, integrated across policy areas and with cross party support
- Agreement on the need for clarity on long term policy, as a minimum requirement at UK and European level, and, ideally, at a global level (e.g. on emissions trading and offsetting)
- Linked to this, agreement that the UK should push the argument at the European level, and specific mention of pushing for aviation and maritime transport to be included in the post 2012 framework
- Agreement that emissions trading is a part of the solution (*see comments below about not being the whole solution*)

- Agreement to looking at the whole of the aviation system, not just flights (*links to comments below on scenarios/projections*)
- Specific areas were highlighted where CO2 reduction could be relatively easily achieved: alternative modes and methods (e.g. shifts to train travel, increased use of video conferencing); technological developments e.g. in aircraft efficiency ; energy efficiency at airports; integration of transport systems e.g. high speed rail to airports

### **More difficult**

*The issue of **data** was of interest to all groups, with general agreement that it should always be improved. Some felt that agreeing a **standard metric** to apply to aviation and other industries/sectors (to allow comparisons to be made more accurately) was a vital starting point and precursor to all other discussions. Others considered this an ever evolving area which should not delay action, which in their views urgently needed and possible to decide on with reference to general direction and priorities. The following specific points were raised:*

- How to make comparisons within the whole picture i.e. the lifecycle of products and activities
- Decarbonisation rate - should be looked at not just in aviation but across all transport modes e.g. shift to high speed trains.
- Agreement on the science of the non CO2 elements of climate change would be more difficult than on CO2
- Radiative forcing (comparing 'in the sky' with 'on the ground' emissions) - questions to address include : what is the right index to use; what figures exist and how are they used ; what are the projections; and what are the impacts in other non aviation fields. Some work is already underway on this issue.
- Clarity on aviation emissions profiles - an area of significant disagreement, where it may be difficult to get industry to divulge information, and which may need to be addressed internationally, perhaps by the IPPC.
- Whether to move from generic carbon metrics to a per company / per plane basis.
- The need for more clarity on contrails

*How to make/use **projections and scenarios** and getting agreement on **which actions** to take were generally seen to be particularly difficult areas, involving a complex range of trade offs. The following specific points were raised:*

- Scenarios are based on aspirations, using targets and creating the conditions to enable them to be reached – this is different from 'business as usual' projections
- Projections may relate to science and technology improvements (both in aviation and in alternatives e.g. teleconferencing), demand forecasting, or comparisons with what is happening elsewhere in the economy
- Policy direction makes the Government's projections self fulfilling so there is a need to revise the 2003 White Paper
- Trade offs: where, in terms of sector and measures, to spend public money to maximise CO2 emissions reduction (e.g. aviation or cement); assessing the trade offs between reducing Co2 and other greenhouse gas emissions; understanding the wider impacts of decisions (e.g. on economies of developing countries) and assessing how to value/mitigate these; the need for clarity on trade offs between policy conflicts e.g. between noise, air pollution, economic sustainability and climate change objectives

- 'Easy wins' are likely to be easier to get agreement to than those that bring (perceived or real) disadvantages. *(Some felt that this was a reason to start with these to build support/momentum. Others disagreed, wanting a strategic approach which identified what actions are needed to achieve the goals.)*
- Policy instruments for demand management – agreeing which ones to use e.g. fiscal (taxes and charges), regulation and restricting airport development; their relative cost benefits and likely impacts; lessons from other transport areas e.g. bus, train and road users.
- Limit setting – there may be a need for a judgement process e.g. to consider limits for all transport modes
- Emissions trading – the extent to which it is part/whole solution; how to divide up the credits; the credibility of the scheme
- Offsetting – agreement on how to calculate and on standards; sop or solution; appear easy because voluntary but not working well currently
- Hypothecation of 'environmental' taxes (e.g. fuel tax) and the need for transparency (airport tax seems to be one that customers are happy to pay)
- Financial incentives to encourage airlines to update /replace aircraft more frequently (and thus increase efficiency incrementally)
- Reductions through better routing – not easy because otherwise Governments and aircraft companies would be doing better on this *(although some disagreed, seeing this as a relatively easy area for improvement)*
- Adapting to climate change will also be important – need to look at this too in relation to aviation

*Participants identified a range of **questions to address** :*

- What proportion does aviation contribute? What should the responsibility of aviation be? What should its contribution be? What is it fair to compare it with? *(Groups disagreed on whether these were difficult areas to address)*
- Is it possible for the UK to meet its CO2 reduction targets if aviation continues to grow? Should the aviation industry and/or its emissions be constrained to address climate change? Links to the emissions trading discussion, but also to the question of what to do with extra capacity i.e. use it to reduce emissions (e.g. reducing waiting times before landing) or to grow the industry?
- 'Necessity versus discretion' in relating both to travel and to the mode of travel (e.g. alternatives to air travel are limited in certain remote parts of the UK). Who can make decisions (e.g. individuals, communities, companies, government) and how does policy etc influence these e.g. by raising costs/subsidies?
- How to address the need for burden sharing between airlines and passengers
- Profit margins – aviation industry (defined here as the airlines) doesn't have coffers to pay for emissions so passengers will have to

**Other issues**

- The role of the UK came up repeatedly. Some felt that the UK should take a lead as a matter of principle and because others will only follow if someone leads, especially when they can adopt already tried and tested solutions. Other felt the UK should only lead on easy wins and that joint international action was need on 'hair shirt' solutions. It

was suggested that SDC could take a role in the UK driving faster improvement in plane efficiency standards.

- How to treat uncertainty about science was raised as a policy issue, with some discussion about the need for Government to give consistent messages and/or explain what different assumptions (e.g. about radiative forcing) can apply in different circumstances without undermining key messages.
- It was suggested that more work was needed to present scientific uncertainty in ways that lay people could understand. This linked into the discussion on education and the need for open and frank dialogue with the public. There were mixed views about whether Government or some independent body would be more trusted as a source of information and what the key messages should be i.e. what would this mean other than that flying is a 'bad thing' to feel guilty about?

## 3.2 Community Wellbeing

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*On the whole aspects were just mapped, due to difficulty in agreeing what aspects were relatively easy to discuss and what aspects were harder*

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### **General Points about Community Well-being**

How do we define the community?

- How is community defined and who is impacted / geography
- Community engagement is key – need to carefully define local, distant, all have interests
- Don't forget communities in other countries (positive and negative impacts), including communities impacted by climate change
- Impacts can go beyond one community and impact others; displacement issue

Defining and measuring community well-being

- How do we measure community well being e.g. use of surveys
- Emphasis placed on impact on people's quality of life; how do we define quality?
- Defining community well being is subjective; surveys one way

Balance between local and national opinions and interests

- Value put on different opinions - national, local and differences within communities
- Is the balance right between local and national interests?
- What is the community's capacity to influence policy?
- Government's role in this?
- Are we talking about business as usual or less flying? Then think about national interests and local interests
- How is national interest defined?
- Issues relating to national policy process
- People want to fly but how do we make it quieter etc
- People can think at both levels
- Conditionality in which people in community make decisions – what are the conditions

- Challenge of national debate versus local debate - issues will be harder or easier to discuss at different levels

#### Different values towards aviation

- There are differing values placed on aviation
- Some people will be for it and others against it, some OK and some not
- Some communities will identify with it
- Values of local authorities vary across the country

### ***Mapping aspects of the Community Wellbeing issue***

#### Direct employment (easier)

#### Indirect employment and the local economy (harder)

- Needs to be considered at international level too

#### Provision of (life-line) services to remote locations (easier)

#### Improved connectivity

#### Mitigation Measures

- Operational
- Technical

#### Air quality

- Meeting limits (easier)
- How to achieve
- How it is attributed to different sectors, doesn't only relate to aircraft

#### Surface Access

- Improved public transport (local and beyond airport)
- Subject to capacity
- Integrated transport hub

#### Land-use planning

- Points were made about land-use policy included use zoning (and application to new and existing airport developments), implications of development, including green space, conflicting policy relating to housing and airports.
- mitigation measures such as house developments/improvements e.g. noise insulation
- positive and negative impacts of using airports as retail outlets

#### Planning Gain

- Points were made about planning gain versus no development, new green spaces and who benefits from them

#### Land-take

- Loss of green space, natural habitats, historic environment

Water quality/ biodiversity/ nitrogen deposition

Noise – aircraft

- Technical Improvements have been made by aviation industry to aircraft noise (easier)
- Numbers, volumes, night-flights, freight flights (harder)

Noise – aircraft footprint away from airports e.g. tranquillity impact, levels of background noise

Noise – traffic / ground-side

Noise – siting new airports/ runways

Noise – how we measure it (difficult)

- Aircraft in particular
- Measuring local noise
- Measuring noise in over flight areas / remote areas
- Subjective – levels of disturbance to high or low levels varies – it is how people feel

Traffic congestion / network congestion (difficult)

Property prices and blight

Health impacts

- Pollution
- Noise
- Schools, sleep patterns etc
- Infectious disease from international travel – challenge whether / how much of issue
- Impact between unemployment and mental health

Safety

- Concerns about accidents, toilet waste / blue ice
- UK aviation industry has good safety record

Light impact from aircraft and airports

House developments/improvements – mitigations measures

Aircraft developments and policy

- Trade offs with regard to air quality, noise and climate impacts
- Ask community about trade off, but be careful
- Can aircraft be made quieter and more efficient? Difficult to do both, but they are starting to. How long will it take for this to be implemented? When will benefits be felt? It can take a number of years. Aircraft lifecycle analysis.

Carbon/ eco foot print of airports

### 3.3 Economy

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*The participants found it difficult see any of the aspects of the economy as easy/difficult. Rather all are difficult. The group then looked at some of the aspects and considered how a productive conversation might start.*

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#### **Technological Innovation could be good for the economy. High skills, high spill over.**

- Understanding industry and what it has done what it is planning and its commitments? It would be of value to hear information on levels of R&D in the UK showing it is currently low and could therefore be perceived as an economic barrier.
- Don't just start from the supply side; we also need to understand the demand side.
- Take care to avoid the conversation becoming predict and provide by including environmental capacity in the debate.
- Need to be able to compare with other industries.
- Recognise the need for technological innovation to ensure that aviation is as environmentally efficient as possible → but need to be able to discuss technological developments without having to support the idea that that technological innovation will inevitably mean growth.

#### **Impact of aviation on UK regions**

- Start by listing issues
- Some people's positives are other people's negatives
- Consider the opportunity costs
- Consider different solutions for different aspects of debate (i.e. there may be solutions to regional development issues that contradict other solutions to aviation problems)
- Need to gather facts and figures; (including timescales, product lifecycles etc.) also need to agree facts and key performance indicators so that the discussion can focus on the implications of the facts and value judgements.

#### **Maximum choice over mobility choices is good for the economy**

- Definition of 'economy'
- What are the economic measures?
- International political and economic dimension

All this leads to having to ask the question – **What is economic benefit (of aviation)?**

- To whom?
- What are the measures of economic success?
- Who defines these?
- What are the disbenefits?

#### **There is intrinsic value to the economy of aviation in terms of employment and mobility.**

- It should be easy to have a conversation about this because there is lots of data, facts and figures to quantify economic impacts and initiate a discussion
- But there is lots of dispute over the figures

- Its not possible to have this conversation in isolation
- Have to be able to balance tradeoffs

A better starting point might be to look at the implications of alternatives to aviation that will achieve our economic and social etc outcomes.

### **Trade and sourcing**

- Is the free movement of goods a good thing?
- Different scenarios lead to different externalities
- Need to look at the role of aviation as part of international freight (ie only 5% is undertaken by air) so focus on what is coming in by air
- Possible opportunity to discuss the aero-political framework which if reformed could make it more sustainable

It all comes back to demand side

### **How do we pay for the externalities?**

- Via what tools, trading, charges, regulation, rationing or a mixture of these,
- Also need to look at the flip side of externalities , value for fliers (network/connectivity etc)
- Evaluating the externalities and quality of costs
- What externalities are we talking about?
- Needs to be a comparison between externalities of aviation and forms of mobility
- The income from charging for externalities must have positive environmental impacts
- Knowing all the externalities will not solve all the problems
- Need to understand better the role APD. Is it a green tax?
- There is a mismatch of views because CO2 is not the only externality
- There has not been good communication till now on the work of externalities, a lot of airlines are starting to be more proactive
- Talking about this leads to a fears that it is simply a justification for growth
- There are some things for competition reasons that the industry are not allowed to discuss with each other

### **Demand side**

- Taking the opportunity to work through and discuss internal divisions
- What positions should be framed around demand
- Passenger demand and increase in air movements / fuel burn
- What investment is needed to create shift in demand
- Comparing alternative – how do you do this?
- The aviation industry and the sector it serves are global
- Capturing economic benefits and implications

*Issues that were raised but were not discussed in detail*

- Are the benefits unique to aviation?
- Air freight alternatives eg road
- Facilitation of inward investment

- Outbound tourism
- Inbound tourism
- Will in the future aviation be economically viable (fuel costs etc)
- Perceived subsidy over other forms of transport
- Impact of climate change on the economy
- Long term policy issues that relate to migration etc, impact that aviation has on this

### 3.4 Freedom and mobility

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*This carousel station addressed the difficult political, philosophical and ethical issues that underlie aviation. The relatively small number of comments reflects the nature of the discussions. The facilitator's additions [in square brackets] are intended to clarify the verbatim notes.*

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#### **Which aspects of these issues are relatively easy to discuss because there is some agreement among stakeholders?**

- Aspiration to mobility: mobility is not an end in itself - it is what it enables people to do *[when they arrive]*
- Discussion of philosophical issues in terms of *[how they affect]* government policy needs to take place in the international context *[the international nature of much air travel means that it cannot logically be discussed purely in the context of a single nation's actions].*
- Mobility has to be discussed in wider context of quality of life and in short and long terms.
- We in the present have a responsibility for the welfare of people in the future.
- People should pay for their externalities however they travel and whatever they do. *[While the principle behind this was generally but not universally supported, some participants felt that people already pay for some externalities through the tax system].*
- People should be informed and steered *[by government]* to make good choices about mobility.
- Technology can substitute for some travel may be 20-25%. *[This figure was questioned by some participants].*
- Example of employer who allows extra holiday time if staff travel sustainably. *[E.g. to allow for the extra time required for travel by train.]*

### **On which aspects of these issues is opinion currently most polarized?**

- What constitutes the 'need' to fly? Data on why people fly would be useful - need to distinguish between 'need' and 'want'.
- Economic need for mobility and social and cultural benefits.
- People in the UK have many overseas links – need to take this data into account when assessing the meaning of freedom and mobility.
- The legitimacy of domestic air travel [*i.e. when there are alternatives*].
- [*The need for...*]distinguishing between legitimate and less legitimate reasons to fly.
- The circumstances that legitimise mobility [*e.g. having family overseas*].

*[The word 'legitimate' was controversial for some participants because of its overtone of 'legal'. 'Moral' or 'ethical' was suggested as a possible alternative.]*

- Where is the right balance between freedom to fly and freedom from its impacts? [*This question encapsulated much of the philosophical debate.*]
- Aviation should not be singled out in terms of its externalities.
- How you price externalities. [*This was a controversial point: it seems there is little agreement over the accuracy of the basic information that would enable constructive dialogue.*]
- Government's responsibility is to manage the transport network overall and influence behavioural choices indirectly through pricing and availability.
- What is the proper role of government in terms of influencing choices about mobility?
- How much should government intervene in the free market to influence aviation – if at all?

## **3.5 Infrastructure**

### **A) Easy to discuss**

- The need for airports.
  - **UK's role in international hub / global economy**
- **Public service access / improvement – integrated transport**
  - People / environment and behaviours.
    - Not road transport and funding of transport (limited pot and allocation).
    - Affordability and who pays for infrastructure.
    - Infrastructure and who pays?

- **Better utilization of existing infrastructure – all modes**
  - Where growth or capacity is focused (may be useful info sharing) – regional or central.
- Terminal passenger facilities.
- **Alternatives to travel and how relates to infrastructure capacity (e.g. video conferencing) (small scale)**
  - Alternative modes of travel and infrastructure needs.
  - How alternatives impact on future demand.
  - How different modes of doing business impact on demand.
- Materials used to build airports – timber as product substitution.
  - Heating and power provision.
- Implications of security – including aviation fuel supplies.
- Fuel supply – aviation less opportunity for substitution for the future.
  - risk?
  - Unlike rail?
- Air traffic management improvement.
  - System issue across Europe.
  - Difficult politically.
- Infrastructure and space for aircraft building and servicing.
- Using airport for different activities.
  - E.g. space used for other functions / library etc.
- Essential services to remote communities (that may not be justified by market alone).

## ***B) Opinion most polarized***

- **Growth - in capacity for infrastructure. Yes or no?**
  - How / if growth determined, where?
    - Market forces.
    - Regulated by Government.
    - Other regulation – e.g. CAA.
  - If aviation increased
    - Greater need for infrastructure to be increased.
  - Constraints / growth in particular aspects.
    - E.g. leisure, business travel problems.
    - Private aviation.
  - More mobility growth / overall in all forms or capacity growth.
    - Demand management.
  - By increasing capacity increase travel?
    - Does it create more demand?
  - Aircraft / efficiency / airport land use.
  - Modelling to accommodate all needs.
    - including local authority / community.
    - Funding.
    - Including non-aviation.
  - Growth – infrastructure to meet any demand or capacity?
    - Build more infrastructure and demand will increase to meet.
  - Airport taxis / privately chartered aircraft

- Do we want to encourage?
  - Modelling different constraints
    - E.g. carbon limits and impact on infrastructure.
- **Pricing – market mechanisms to make it cheaper to go by train.**
  - Pricing mechanisms.
    - Policy tools to help make modal choices.
  - Relative value of aviation infrastructure and subsidy. Clarity on subsidies and other modes.
  - How aviation infrastructure is provided – private / public – who owns it, how controlled.
  - Market pricing – and therefore impact on infrastructure.
- **National vision**
  - **What is the national aspiration for integrated transport in the UK? (in both)**
- **Environmental impact**
  - Cumulative impacts of different infrastructures so can view holistically.
  - Environmental impact of infrastructure and land take.
  - Impact of different modes – e.g. high speed rail.
  - Freight impacts and use of ports and impacts of that.
  - Timing of infrastructure provision – i.e. does it get built only when reach target or proceed.
- **Social justice** issues related to airport growth (e.g. socio-economic benefits (job)) and disbenefits.
- Planning and provision of infrastructure.
  - Regional and central.
  - Where airports are located.
    - Freight / passenger.
    - Urban / non-urban.
- How you apply Cost Benefit Analysis (e.g. value of time) to aviation.
  - Foot-printing for infrastructure and in use.
    - Valid debate and comparison to other modes infrastructure needs.

### **Comments**

- Shouldn't lose sight of relevance of freight and private aviation / jets (in context) of wider aviation industry.
- Most fruitful to start with conversation on public service access improvement – however the crux is discussion on growth – how much / if and what (including modes and alternatives).
- What is the long term view on travel (rather than predict and provide).
  - Long term vision and how meet via modes.
- What happens post 2030 White Paper actions – what is the capacity? Is that enough? For infrastructure the long term holistic view necessary because of lead times and integrated.
- Myth-busting on how much airport expansion really needed, as opposed to what may be alluded to.

### National aspiration for integrated transport

- Given international dimensions is this difficult? Need to take on board.

- Should there be caps in any mode capacity.
- Hub and spoke vs. direct routing.
- Regional vs. national capacity and where deliver.
- National – needs to encompass European view / vision of transport.

Infrastructure decisions in national vision.

- Need to understand mobility and demand into the future.
  - How government makes decisions / influences demand.
    - Interventions to help shift modes.
    - Demand management needs to look at Europe context.
- Map of national vision, to put local impact in context. Understanding of all modes infrastructure needs and pricing to reflect 'best' mode.

## 4. Review of Results

### ***Observations on Carousel Session***

- Freight and private general aviation may be missing areas.
- Climate change – agreement a key issue / appeared in all groups and action necessary – somewhat surprised!
- Point also made that aviation should not be singled out – should pay it's way.
- Whilst may be agreement here, don't make assumption it continues outside of this room.
- Responsibility for externalities – surprised at consensus on that especially as changes / impacts could be quite significant.

### ***Possible themes to start a conversation***

- Scope – needs to appreciate take off and landing overseas. Can't be seen in isolation.
    - Accept aviation international industry, but as long as SDC see recommendations to government in that frame OK.
    - Economic benefits but also downsides overseas (e.g. change).
    - But there are interventions relevant only to a UK context –e.g. modes relevant to particular parts of UK.
  - Climate change and future emissions profile
  - Fiscal measures, taxes, regulation – UK, European, International externalities.
  - Scenario of aviation – where want to get to / aviation in relation to other modes. (link with climate change and future... )
    - In a low carbon economy / scenario
    - In our transport network.
- [Note: who are the most appropriate stakeholders for topic]
- Role of social responsibility in terms of business and local communities.
  - Understanding of conditions in place to have conversation on infrastructure with communities.
  - Way economic benefits assessed – how done better.
    - What included.

- Role of government / White Paper and policies re. aviation and other modes of transport.
  - National statement and local communities engagement.
- Environmental limits and how translated in regulation / legislation.
  - Noise / climate change etc. and trade-offs e.g. more remote areas / fuel use.
- How to embrace community benefit / democratic deficit.
- Incentives to enable aviation to become sustainable.
  - Both positive and regulatory.
- Solutions that are going to work / practical recognition.
  - Demand management that is sellable to government, industry and consumers.
    - Both current and future generations.
- Understanding of constraints of aviation industry (info. needed).
- Understanding dilemmas / tensions regarding aviation.
- Levers and motivators / strategies for customers to change behaviours.
- How mature is the knowledge base to have this dialogue (info. needed).

## 5. Reviewing information needs

### ***Information needs***

- Agreed form of metrics.
- Hear from industry about constraints it operates under in terms of moving towards solutions [How it works]
- How mature is our knowledge base?
  - Up to having this dialogue?

### ***Task: Pick 2 issues and then discuss***

- For a discussion to be had on this topic who do we need to be there? / types of stakeholders.
- What further information / research data needs to be in place to progress that discussion.

### Themes Summary

Number of tables	Theme	Symbols to show overlap
	Climate change and future emissions profile	
	Fiscal measures	?
9	Future scenarios and metrics for aviation. (Carbon) and incentives / and projections for climate change.	X O *
	Social responsibility	
3	Assessment of economic benefit	?
	Environmental limits	*
1	Incentives for sustainability	? O
3	Sellable solutions / influencing MPs, demand management and fiscal measures	X
	Levers and motivators for change	
2	Conditions for the community infrastructure conversation and social responsibility	

### Scenarios

- Stakeholders
  - Domestic tourism interests
  - People involved in integrated transport / other modes
  - Trade unions
  - Climate scientists
  - Politicians and regulators
  - Everyone!
  - Airline industry
  - Economists
  - User groups / passenger groups
  - Tyndall Centre
  - Foreign airlines
  - Freight / regional airlines
  - Future technology experts
    - E.g. engineers, manufacturers
  - (Further down line) public
  - Maybe first bring together small, more technical group and then bring in wider stakeholders... if focused on climate change / emissions profile
  - Agreeing criteria for carbon work needs wider input
  - Two possible approaches
    - Ideal target.
    - Number of possible scenarios and ways to deal with them
- Data
  - Difficult for stakeholder group to act as experts, but could look at simple top line data which could help assess scenarios.
  - Very important to frame the terms of reference.
  - Data will have uncertainties – need to have clear recognition of this.
  - Important to get examples from elsewhere to feed into discussion e.g. high speed train links to airports.

- Pros and cons of each aspect must be considered e.g. bio-fuel only good if from sustainable source.

#### *Incentives / sellable solutions / levers and motivators*

- A need to know what contribution of aviation is and compared to other sectors, also standard and alternative indicators.
- A holistic understanding of the industry must be starting point (same as for scenario discussion).
- Data on cost of abatement (figures do exist – need to make sure presented at right level not too much detail).
- Impact studies (including unwanted impacts) would be vital.
- More profiling of customers and freight (e.g. elasticity)
  - This may be difficult and should be done in stages.
- Info on pros / cons of various incentives / instruments and also
  - How to value things which have no financial value.

## **6. Review and next steps**

### ***Concluding comments***

- Value in this process, good for it to continue.

### ***Next steps***

- Make sure February 28<sup>th</sup> in your diary.
- The next steps will be defined at that meeting!

# Stakeholder Assessment of Aviation in the UK

Attendance List - 30 January 2008

PopID	Title	First Name	Surname	Organisation
47726		Nathaniel	Anderson	Highlands & Islands Airports Ltd
48604	Mr	Philip	Andrews	Defra
48925	Ms	Rachel	Bainbridge	Home Office General Property
48601	Mr	Mallen	Baker	Business in the Community
48780		Tony	Berkeley	Rail Freight Group
48704	Ms	Helen	Bray	Shell
48859		Doreen	Brown	Department for Regional Development Northern Ireland (DRD)
48875	Dr	Gavin	Bunting	Sustainable Development Commission (SDC) - Wales
47545		Martin	Capstick	Department for Transport (DfT)
48679	Mr	Graham	Catt	Department for Culture Media and Sport (DCMS)
48867		Danielle	Chapman	TUI UK
48843		Andrew	Cooper	Federation of Tour Operators
48782	Ms	Kathleen	Covill	Natural England
48869		Chris	Crean	Friends of the Earth
48927	Mr	Geoff	Dawe	English Heritage
48857		Andy	Deacon	Greater London Authority (GLA)
48668		Joel	Derbyshire	Teliris
48047		Mark	Donnelly	Department for Children, Families and Schools (DCFS)
48884		Richard	Dyer	Friends of the Earth
48865	Mr	Tom	Eddy	Royal Commission on Environmental Pollution
48664		Martin	Evans	Wales Transport Research Centre
48856		Rupert	Fausset	Forum for the future
47722		Harriet	Festing	Sustainable Development Commission (SDC)
48680	Ms	Sian	Foster	Virgin Atlantic Airways Ltd
47532		Chris	Gadsden	EasyJet
47626		Roger	Gardner	Omega
47631		Matt	Gorman	BAA
48685	Mr	Jonathan	Green	Department for Environment, Food and Rural Affairs (Defra)
48920		Richard	Heap	Royal Society
48595	Mr	Andrew	Hemmings	Welsh Assembly Government
48919		David	Illsey	New Forest National Park Authority
48607	Mr	Tim	Johnson	Aviation Environment Federation (AEF)
48947		Cait	Weston	Aviation Environment Federation (AEF)
48873		Victoria	Johnson	New Economics Foundation
48851	Mr	Tim	Jones	World Development Movement
48866	Mr	Ian	Jopson	NATS
48794		Duncan	Kay	Sustainable Development Commission (SDC)
48876		Jamie	Kennedy	Communities and Local Government (CLG)
48796	Mr	Charles	King	GMB
48598	Dr	Naresh	Kumar	Rolls Royce
48693	Ms	Sheena	Lamont	East of England Regional Assembly
48785	Mr	Peter	Lockley	World Wide Fund for Nature (WWF)
48686	Ms	Anna	Mahoney	Strategic Aviation Special Interest Group (SASIG) - LGA
47723		Poppy	Maltby	Sustainable Development Commission (SDC)
48699	Mr	Keith	Mason	Institute of Travel Management
48853	Mr	Charles	Miller	Air Travel - Greener by Design
48597	Ms	Olivia	Morris	National Trust
48858	Ms	Carey	Newson	Transport for Quality of Life
48854	Mr	Peter	Newton	BERR
48860		Robert	Nicholls	Manchester Airports Group Plc
48041		Eimer	O'Hare	Sustainable Development Commission (SDC) - Northern Ireland

<b>PopID</b>	<b>Title</b>	<b>First Name</b>	<b>Surname</b>	<b>Organisation</b>
47731		Simon	Retallack	Institute for Public Policy Research (IPPR)
48599	Mr	Martin	Ritchie	The Scottish Government
48037		Sarah	Samuel	Sustainable Development Commission (SDC)
48871	Mr	Roger	Sealey	Unite the Union (T&G Section)
48877		Sara	Shaw	Tearfund
48028		Owen	Simon	Confederation of British Industry (CBI)
48924		Pat	Snowdon	Forestry Commission
47570		Hugh	Somerville	Sustainable Aviation Initiative
48683	Ms	Caroline	Spencer	Climate Change Committee - Defra
47598		Rick	Stathers	Schroders
48870		Andrew	Walker	Sustainable Development Commission (SDC)
48774	Ms	Joanna	Warner	Cabinet Office
48788	Dr	Mark	Watson	Society of British Aerospace Companies (SBAC)
48045		Kay	West	Sustainable Development Commission (SDC)
48702		Dave	Whyte	North West Regional Assembly
48673		Lauren	Willoughby	The Climate Group
48783	Mr	Roger	Wiltshire	British Air Transport Association (BATA)
47678		Ruth	Wood	Tyndall Centre for Climate Change
48940		Robert	Whitfield	Greener by Design