

Committee: Stansted Airport Advisory Panel

Date:

Title: Jet Zero consultation

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Summary

1. This is a covering report to introduce the briefing note on this consultation, which is attached. The Jet Zero consultation was published on 14th July and runs for eight weeks, closing on 8th September.
2. This is a concerningly short period for consultation on an important topic that overlaps the peak holiday season. Officers have not had the opportunity to consider the consultation in detail in order to produce a full response at this stage, but have produced the briefing note to assist the Panel.

Recommendations

3. It is recommended that Panel members look at the consultation and advise officers by the end of the month of any comments that they would like to see included in the Council's response. These comments could relate to one or more of the consultation questions or could be more general in nature. Officers will then prepare the response for sign-off by the Director of Public Services in consultation with the Portfolio Holder.
4. It is also recommended that the Council contributes to any response from SASIG on behalf of the Local Government Association. The Council is a member of SASIG and is a main contributor to its work. Officers will liaise with SASIG's Policy Director over the response.

Financial Implications

5. None

Background Papers

6. None.

Impact

- 7.

Communication/Consultation	This consultation runs until 8th September 2021.
Community Safety	To be considered by the Government
Equalities	To be considered by the Government
Health and Safety	To be considered by the Government
Human Rights/Legal Implications	To be considered by the Government
Sustainability	To be considered by the Government
Ward-specific impacts	District-wide
Workforce/Workplace	Officer and Member time in considering the Council's response

Situation

8. Officers' initial impression of Jet Zero is that it is optimistic, placing great reliance on as yet unproven technology such as Greenhouse Gas Removal, as well as the uptake of sustainable aviation fuels (SAF). Many see SAF as the only alternative for long-haul flights up to 2050, which are the flights with the biggest climate impact. However, aviation will have to compete in the marketplace for the raw materials (crops or waste products) that are used to produce SAF.
9. There is a lot of uncertainty in Jet Zero, such as in the four aviation decarbonisation strategies (briefing note paragraph 7). Each strategy is made up of a number of measures in combination. These are:
 - impact of carbon pricing on demand
 - fuel efficiency improvements
 - zero emission aircraft
 - SAF
 - abatement outside aviation sector (i.e. GGR)
10. Unsurprisingly, in view of the uncertainty the Government says, *"we will review our strategy every five years and adopt our approach based on progress made"*.
11. Work on electric powered aircraft (zero emission flight) is progressing and there is some hope that a range of hydrogen-electric and battery-electric aircraft could enter the sub-regional and general aviation markets this decade. The Government says it wants to scale up the technology to achieve *"zero"*

emission transatlantic flight within a generation” which popular thinking is 20-30 years.

12. Most tellingly, the Government does not see (and probably does not want) a role for restricting airport growth as part of Jet Zero. Paragraphs 20-22 of the briefing note are relevant here. If the 5-yearly strategy reviews come out on the pessimistic side, would the Government of the time be prepared to think again about restricting airport growth? The Government does see a role for supporting customers to make sustainable travel choices, including the possibility of mandating the provision of environmental information when flights are booked. In relation to domestic or near-continental journeys, this should include information on surface travel alternatives to flying.

Risk Analysis

13.

Risk	Likelihood	Impact	Mitigating actions
The Government is not able to take the Council's views into account as part of the consultation process.	2 The consultation process is designed to allow all views to be considered, but the 8-week consultation period is very short.	3 This Council and others have declared climate emergencies and the aviation industry is a major emitter of greenhouse gases.	Respond to the consultation.

1 = Little or no risk or impact

2 = Some risk or impact – action may be necessary.

3 = Significant risk or impact – action required

4 = Near certainty of risk occurring, catastrophic effect or failure of project.