

**ADDRESS: BRISTOL AIRPORT, NORTH SIDE ROAD, FELTON, WRINGTON**

**APPEAL BY BRISTOL AIRPORT LIMITED RELATED TO BRISTOL AIRPORT, NORTH SIDE ROAD ('The s78 appeal')**

**AND**

**THE BRISTOL AIRPORT LIMITED (LAND AT A38 AND DOWNSIDE ROAD) COMPULSORY PURCHASE ORDER 2020 ('The CPO').**

Statement by Jeremy Doyle,

**OBJECTION – AGAINST BRISTOL AIRPORT EXPANSION.**

Thank you for the opportunity to speak at this Inquiry.

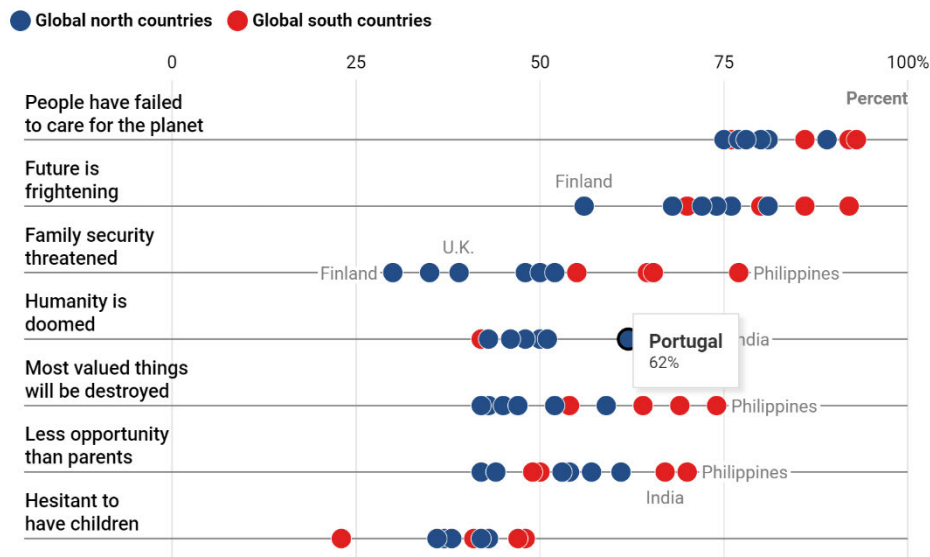
I am speaking personal capacity, as a UK citizen, a resident of the Netherlands, a father a professional engineer and environmental scientist. I lived and worked in Bath, UK, near the Bristol Airport flight path for over 20 years.

I have studied and worked for over 20 years on the subject of preventing climate change by reducing greenhouse gas emissions. I worked as an infrastructure and environment adviser for the UK government in the Department for International Development (now Foreign And Commonwealth Development Office). For disclosure, I consult for governments and foundations that invest in climate solutions and hold minor investments in low carbon funds and shares.

My two teenage children are fearful as they see **decisions that will destroy their futures through climate breakdown**. I find this so sad: now 75% of young people are frightened of climate change, across 20 countries including the UK (Time 2021, forthcoming: Lancet).

## The climate-change anxieties felt by people age 16-25

Share of respondents who answered in the affirmative from...  
(hover over the dots to see specific country data)



[Lancet Planetary Health, pre-print, from Time 2021]

**Bristol airport expansion sets a grave signal** for how the UK intends to address climate change.

**1 It makes huge assumptions that we can offset the emissions of endless growth.** McKinsey estimates that demand for carbon credits could increase by a factor of 15 or more by 2030 and by a factor of up to 100 by 2050. Already Shell's offset plans require 12m hectares of land for trees by 2030 and the basic maths of all the offsets now in the planning from Net Zero policies is "**impossible arithmetic**" (ActionAid 2021). Of course the PR departments of airlines and airports are depending on us not understanding these facts.

**2 It assumes unfeasible progress on low carbon aviation and historical trends have shown the opposite.** Since the UNFCCC Kyoto Protocol, ratified in 2005, aiming to reduce emissions from 1990 levels, **global emissions have risen by 41%**. In the same period **Bristol airport passengers have risen from 1 million to 9 million per annum, 900%** well exceeding this trend. Current plans increase this further. Meanwhile sustainable aviation fuel (SAF), which BA and BP are offering as part of their greenwash in time for the Glasgow COP, sits at 0.01% of aviation fuel supply. Doubling this every year (extraordinary, exponential progress) would take us to just 5% by 2030. Meanwhile BA is cutting down the weight of their inflight magazines (Regional Gateway 2021) and Bristol Airport claims to be carbon neutral already in 2021 (**if you just ignore the aviation fuel**). Again, PR departments of high emissions companies like airports really depend on us not understanding the most important facts.

**3. Recent technical and social trends means that travel is less essential.** Zoom calls like this one are enabling **more** business and social engagement without emissions. There are **excellent low carbon**

**alternatives such as the Eurostar.** And more people fly out of Bristol on holiday than fly in, draining the region of income.

**4. Climate science is still catching up.** If you look to the iterations of the IPCC reports, climate breakdown is progressing on each of the successive the **worst case scenarios**. At least 205 **people in Germany died this summer**, with **at least 176 still missing and who may never be found** (CNN 2021). **This was due to a single rainfall event in July 2021.** Water levels here in the Netherlands reached a level during this event that were not expected until around 2050 (JBA 2021). The UK is similarly at risk of intense heat and flooding impacts.

When you consider these issues: the cratering of the mental health of the young, the fantasy schemes of aviation companies to offset and substitute fuels, the abrupt change in communications and travel patterns, coupled with the disaster economics of actual carbon emissions, the business case for Bristol airport expansion seems rather dead.

Please reject the plans.

Thank you,

Jeremy Doyle BEng, MIMechE, MSc, FRSA

British Airways collaborates with bp to source SAF during the UK's COP26 summit <https://www.regionalgateway.net/british-airways-collaborates-with-bp-to-source-saf-during-the-uks-cop26-summit/>

Actionaid 2021. The Big Con: How Big Polluters are advancing a “net zero” climate agenda to delay, deceive, and deny <https://www.corporateaccountability.org/resources/the-big-con-net-zero/>

CNN 2021. More than 150 people still missing in German floods unlikely to be found, officials fear <https://edition.cnn.com/2021/07/22/europe/germany-belgium-europe-floods-death-climate-intl/index.html>

JBA Risk 2021 Summer Floods in Europe 2021. <https://www.jbarisk.com/flood-services/event-response/summer-floods-in-europe-2021/>

Time 2021 75% of the Young People Around the World are Frightened of the Future Because of Climate Change <https://time.com/6097677/young-people-climate-change-anxiety/>