

## **MEETING OF HCEB TRANSPORT, ENVIRONMENT AND NOISE ADVISORY GROUP:**

**24<sup>th</sup> September 2020 at 2 – 3:30 pm - Video Conference**

### **Present:**

Kris Beuret (KB) (Chair), Paul Le Blond (PLB), Rob Buick (RB), Arthur Leathley (AL), John Stewart (JS), Lynda Addison (LA), Tim Henderson (TH), Nick Ward (NW), Christine Taylor (CT), Guido Liguori (minute) (GL), Susan Parsons (SP), Bob Mclellan (BM),

Also attending: Matt Gorman (Director of Sustainability, HAL), Darielle Proctor (HAL), Anna O-Rourke (HCEB)

**Apologies for absence:** Peter Bradley, Derek Rawlings

### **Update re HCEB**

KB welcomed the TENAG members and provided an update on the current HAL situation.

- August passenger numbers down by 81.5% and cargo by 34.2% compared to August 2019
- Terminals 3 and 4 closed and 2 and 5 consolidated
- HAL strongly advocating testing rather than quarantine
- Fly Safe campaign launched

**Visit to HAL Authorised Vehicle Area** – CT, RB or BM and KB to attend – date to be arranged with Jo Walker

### **Letter to Secretary of State re Western and Southern Rail proposals**

Reply received from Chris Heaton-Harris, Minister of State for Transport (attached) and further response discussed emphasising the additional environmental and economic reasons for going ahead independently of airport expansion (attached). See also additional note re Ministerial reply to question re Southern Rail (attached).

### **Discussion with Matt Gorman**

HAL is of the view that growth and HAL will recover, so climate issues are still a relevant and existential threat to the industry. HAL's focus is how to build back better from the crisis and accelerate de-carbonisation.

HAL can't solve carbon issues on its own. 96% emanate from aircraft themselves and HAL can influence but can't control but HAL is leading on getting to net zero by 2050 and has a detailed two-part road map to achieve this working with other stakeholders both nationally and internationally.

- (a) the first is taking carbon out of aviation; sustainable aviation fuel (SAF) is a key focus but there need to be incentives to encourage the airlines to use these more expensive fuels. Another positive development are hydrogen planes (as planned by Airbus for 2025 and into operation by 2035).
- (b) putting carbon back in the ground – this includes natural climate solutions: tree planting, better farming techniques, peatland restoration, etc.

The Governments has set up a Net Zero Council to agree and deliver the path to net-zero and aviation de-carbonisation is a key part of this.

It is significant that HAL are resourcing the carbon projects despite the pandemic and this reflects the results of consumer testing showing that consumers are increasingly aware of sustainability issues and the need for aviation to prioritise solutions.

Discussion included the role of taxation on incentivising sustainable aviation – Air Passenger Duty is a significant contributor to Treasurer income but there should be a rethink as to how taxation could

encourage more sustainable aviation such as fuel duty levies on kerosene and incentives to SAF. However, such changes would not be just a UK matter and could be open to legal challenge as being anti-competitive

Before leaving at this point it was agreed that HAL will liaise about ways in which TENAG can help with the de-carbonisation agenda.

### **Testing at Airports**

TENAG reported that the local community still have safety concerns about the arrival of passengers from abroad and will write to DfT about the need for testing at the point of arrival and onward tracking (letter attached).

### **The Impact of COVID on the local economy**

The Oxford Economics report commissioned by HCEB was discussed – the estimate was 37,000 job losses associated with the airport by 2021. The Heathrow Strategic Planning Group and West London Alliance are working in this area, as are HCEB. The WLA are planning to hold a summit focusing on recovery in the aviation sector.

TENAG support retraining initiatives and especially in new environmental and green industry sectors and with an emphasis on upskilling in the light of the relatively low-level skills of many who have lost their jobs at the airport and related industries. Amongst TENAG and the specialist TENAG support group there is considerable expertise which can be used to inform this debate.

### **Paul Le Blond Presentation on the CILT Route to Net Zero 2050** (slides attached).

This is an internal project looking at Net Zero from the perspective of all of the major forms of transport and freight movements including air. Although this was an internal CILT project, there is an intention to publish externally through reports, articles and submissions to Government committees.

ICAO (International Civil Aviation Organisation) now have emissions standards for aircraft but they are not very stringent.

### **John Stewart Note on noise and airpath/flight operations**

Consideration was given to whether TENAG should issue a Respite Position statement. It was felt that now was not the time and precisely what respite meant needed to be better understood. Airspace Change was still happening. The work of ACOG was paused in March 2020, and there is now uncertainty over who will sponsor the changes. Airlines no longer have the funds and a request has been made to DfT to fund the changes. The Secretary of State for Transport is keen that the changes happen. TENAG to monitor and report on developments.

### **Next Meeting**

#### **Topics**

- Support for retraining and new jobs
- Better management of freight
- Feedback on parking and visit to AVA

#### **Date of Next Meeting (online)**

Thursday 10<sup>th</sup> December 2020 at 2 pm – 3.30 pm



HEATHROW COMMUNITY  
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Rt. Hon Grant Shapps MP  
Secretary of State for Transport  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London SW1P 4DR

Dear Secretary of State,

Wednesday, 09 September 2020

**RE: Support for Western and Southern Access schemes to Heathrow as a 2-runway airport.**

I write on behalf of the Transport, Environment and Noise Advisory Group (TENAG) to emphasise the urgent need to secure the delivery of both the Western Rail Link (WRLtH) and the Southern Access (SEtH) rail schemes to Heathrow.

TENAG was established by the Heathrow Community Engagement Board Ltd (HCEB) to help it deliver on its terms of reference and strategic objectives in relation to its current role as an Airport Consultative Committee. You will be aware that, very generally, HCEB's primary aim as a Consultative Committee is to discharge the functions of Heathrow Airport Ltd under s35 of the Civil Aviation Act 1982 in regard to facilitating consultation with local authorities close to the Airport, airport users, SMEs and other groups such as those that represent local communities.

TENAG believes that there is a strong consensus that WRLtH and SEtH are needed with or without a third runway to reduce congestion and to effect a switch to public transport in support of the Government's air quality policies.

Studies by Network Rail and local authorities have estimated that WRLtH will provide a significant boost to the UK economy, generating an additional £1.5 billion in economic activity and helping generate 42,000 jobs as well as support a modal shift from road to rail that will remove over one million car journeys from some of the most congested roads around Heathrow, providing a reduction in CO2 equivalent to removing 30 million road miles per year. The SEtH project also has importance to the wider region and economy of the south-east and together with WRLtH will benefit wider areas of the country.

We also understand the Government's support for the schemes being dependent on a strong business case with increased levels of commercial involvement compared to traditional transport infrastructure delivery. Hopefully, such a market-led approach will lead to swifter action than the slow progress of these schemes hitherto.

To conclude, our plea to you is to 'kick start' the early development of these schemes in terms of design and planning process by working with all the stakeholders involved including Heathrow, Network Rail, private investors and the local community via the HCEB Transport, Environment and Noise Advisory Group. This would be a great demonstration of the Government's 'Pathfinder

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Project' approach not to mention a huge boost to UK plc jobs and infrastructure as a sign of post-COVID recovery and resilience.

I look forward to hearing from you.

*K. Beuret*

Yours sincerely,

**Kris Beuret OBE FCILT FCIHT TPP**  
**Chair of TEANG and Non-Executive Director of HCEB Ltd.**

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Department  
for Transport

Kris Beuret  
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From the Minister of State  
**Chris Heaton-Harris MP**

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Our Ref: MC/309577

24 September 2020

Dear Kris,

Thank you for your letter of 9 September to Grant Shapps, stating your support for the Western and Southern Access to Heathrow schemes in both a two runway and three runway scenario. I am responding as the Minister responsible for this portfolio.

As you have rightly mentioned, the Western Rail Link to Heathrow (WRLtH) would deliver strong regional connectivity benefits and support the levelling up of economies in the South West, south Wales, and Midlands. It would encourage modal shift from road to rail, greatly reducing local road traffic and congestion and enable greener journeys to and from the airport.

A Southern Access to Heathrow (SAtH) scheme would make getting to the airport quicker, easier and greener for millions of travelers across the south of England as well as creating regeneration opportunities, make Britain a more attractive place to invest and connect UK exporters to new international markets.

We recognise the importance of public transport access to airports and between local communities, and the benefits that modal shift and new connectivity can provide for the communities they serve, both in terms of the environment, reduced congestion, and the economy.

In 2018, the WRLtH Strategic Outline Business Case was endorsed by the Department's investment committee, based on a 2-runway future scenario. Work has been ongoing since to develop the Outline Business Case and to integrate plans for WRLtH in line with any future expansion plans at Heathrow Airport.

As you will be aware, progress on this has been impacted by the Court of Appeal's complex judgement on the Airports National Policy Statement (ANPS) and the devastating COVID-19 pandemic.


We are working to understand how these events may have impacted Heathrow Airport Ltd.'s (HAL) ability to commit to providing an appropriate funding contribution and to the overall delivery of WRLtH, acknowledging the widespread impact COVID-19 has had on Heathrow as a business. Network Rail is finalising work on the WRLtH Development Consent Order (DCO) and will be prepared to submit to the Planning Inspectorate following the conclusion of DfT and HAL funding arrangements and internal governance processes.

Please be assured that this has not affected Government's position toward the scheme, which is unchanged – the Government fully supports WRLtH subject to a satisfactory business case and the agreement of acceptable terms with the Heathrow aviation industry.

Similarly to WRLtH, SAtH has also been impacted by both the COVID-19 pandemic and the Court of Appeal ruling on the ANPS. Work has continued to develop an appropriate commercial model for SAtH and on the development of the Pre-Strategic Outline Business Case (Pre-SOBC). As mentioned in your letter, we remain committed that SAtH will be a 'pathfinder project' with increased levels of market involvement than we have previously seen with conventional transport infrastructure delivery; and following Ministerial approval and alignment to the HM Treasury Infrastructure Finance Review my Department intends to provide further guidance regarding the commercial approach to the market in early 2021.

I welcome your continued support for both schemes as we work toward the next milestones of development consent for WRLtH and the agreement of an appropriate commercial model for SAtH.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Chris', with a stylized flourish at the end.

**Chris Heaton-Harris MP**

**Minister of State for Transport**



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01 October 2020

Dear Chris

**Re Western and Southern Access to Heathrow**

Thank you for your letter 24<sup>th</sup> September explaining the impact of the Court of Appeal's judgement on the ANPS and the COVID-19 pandemic on both the WRLtH and SAtH Business Cases. We fully appreciate that 'the goal posts have moved' in terms of Heathrow's funding contribution but are pleased to note the continued Government support for both schemes stated in your letter.

We would like to add our support to this continuing commitment. The benefits of the WRLtH scheme are much wider than simply the link to Heathrow but of importance in offering better rail links between the Thames Valley region and the West, Midlands and the South thus reducing congestion in London and encouraging less driving. In addition, the scheme was estimated to pump around £800 million into the economy as well as providing substantial environmental benefits, especially contributing to decarbonisation of the economy. It would also provide good opportunities for employment and training for new skills – an important consideration in the light of significant job losses at and related to the airport.

For these reasons we really hope that there won't be a delay in progressing the DCO – there are excellent environmental assessment skills in the UK more than able to update the scheme's environmental analysis and it is clear that both the National Infrastructure Commission and the public in general give strong support.

In other words, a win-win situation for the Government and UKplc.

Yours sincerely

**Kris Beuret OBE FCILT FCIHT TPP**

**Chair: Transport, Environment and Noise Advisory Group**

**Heathrow Community Engagement Board**

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