

Rt Hon Rachel Reeves MP
Chancellor of the Exchequer
HM Treasury
1 Horse Guards Road
Westminster
London
SW1A 2HQ

Tuesday 9th July 2024

Review of National Policy Statements

Dear Chancellor,

Congratulations on the result of the General Election and on your personally having made history (through becoming the country's first female Chancellor).

I write in my role as Chair of the No 3rd Runway Coalition, seeking your guidance on your plans to review the full suite of National Policy Statements in the next six months (as you announced at this year's Mais Lecture). We should like to understand how we might best contribute to the review of the Airports National Policy Statement (ANPS), harnessing the comments, thoughts and suggestions of our members.

By way of background, the Coalition was established in March 2017, bringing together the multivarious communities who are opposed to expansion at Heathrow. Our membership includes residents, local authorities, parliamentarians, trades unions and environmental campaigners.

As you will be aware, Parliament designated ANPS in 2018, which supported the development of a third runway at Heathrow. However, since then, Parliament has declared a climate emergency and amended the Climate Change Act to incorporate a target for Net Zero by 2050 into law.

Moreover, in September 2021, the Department for Business & Trade (formerly BEIS) updated the carbon price, effectively doubling the abatement costs of Heathrow expansion, from £50bn to £100bn. Not only does this eliminate what had been the DfT's small, positive estimate of the scheme's Net Present Value (at most, just £3.3bn over 60 years); it indicates that the Treasury would not have supported the scheme in the first place, had the current abatement costs applied. Consequently, based on its estimated economic benefits/disbenefits, alone, there would seem to be reasonable grounds for reviewing the ANPS.

It also seems that a 3rd Heathrow Runway would require operational restrictions at other UK airports (so assaulting regional economic opportunity), were the UK to stay within the carbon budget – as stated by the Climate Change Committee. And the reliance of Heathrow Expansion's advocates on Sustainable Aviation Fuels, to


circumnavigate this prospect, is no longer plausible following the DfT's Jet Zero Strategy - which clearly states that the aviation sector will be unable to deliver Net Zero by 2050 even with the development of new technologies and fuel types; and that UK aviation will still emit around 9 million tonnes of CO2 in 2050 (roughly equivalent, as it happens, to the emissions generated by a third runway at Heathrow).

Yet, the Government's withdraw of policy support for a third runway at Heathrow would not only make for the simplest way to assist the aviation sector in progressing towards delivering Net Zero targets. It would also provide a golden opportunity: for a fresh examination of key infrastructure policies, and the development of a true National Aviation Strategy, that delivers for the needs of the whole country (and not just the South East).

We should welcome the opportunity to feed into the process of reviewing the Airports National Policy Statement (ANPS) and would be very pleased to engage with your advisors and officials, at the appropriate time.

I look forward to hearing from your team in due course.

Yours sincerely,



Paul McGuinness
Chair
No Third Runway Coalition
07958 589 894
info@no3rdrunwaycoalition.co.uk

cc'd to:

- the Secretary of State for Transport, the Rt Hon Louise Haigh MP,
- the Secretary of State for Energy Security & Net Zero, the Rt Hon Ed Miliband MP, and
- the Secretary of State for Business & Trade, the Rt Hon Jonathan Reynolds MP.