

Transport decarbonisation plan: call for ideas

Your details

Q1. Your (used for contact details only):

name? Peter Barclay

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Q2. Are you responding:

on behalf of an organisation?

Organisation details

Q9. What is the approximate total number of employees in your organisation?

1 to 29

Q10. What best describes your organisation?

Environmental group

Share your views

Q11. What do you think government should be doing to reduce the greenhouse gases that are produced from:

cars? -

buses and coaches? -

vans and lorries? -

passenger rail? -

aviation? The government should take the following actions: 1. Include aviation emissions in net zero law. Emissions from international flights departing the UK are currently excluded from carbon budgets. Including these emissions in carbon budgets would complement international approaches, ensure that the DfT's commitment to net zero across all transport modes is delivered and set a policy framework through which the aviation industry is held to account for its own promises to achieve net zero emissions by 2050. 2. Set and enforce zero carbon targets for aviation. The industry claims it has ambitious carbon reduction goals. But it has failed to invest to achieve those goals, because policy makers and regulators have not required it to do so. Government should set an ambitious aviation emissions reduction trajectory and require industry to achieve interim targets through the roll out of low/zero emission technology or demand management. The use of cheap carbon offsets, which are not a sustainable long-term option, should be capped on a declining basis. 3. Ensure the sector pays a fair contribution towards public finances, in accordance with the polluter pays principle. Although flying is a highly polluting activity undertaken largely by those on higher incomes, it is very lightly taxed. More equitable taxes, focused particularly on frequent flyers, would help put the sector on a path towards net zero emissions and ensure it makes a fairer contribution to the externalities it currently imposes on communities near airports and future generations. 4. Raise consumer awareness. Prospective passengers should be provided, prior to booking, with information on their journey's, and the industry's, environmental, health and other impacts and asked to confirm whether they still wish to travel. 5. No further expansion in airport capacity: There should be no increase in UK airport capacity until the measures above have been fully implemented and their effect on demand comprehensively assessed.

freight? -

maritime? -

other transport? -

Longer journeys

Q14. What changes would you like to see that will help to reduce the greenhouse gases produced from longer journeys?

The government should promote the use of less environmentally damaging forms of transport, particularly rail.

The government should invest in less environmentally damaging forms of transport, particularly rail, so it becomes a competitive option for consumers for many more journeys.

The government should not subsidise more environmentally damaging forms of transport, particularly air travel.

The government should review the pricing of different forms of transport and take fiscal and other action to ensure that, wherever practicable, more environmentally damaging forms of transport are more expensive than less environmentally damaging forms of transport.

Travel choices

Q16. Do you find it:

difficult to make informed travel choices in relation to the emissions produced?

Information to inform travel choices

Q17. What information would you find helpful in making those choices?

The approximate measurement of greenhouse gases emitted as a result of your journey

A comparison of the greenhouse gases emitted as a result of your journey relative to other forms of transport

A comparison of the greenhouse gases emitted as a result of your journey relative to other lifestyle choices

Other:

Prospective airline passengers should be provided with much more comprehensive environmental information before they make a booking and then asked to confirm whether they still wish to travel. The primary aim of information provision should be to enable people to understand the impact of a flight on their carbon footprint. The information provided should be designed to encourage people to consider how they use aviation including: whether their journey is necessary (particularly in the case of business flying); whether they should fly less often; and whether they could use an alternative, more environmentally friendly transport mode. The following information should be provided:

- A single figure for the total climate change impact of a proposed flight. An appropriate carbon calculator should be developed or adapted for this purpose, to be used by all ticket providers
- Data on both alternative less carbon intensive travel options and alternatives to travel (such as virtual meetings).
- Additional trusted third party information should be available via a link including on the need to cut aviation emissions, how emissions from flying compare with other aspects of an individual's personal carbon footprint, and how flying compares with other modes of transport

This Information should be provided up-front, alongside pricing data, and again prior to final booking. The prospective passenger should be prompted to consider all alternatives to air travel and asked to confirm his/her desire to travel by air.

Final comments

Q18. What other views do you have on how to decarbonise the UK transport network?

The government should implement the recommendation in the behaviour change report published by Committee on Climate Change to "Encourage more responsible flying by mandating that all marketing of flights show emissions information expressed in terms that are meaningful to consumers (e.g., as proportion of an average household's annual emissions now and under Net Zero)".

Aviation industry advertising and promotional material should contain appropriate environmental data and health warnings. The content of health warnings should be determined independently taking account of behavioural change advice.