



GATWICK AREA CONSERVATION CAMPAIGN

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## **Press Release: 31 January 2022 FOR IMMEDIATE RELEASE**

### **GATWICK EXPANSION CONSULTATION SIGNIFICANTLY UNDERESTIMATED CLIMATE COSTS**

A report by economic advisers the New Economics Foundation (NEF) confirms that Gatwick Airport's expansion consultation, which closed in December 2021, used out-of-date values for the carbon emissions generated by the proposed project, substantially underestimating the true climate change costs of expanding the airport [1].

Gatwick's consultation used historic government carbon values of £69 per tonne of CO<sub>2</sub> equivalent in 2020 rising to £231 in 2050. The current government values, which were issued before Gatwick's consultation was published, are £241 per tonne in 2020, rising to £378 in 2050.

An earlier NEF report for GACC identified that Gatwick's consultation also omitted both the non-CO<sub>2</sub> effects of air travel and the climate impacts of arriving flights [2]. Government guidance requires all these costs to be monetized and taken into account in project appraisals.

NEF's analysis shows that if government guidance had been followed accurately and correct carbon emission values had been used, the overall net present cost of cleaning up the climate impacts arising from Gatwick's proposed expansion would be at least £13bn, rising to £25bn with arriving flights fully accounted for. The figure disclosed in Gatwick's consultation was £2bn.

Peter Barclay, Chairman of GACC, said: "*It is now clear that Gatwick's consultation was misleading in fundamental respects. By using carbon values that it knew or should have known were out of date, and by excluding other climate change costs, the airport has given a false impression of the climate impacts of its proposed expansion. The economic case for expanding Gatwick has collapsed. The airport should now acknowledge that expansion is a non-starter and focus on reducing its already huge climate, noise and other impacts. In any event its consultation is clearly not fit for purpose and must now be withdrawn*".

**ENDS**

## Notes for Editors:

- 1) NEF report: <https://neweconomics.org/2022/01/the-62bn-carbon-giveaway>
- 2) NEF submission to Gatwick expansion consultation:  
[https://www.gacc.org.uk/resources/NEF%20Gatwick%20Airport%20consultation\\_08.11.2021.pdf](https://www.gacc.org.uk/resources/NEF%20Gatwick%20Airport%20consultation_08.11.2021.pdf)
- 3) Gatwick is proposing to realign its emergency runway to enable it to be brought into routine use. This would enable annual passenger numbers to increase to over 80 million and aircraft movements to 386,000, from the 2019 figures of 46 million passengers and 283,000 flights. Gatwick will have to apply for a Development Consent Order (DCO) to build and operate the altered runway. Further information on Gatwick's expansion plans is available at:  
<https://www.gacc.org.uk/gatwick-expansion.php>

Contact Peter Barclay at GACC's Campaign Office on 01293 862821 or email [info@gacc.org.uk](mailto:info@gacc.org.uk).

*GACC's aims are to protect and improve the environment in the vicinity of Gatwick Airport and to diminish the wider environmental impact of its operations, with particular regard to noise, congestion, air quality, light pollution and climate change.*