

81

From: [REDACTED]
Sent: 03 July 2018 10:34
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Aviation emissions from an expanded Heathrow

Hello all,

I've just talked this through with Martin – we used 97 to refer to pair flights (apologies for not making this clearer!) so this is in accordance with the ask. I'll make the changes suggested below and email back as soon as I can.

Very best,

[REDACTED]

From: [REDACTED]
Sent: 29 June 2018 11:26
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Aviation emissions from an expanded Heathrow

Many thanks. We'll be having a Branch chat about this next week.

A few points meantime:

Any reason why the weekly return flights number is 97? As you know, our ask is 200; The best case scenario for the new runway is 2026. Is it possible to take out some of the early years pre-2026 and add a few post 2032?; Would be useful to see these figures compared to the overall Scottish aviation emissions figures going forward if we have them and perhaps also the equivalent Heathrow third runway figures.

Regards

[REDACTED]

From: [REDACTED]
Sent: 26 June 2018 12:47
To: [REDACTED]
Cc: [REDACTED]
Subject: Aviation emissions from an expanded Heathrow

Dear [REDACTED]

I hope that this finds you well. I've calculated the projected emissions we could expect for Scotland from Heathrow expansion on the basis of the additional services and passengers detailed in the draft proposal.

Assuming an extra 605,000 passengers per annum, and taking into account improvements in aircraft efficiency over time (using figures for carbon per passenger from Iain's ADT analysis), we can expect the following additional emissions:

| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|-------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| extra weekly return flights | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| extra annual return flights | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 |
| extra annual return passenger trips | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 |
| emissions per domestic return trip | 0.074 | 0.074 | 0.073 | 0.073 | 0.073 | 0.072 | 0.072 | 0.071 | 0.070 |
| additional emissions (tonnes) | 45,063 | 44,702 | 44,345 | 43,990 | 43,990 | 43,638 | 43,289 | 42,943 | 42,599 |

You may already be aware of this, however, DfT passenger number forecasts from their publication in 2017 predict that Heathrow expansion will result in a net loss of air passengers from Scotland:

| Airport | Demand | 2030 | | | 2040 | | | Low |
|-----------|----------------|------------|------------|------------|------------|------------|------------|--------|
| | | Low | Central | High | Low | Central | High | |
| Edinburgh | Baseline | 12,054,268 | 12,518,404 | 13,259,890 | 14,480,552 | 15,411,484 | 16,145,669 | 16,718 |
| | LHR 3rd Runway | 12,004,855 | 12,862,833 | 13,573,290 | 14,599,873 | 16,295,180 | 16,525,935 | 17,278 |
| | Difference | -49,413 | 344,429 | 313,400 | 119,321 | 883,696 | 380,266 | 559 |
| Glasgow | Baseline | 11,064,991 | 12,221,693 | 12,898,815 | 12,297,935 | 13,100,622 | 14,290,239 | 14,326 |
| | LHR 3rd Runway | 10,893,954 | 11,645,763 | 12,493,622 | 12,030,067 | 12,117,976 | 13,891,667 | 13,959 |
| | Difference | -171,037 | -575,930 | -405,193 | -267,868 | -982,646 | -398,572 | -366 |

This is based on a complex air passenger demand model - we have contacted DfT to explain why they predict this might be the case, and are currently awaiting a response.

Very best,



From: [Redacted]
 Sent: 04 July 2018 11:22
 To: [Redacted]
 Cc: [Redacted]
 Subject: RE: Aviation emissions from an expanded Heathrow

Hello all,

Many thanks for your comments so far – please find below the updated figures.

| | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 |
|------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| extra weekly return flights | | | | | | | | | | |
| TOTAL | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| extra annual return flights | | | | | | | | | | |
| TOTAL | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 |
| total extra return trips | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 |
| emissions per domestic return trip | 0.070 | 0.069 | 0.069 | 0.068 | 0.068 | 0.067 | 0.067 | 0.066 | 0.066 | 0.065 |
| additional emissions (tonnes) | 42,258 | 41,920 | 41,585 | 41,252 | 40,922 | 40,596 | 40,270 | 39,948 | 39,628 | 39,311 |

The emissions trend projected here is driven by improvements to aircraft emissions efficiency of 0.8% per year (as we used in the ADT model), and refers to the number of passengers expected in our ask (a total of 605,000), so does not model demand growth over time. Rough modelling of projected baseline emissions suggests that the third runway expansion will result in a c. 2% increase for Scotland over current aviation emission levels. I've also copied in Jen McVey from OCEA for awareness.

Please note – the previous table had a small error in the labelling of years, which has now been corrected, so the above version is the correct one.

Very best,

[Redacted]

From: [Redacted]
 Sent: 29 June 2018 11:26
 To: [Redacted]
 Cc: [Redacted]
 Subject: RE: Aviation emissions from an expanded Heathrow

[Redacted]

Many thanks. We'll be having a Branch chat about this next week.

A few points meantime:

Any reason why the weekly return flights number is 97? As you know, our ask is 200;
 The best case scenario for the new runway is 2026. Is it possible to take out some of the early years pre-2026 and add a few post 2032?;
 Would be useful to see these figures compared to the overall Scottish aviation emissions figures going forward if we have them and perhaps also the equivalent Heathrow third runway figures.

Regards

From: [REDACTED]
 Sent: 26 June 2018 12:47

To: [REDACTED]
 Cc: [REDACTED]

Subject: Aviation emissions from an expanded Heathrow

Dear [REDACTED]

I hope that this finds you well. I've calculated the projected emissions we could expect for Scotland from Heathrow expansion on the basis of the additional services and passengers detailed in the draft proposal.

Assuming an extra 605,000 passengers per annum, and taking into account improvements in aircraft efficiency over time (using figures for carbon per passenger from Iain's ADT analysis), we can expect the following additional emissions:

| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|-------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| extra weekly return flights | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 9 |
| extra annual return flights | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 |
| extra annual return passenger trips | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 |
| emissions per domestic return trip | 0.074 | 0.074 | 0.073 | 0.073 | 0.073 | 0.072 | 0.072 | 0.071 | 0.070 |
| additional emissions (tonnes) | 45,063 | 44,702 | 44,345 | 43,990 | 43,990 | 43,638 | 43,289 | 42,943 | 42,599 |

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|-----------|----------------|------------|------------|------------|------------|------------|------------|--------|
| | | Low | Central | High | Low | Central | High | |
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| | Difference | -49,413 | 344,429 | 313,400 | 119,321 | 883,696 | 380,266 | 559 |

| | | | | | | | | |
|---------|----------------|------------|------------|------------|------------|------------|------------|--------|
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| | Difference | -171,037 | -575,930 | -405,193 | -267,868 | -982,646 | -398,572 | -366 |

This is based on a complex air passenger demand model - we have contacted DfT to explain why they predict this might be the case, and are currently awaiting a response.

Very best,



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[Redacted]

From: [Redacted]
Sent: 06 July 2018 11:14
To: [Redacted]
Cc: [Redacted]
Subject: RE: Prestwick FMQ

Thanks [Redacted]

I'll add the following:

Heathrow has committed to providing a logistics hub in Scotland and has said it will work with the Scottish Government to, in the first instance, investigate Prestwick as a potential site for a logistics hub to support the building of the third runway, with Prestwick expressly mentioned in the MoU. However, as well as Prestwick, there is competition for the Scottish hub from 9 other Scottish sites.

Also, I'm going to remove the following bullet:

- We now need the UK Government to explain in more detail how we physically achieve this and indeed on the rationale behind its 15% commitment (which would appear to correlate to a much larger number of domestic flights than the Scottish Government's reasonable ask).

And will replace with:

- We now need the UK Government to tell us the mechanism it will use to guarantee the additional slots for Scotland.

See you this afternoon.

Regards

[Redacted]

From: [Redacted]
Sent: 06 July 2018 10:46
To: [Redacted]
Cc: [Redacted]
Subject: Re: Prestwick FMQ

Heathrow stuff is fine but can you mention that LHR has promised a Scottish site and PIK was expressly mentioned in the MoU but that there is competition from 9 other Scottish sites

Sent from my BlackBerry 10 smartphone.

From: [Redacted]
Sent: Friday, 6 July 2018 10:03
To: [Redacted]
Cc: [Redacted]
Subject: FW: Prestwick FMQ

All

We have had an urgent request for briefing for a meeting this afternoon between the Cabinet Secretary and John Scott.

I have expanded on an existing FMQ note and propose to send this up shortly.

Grateful if you can confirm you are content with the contributions for your sections

[REDACTED] – Chevron

[REDACTED] – Ayrshire Growth Deal

[REDACTED] – Heathrow

Thanks

[REDACTED]

From: [REDACTED] **On Behalf Of** Cabinet Secretary for Finance, Economy and Fair Work

Sent: 06 July 2018 00:03

To: First Minister FMQs; Cabinet Secretary for Finance, Economy and Fair Work

Cc: [REDACTED]

Subject: Prestwick FMQ

Folks,

Daft laddie question – do we have an up to date FMQ on Prestwick? Cab Sec is speaking to John Scott MSP tomorrow afternoon and is looking for some fairly concise briefing.

Thanks,

[REDACTED]

[REDACTED] | St Andrews House | Regent Road | Edinburgh | EH1 3DG

All e-mails and attachments sent by a Ministerial Private Office to another official on behalf of a Minister relating to a decision, request or comment made by a Minister, or a note of a Ministerial meeting, must be filed appropriately by the recipient. Private Offices do not keep official records of such e-mails or attachments. Scottish Ministers, Special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See www.lobbying.scot

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From: [redacted]
Sent: 10 July 2018 14:19
To: [redacted]
Subject: FW: FMQs - Heathrow - update required by 3.30pm

[redacted]
This is the latest Heathrow FMQ I have.

Regards
[redacted]

From: [redacted]
Sent: 26 June 2018 15:39
To: [redacted]
Cc: [redacted] ET FMQ/PQ Mailbox;
First Minister FMQs; [redacted]
Subject: RE: FMQs - Heathrow - update required by 3.30pm

[redacted]
Note updated to reflect developments in the last 24 hours.

Regards
[redacted]



FMQ - Heathrow
- 25 June 2018....

From: [redacted]
Sent: 26 June 2018 13:40
To: [redacted]
Cc: [redacted] ET FMQ/PQ Mailbox;
First Minister FMQs; [redacted]
Subject: FMQs - Heathrow - update required by 3.30pm

[redacted]
I understand there is a topical question on the Heathrow announcement this afternoon. I would therefore be grateful if the attached Heathrow briefing could be updated following that to take account of our very latest position.

Grateful if I could get this back by 3.30pm please.

Thanks

HEATHROW THIRD RUNWAY

ISSUE: 25 June – UK Parliament voted by 415 votes to 119 to pass the UK Government's National Policy Statement which paves the way for Heathrow to apply for a Development Consent Order. The SNP Group abstained saying it did not have necessary guarantees on the benefits for Scotland.

ISSUE: 25 June – In the late lead-up to the NPS debate, the UK Government confirmed that through Government (PSO) interventions and commercial incentives offered by Heathrow, it saw the potential to meet the Scottish Government's ask of an additional 200 weekly flights from the new capacity. Chris Grayling alluded to this during the NPS debate. What remained to be established is what guarantees would be applied to our ask.

ISSUE: 21 June – UK Government repeats that about 15% of new capacity would be for domestic services. Also confirms that Scotland can expect to benefit from an extra 100 flights a week if a third runway is built.

ISSUE: April 2018 – Cabinet Secretary writes to Secretary of State detailing SG Ask of UK Government. Headline is that we would like a proportionate share of the new capacity (4.8%) amounting to 200 additional weekly flights and a guarantee from the UK Government.

ISSUE: October 2016 – Scottish Government signed an MoU with Heathrow which committed Heathrow *inter alia* to: reducing airport charges for domestic services; introducing a regional route development fund which will incentivise new routes from Scotland; and the basing of a logistics hub in Scotland (Prestwick expressly mentioned).

Top Lines

- We support a new third runway at Heathrow because of the benefits it will bring for Scotland's connectivity and economy and we continue to support the MoU signed with Heathrow.
- The MoU commits Heathrow to a minimum of £200 million construction-related spend in Scotland during planning and construction.
- It also commits the Airport to establishing a regional route development fund worth £10 million pounds.
- The MoU also commits the airport to reducing charges for domestic services to Scotland.
- Heathrow's £15 reduction in charges over 2017 and 2018 was instrumental in Flybe introducing services to Heathrow from Aberdeen and Edinburgh.
- Scotland needs more direct air services but, acknowledging that we will not be able to have all the routes we desire, we need better hub connectivity too.
- We welcome the UK Government's position that Scotland can expect to benefit from an extra 200 flights a week when a new third runway is built.
- We now need the UK Government to explain in more detail how we physically achieve this and indeed on the rationale behind its 15% commitment (which would appear to correlate to a much larger number of domestic flights than the Scottish Government's reasonable ask).
- Heathrow hopes to have a Development Consent Order in place by 2021 and the new runway operational by 2026. Legal challenge is however likely and this could delay timescales.

HEATHROW THIRD RUNWAY

While we have no responsibility for expansion, we are not divorced from the environmental consequences as a leader in tackling climate change.

- We recognise that boosting economic growth by improving air connectivity may lead to an increase in aviation emissions.
- Scotland has already shown global leadership by including a fair share of international aviation and shipping emissions in its statutory climate targets.
- Our new Climate Change Bill retains this approach.
- This is part of a balanced approach to meeting Scotland's world leading climate targets by driving down overall emissions.
- We note the UK Government is confident expansion can be accommodated within its environmental responsibilities and the project will only happen if that is the case.
- We note that the UK Committee on Climate Change wrote to the UK Secretary of State for Transport on 14 June setting out its views on the National Policy Statement. In that letter the Committee on Climate Change said that it "does not have a view on the location of airport capacity, as long as total UK aviation emissions are compatible with meeting the 2050 climate objectives".
- We note that the Committee on Climate Change published its annual report on UK progress in reducing emissions earlier today and we will be looking at that very closely. A separate Scottish progress report is expected in September. (In answer to topical questions on 26 June, the Transport Minister expressed his surprise that the UK Government had held the NPS vote a few days before publication of the CCC report).

It is important to keep aviation emissions in perspective. Aviation currently accounts for less than 5% of total Scottish emissions [2016 stats]

- Whilst aviation demand will likely rise over the period to the 2030s, projected fuel efficiency savings should prevent emissions from rising significantly.

Scotland needs increased air connectivity to help our economy

- More slots for Scotland should facilitate competition at Aberdeen, Edinburgh and also Glasgow (currently BA only) bringing more choice and cheaper fares.
- It should also enable the Inverness service to further flourish and potentially bring Scottish airports not currently served into the equation.

The expansion is supported by business groups and trade unions

- Liz Cameron, Chief Executive, Scottish Chambers of Commerce said:
- **QUOTE:** *"Expanding UK's aviation capacity by giving the thumbs up for Heathrow's third runway is critical in boosting our position in the global economy, and will provide much-needed confidence to international investors and our trading allies."* (5 June 2018)
- Louise Gilmour, Senior Organiser, GMB Scotland, said:
- **QUOTE:** *"The increased capacity of a third runway should mean more domestic flights, greater connectivity and significant opportunities for our civil*

Aviation, Maritime, Freight & Canals

Victoria Quay, Edinburgh EH6 6QQ

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Our ref:

Date:
11 July 2018

Email

Dear

Thank you for your email of 20 June to the First Minister, Nicola Sturgeon MSP, regarding Heathrow Airport Expansion. The First Minister has asked that I respond.

The expansion of runway capacity in London is a matter for the UK Government to progress with the airport operator. The Scottish Government announced its support for plans to build a third runway at London Heathrow Airport, after securing key commitments for Scotland. Our view was that Heathrow provides the most significant potential benefits to Scotland's economy and connectivity moving forward.

Heathrow's plan offers significant job creation, major investment opportunities and, crucially, seeks to address how all of Scotland's airports benefit from the new runway capacity when it comes and also in the lead-up period.

In regards to the environmental impact of Heathrow expansion. We note the UK Government is confident expansion can be accommodated within its environmental responsibilities and the project will only happen if that is the case.

We note that the UK Committee on Climate Change wrote to the UK Secretary of State for Transport on 14 June setting out its views on the National Policy Statement. In that letter the Committee on Climate Change said that it "does not have a view on the location of airport capacity, as long as total UK aviation emissions are compatible with meeting the 2050 climate objectives".

We recognise that boosting economic growth by improving air connectivity may lead to an increase in aviation emissions. However, our Climate Change Plan accommodates projected changes in aviation emissions. The Committee on Climate Change advised in Sep 2017 that such an increase is likely to be manageable. This is part of a balanced approach to meeting Scotland's world leading climate targets by driving down overall emissions.

Scotland has already shown global leadership by including a fair share of international aviation and shipping emissions in its statutory climate targets. Our new Climate Change Bill retains this approach. Whilst aviation demand will likely rise over the period to the 2030s, projected fuel efficiency savings elsewhere should prevent emissions from rising significantly.

I hope this response is helpful.

Yours sincerely,

[Redacted signature]

36



Our ref: [REDACTED]

Date:
11 July 2018

Dear [REDACTED]

Thank you for your email of 12 June to the First Minister, Nicola Sturgeon MSP, regarding the environmental impact of Heathrow Airport Expansion. The First Minister has asked that I respond.

The expansion of runway capacity in London is a matter for the UK Government to progress with the airport operator. The Scottish Government announced its support for plans to build a third runway at London Heathrow Airport, after securing key commitments for Scotland. Our view was that Heathrow provides the most significant potential benefits to Scotland's economy and connectivity moving forward.

Heathrow's plan offers significant job creation, major investment opportunities and, crucially, seeks to address how all of Scotland's airports benefit from the new runway capacity when it comes and also in the lead-up period.

In regards to the environmental impact of Heathrow expansion. We note the UK Government is confident expansion can be accommodated within its environmental responsibilities and the project will only happen if that is the case.

We note that the UK Committee on Climate Change wrote to the UK Secretary of State for Transport on 14 June setting out its views on the National Policy Statement. In that letter the Committee on Climate Change said that it "does not have a view on the location of airport capacity, as long as total UK aviation emissions are compatible with meeting the 2050 climate objectives".

We recognise that boosting economic growth by improving air connectivity may lead to an increase in aviation emissions. However, our Climate Change Plan accommodates projected changes in aviation emissions. The Committee on Climate Change advised in Sep 2017 that such an increase is likely to be manageable. This is part of a balanced approach to meeting Scotland's world leading climate targets by driving down overall emissions.

Scotland has already shown global leadership by including a fair share of international aviation and shipping emissions in its statutory climate targets. Our new Climate Change Bill retains this



approach. Whilst aviation demand will likely rise over the period to the 2030s, projected fuel efficiency savings elsewhere should prevent emissions from rising significantly.

I hope this response is helpful.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

Aviation, Maritime, Freight & Canals

Victoria Quay, Edinburgh EH6 6QQ

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Our ref:

Date:
11 July 2018

Dear [REDACTED]

Thank you for your email of 24 June to the First Minister, Nicola Sturgeon MSP, regarding the environmental impact of Heathrow Airport Expansion. The First Minister has asked that I respond.

The expansion of runway capacity in London is a matter for the UK Government to progress with the airport operator. The Scottish Government announced its support for plans to build a third runway at London Heathrow Airport, after securing key commitments for Scotland. Our view is that Heathrow provides the most significant potential benefits to Scotland's economy and connectivity moving forward.

Heathrow's plan offers significant job creation, major investment opportunities and, crucially, seeks to address how all of Scotland's airports benefit from the new runway capacity when it comes and also in the lead-up period.

Our support for plans to build a third runway at Heathrow followed the signing of a Memorandum of Understanding (MoU) with Heathrow outlining commitments made offering strategic and economic benefits to Scotland, potentially creating thousands of jobs and providing a significant boost to the Country's connectivity. The commitments include:

- The creation of over 16,000 new jobs across Scotland from the new capacity,
- Heathrow to work with the Scottish Government to investigate Glasgow Prestwick Airport in the first instance as a potential site for a logistics hub to support the building of the third runway.
- £200m of construction-related spend in Scotland during planning and construction.
- A £10m route development fund to help support new domestic routes.
- From January 2017, a reduction of £10 per passenger on charges paid by airlines operating services from Heathrow to Scotland. This has benefitted existing services from Aberdeen, Edinburgh, Glasgow and Inverness and will incentivise the introduction of new services. Flybe's introduction of new services from Aberdeen and Edinburgh in March

2017 provided tangible evidence that the £10 reduction had an early impact. [REDACTED]

- A significant marketing campaign at Heathrow to promote all that Scotland has to offer.

I hope this response is helpful.

Yours sincerely,

Aviation, Maritime, Freight & Canals

Victoria Quay, Edinburgh EH6 6QQ

356



Our ref:

Date:
11 July 2018

Dear [REDACTED]

Thank you for your letter of 5 June to the First Minister, Nicola Sturgeon MSP, regarding Heathrow Airport Expansion. The First Minister has asked that I respond.

The expansion of runway capacity in London is a matter for the UK Government to progress with the airport operator. The Scottish Government announced its support for plans to build a third runway at London Heathrow Airport, after securing key commitments for Scotland. Our view was that Heathrow provides the most significant potential benefits to Scotland's economy and connectivity moving forward.

Heathrow's commitments to Scotland include:

- The creation of up to 16,000 new jobs across Scotland from the new capacity.
- Heathrow will work with the Scottish Government to establish a new supply chain hub in Scotland and in the first instance investigate Glasgow Prestwick Airport as the potential site.
- £200m of construction-related spend in Scotland during planning and construction of the new runway.
- A £10m route development fund to help support new domestic routes.
- From January 2017, a reduction of £10 per passenger on landing charges paid by airlines operating services from Heathrow to Scotland. This will benefit existing services from Aberdeen, Edinburgh, Glasgow and Inverness and incentivise the introduction of new services.
- A significant, long term marketing campaign at Heathrow to promote all that Scotland has to offer.

London Heathrow Airport made these commitments in a Memorandum of Understanding signed with the Scottish Government.

Heathrow's plan offers significant job creation, major investment opportunities and, crucially, seeks to address how all of Scotland's airports benefit from the new runway capacity when it

comes and also in the lead-up period. The potential for a logistics hub to be based at Glasgow Prestwick Airport is also an important part of the Heathrow offer. It would support the pre-fabrication of components for the construction phase, with potential for future work beyond the launch of the third runway, bringing strong economic benefits to the airport and the wider Ayrshire economy.

An expanded Heathrow would facilitate more airlines flying routes to Scottish airports, meaning more flights, more competition and choice for families and businesses across the nation. That also means more visitors to Scotland, more destinations for Scottish tourists and more opportunity for Scottish businesses to reach new export markets.

In regards to the environmental impact of Heathrow expansion. The UK Government appointed the Airport Commission to undertake full analysis through environmental impacts assessments. The Airports Commission concluded that the Heathrow north-west runway option could allow Heathrow to expand without more local residents being affected by aviation noise and confirmed that expansion could be delivered without breaching EU air quality law or impacting on the meeting of carbon targets.

I hope this response is helpful.

Yours sincerely,



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[REDACTED]

From: [REDACTED]
Sent: 23 July 2018 11:49
To: [REDACTED]
Cc: Press Transport Scotland; Pacitti F (Frances)
Subject: RE: BBC - Heathrow expansion

[REDACTED]

Thanks. Some changes made.

Regards

[REDACTED]

From: [REDACTED]
Sent: 23 July 2018 11:19
To: [REDACTED]
Cc: Press Transport Scotland <media@transport.gov.scot>; Pacitti F (Frances) <Frances.Pacitti@transport.gov.scot>
Subject: BBC - Heathrow expansion

Morning all,

The BBC is looking for our latest position on Heathrow (I believe there's another related vote at Westminster tomorrow?)

This is where we got to last time – but Martin said the lines still needed a bit of work.

Grateful for comments, when you get a chance.

Thanks,

[REDACTED]

A Scottish Government spokesman said:

The Scottish Government supports a new third runway at Heathrow because of the benefits it will bring for Scotland's connectivity and economy and we continue to support the MoU signed with Heathrow.

"It is incumbent on the UK Government to help deliver the benefits to Scotland which backers of a third Heathrow runway have put forward, including the additional Scottish flight slots promised. We welcome the position of the UK Government and Heathrow that Scotland can expect to benefit from an extra 200 flights a week when a new third runway is built. We now need the UK Government to explain in more detail how this is to be achieved.

"We will continue to make securing more direct international flights to and from Scotland's airports a key priority, in addition to better connectivity with major hubs such as Heathrow."

From: [REDACTED]
Sent: 25 July 2018 11:10
To: [REDACTED]
Cc: News Desk
Subject: MEDIA QUERY: BBC - Fourth Heathrow runway

Ryan,

As discussed, BBC Scotland asking for a line on latest position around a fourth runway and whether we support it.

[REDACTED]

Thanks,

Tom

[REDACTED]

@ScotGov <twitter.com/scotgov> | www.gov.scot <http://www.gov.scot/>

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[REDACTED]

From: [REDACTED]
Sent: 24 July 2018 09:51
To: [REDACTED]
Subject: FW: FMQs - Heathrow - update required by 2pm
Attachments: Heathrow.docx

As requested.

Regards

[REDACTED]

From: [REDACTED]
Sent: 27 June 2018 11:26
To: [REDACTED]
Cc: ET FMQ/PQ Mailbox <ETFMQPQ@gov.scot>; First Minister FMQs <FirstMinisterFMQs@gov.scot>; [REDACTED]
[REDACTED]
Subject: FMQs - Heathrow - update required by 2pm

Spads,

I have updated the Heathrow briefing in light of the minister's remarks in answer to the topical question. I have also suggested a formulation of words around the environmental impact based on his answers.

[REDACTED] Please also consider if there is anything you would wish included, particularly in anticipation of attacks from the Greens on the emissions point.

We have an earlier meeting this afternoon, so I would be grateful for this to be returned to us by 2pm.

Thanks for your help.

[REDACTED]

[REDACTED]

[REDACTED]

HEATHROW THIRD RUNWAY

ISSUE: 25 June – UK Parliament voted by 415 votes to 119 to pass the UK Government's National Policy Statement which paves the way for Heathrow to apply for a Development Consent Order. The SNP Group abstained saying it did not have necessary guarantees on the benefits for Scotland.

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ISSUE: 21 June – UK Government repeats that about 15% of new capacity would be for domestic services. Also confirms that Scotland can expect to benefit from an extra 100 flights a week if a third runway is built.

ISSUE: April 2018 – Cabinet Secretary writes to Secretary of State detailing SG Ask of UK Government. Headline is that we would like a proportionate share of the new capacity (4.8%) amounting to 200 additional weekly flights and a guarantee from the UK Government.

ISSUE: October 2016 – Scottish Government signed an MoU with Heathrow which committed Heathrow *inter alia* to: reducing airport charges for domestic services; introducing a regional route development fund which will incentivise new routes from Scotland; and the basing of a logistics hub in Scotland (Prestwick expressly mentioned).

Top Lines

- Any Heathrow expansion plan must provide significant benefits to our economy and connectivity.
- The Scottish Government welcomes the fact the third runway is now moving to the stage of Heathrow applying for a development consent order.
- The Scottish Government's position remains that Scotland should benefit proportionately from the new capacity and that should be subject to guarantee.
- That is why SNP MPs could not vote for a third runway with no guarantees of the benefits to Scotland.
- The Secretary of State failed to provide any real assurances - or even meet with the SNP Westminster group to give these guarantees.
- It is now incumbent on the UK Government to build more confidence in the process.
- They also need to set out more clearly the economic benefits that a third runway at Heathrow can deliver throughout the UK.
- We note the UK Government commitment to 200 additional weekly flights for Scotland, however, we await the detail of that.
- The UK Government's aviation strategy - to be published later this year - will have a significant role to play in setting out how it will deal with issues such as slot allocation for services to Heathrow from the nations and regions.
- The Scottish Government will work constructively with the UK Government on the new strategy.

HEATHROW THIRD RUNWAY

We are right to be cautious about Tory promises – two of the most senior UK government ministers have performed U-turns on this issue

- In a now deleted page from her personal website, Theresa May said she was against a third runway:
- **QUOTE:** *"Theresa is firmly against plans to build a third runway at Heathrow Airport and is campaigning against it on behalf of Maidenhead residents."*
- And the Foreign Secretary was nowhere to be seen on the evening of the vote, despite claiming he was against the runway.
- In his victory speech following the 2015 election, Boris Johnson said:
- **QUOTE:** *"I will lie down with you in front of those bulldozers and stop the construction of that third runway."*

While we have no responsibility for expansion, we are not divorced from the environmental consequences as a leader in tackling climate change

- We need to have confidence that the environmental impact of the project is being considered properly
- The UK Government pushed ahead with the Heathrow vote days before an important report from the independent Committee on Climate Change on emissions was due to be published.
- The Heathrow vote should have been held after that publication so we could fully understand the impact of the decision.
- The Committee published its report earlier today and we will be looking at that very closely.
- A separate Scottish progress report is expected in September.
- We recognise that boosting economic growth by improving air connectivity may lead to an increase in aviation emissions.
- Scotland has already shown global leadership by including a fair share of international aviation and shipping emissions in its statutory climate targets.
- Our new Climate Change Bill retains this approach.
- This is part of a balanced approach to meeting Scotland's world leading climate targets by driving down overall emissions.

It is important to keep aviation emissions in perspective. Aviation currently accounts for less than 5% of total Scottish emissions [2016 stats]

- Whilst aviation demand will likely rise over the period to the 2030s, projected fuel efficiency savings should prevent emissions from rising significantly.

The Scottish Government MoU commits Heathrow to a minimum of £200 million construction-related spend in Scotland

- It also commits the Airport to establishing a regional route development fund worth £10 million pounds.
- The MoU also commits the airport to reducing charges for domestic services to Scotland.
- Heathrow's £15 reduction in charges over 2017 and 2018 was instrumental in Flybe introducing services to Heathrow from Aberdeen and Edinburgh.

41

From: [redacted]
Sent: 26 July 2018 09:34
To: [redacted]
Cc: [redacted]
Subject: RE: Heathrow Emissions Work

Hi [redacted]

That's really helpful to see, thank you.

In terms of questions for [redacted]

- As discussed yesterday, I think the main thing to explore for my interests is whether it is possible to produce a combined forecast for the additional effects of Heathrow expansion + 50% ADT reduction. If this could be done in a simple additive way then that would be fine for lines to take purposes (e.g. draft analysis below suggests Heathrow expansion adds c. 0.1% to TOTAL Scottish emissions and previous TS analysis on ADT suggested this adds c. 0.3%, could we say a "total impact of less than 0.5%"?). However, I can see two potential analytical issues with such a simplistic approach – i) the periods of the analysis are (understandably) different, Heathrow is from 2026 onwards, ADT was 2018 – 2021. And ii) might there be interaction effects, so a linear additive approach might not be appropriate?
- More widely, do we have any projections of Scottish aviation emissions out to 2050 (from the DFT projections, or otherwise)? If not, could these be estimated as part of the current work, ideally for three scenarios: i) baseline – perhaps as per the DFT demand growth scenarios?, ii) baseline + Heathrow expansion – as an extension of the model below to 2050, and iii) baseline + Heathrow + ADT cut. The context here would be to compare to the Committee on Climate Change recommendation that aviation emissions should remain below 2005 levels in 2050 (which means 1.7 MtCO₂e for Scotland).

As you say, once the analytical work has progressed a bit further we can meet up and review and discuss next steps. I would be very happy to speak with Ben directly in the meanwhile too, if he might find that helpful. I am in the office till 3 August and then on leave for two weeks.

Finally, we also discussed the possibility of developing a new line to take (for FMQs, etc) on risks of "carbon leakage" around aviation emissions. As a starter for ten, how about something like: *"The aviation industry is growing globally and international policy approaches are needed to manage the emissions from this sector. Displacing aviation activity from Scotland to other countries would do nothing to help global efforts to tackle climate change, but would damage our economy and connectivity."*

Such a line would need to be agreed by senior colleagues and SpAds, and I'd suggest we only look to do that as and when the issue next arises in a topical context (FMQs, etc)? But this is to see what you think in principle in the meanwhile. By way of review, this is where I think current lines to take in this area stand:

We recognise that boosting economic growth by improving air connectivity may lead to an increase in aviation emissions

- Our Climate Change Plan accommodates projected changes in aviation emissions. This is part of a balanced approach to meeting Scotland's world leading climate targets by driving down overall emissions.

- Scotland has already shown global leadership by including a fair share of international aviation and shipping emissions in its statutory climate targets. Our Climate Change Bill retains this approach.
- [The aviation industry is growing globally and international policy approaches are needed to manage the emissions from this sector. Displacing aviation activity from Scotland to other countries would do nothing to help global efforts to tackle climate change, but would damage our economy and connectivity. – IF AGREED]

It is important to keep aviation emissions in perspective. Aviation currently accounts for less than 5% of total Scottish emissions [2016 stats]

- Whilst aviation demand will likely rise over the period to the 2030s, projected fuel efficiency savings should prevent emissions from rising significantly.
- The estimated increase in emissions from a 50% reduction in ADT would represent less than 0.3% of total Scottish emissions [each year 2018 – 2021].
- [NEW LINE ON ESTIMATED EMISSIONS EFFECT OF HEATHROW EXPANSION, POTENTIALLY COMBINED WITH PREVIOUS LINE ON ADT IMPACT AND POTENTIALLY COMPARED TO CCC ADVICE ON FUTURE AVIATION LEVELS. – TBC FOLLOWING CURRENT WORK].
- ~~The Committee on Climate Change advised in Sep 2017 that such an increase is likely to be manageable. [DN: I think we should stop deploying this line for now, at least until we know what the CCC's Sep 2018 report will say]~~

Best regards, and very happy to discuss any aspects of the above further,

From: [REDACTED]
Sent: 26 July 2018 08:40
To: [REDACTED]
Cc: [REDACTED]

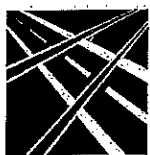
Subject: Heathrow Emissions Work

As discussed yesterday, this is the latest workings for the emissions modelling for additional services from Scotland to Heathrow along with some commentary from Ben. Presentationally, I'm not sure we can have the same annual passenger numbers across the whole time series. We'll consider more on this point. I'll speak to Ben about combining the Heathrow and ADT figures and then we can discuss the best way of presenting this work overall.

Thanks

| | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 |
|------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| extra weekly return flights | | | | | | | | | | |
| TOTAL | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| extra annual return flights | | | | | | | | | | |
| TOTAL | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 |
| total extra return trips | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 |
| emissions per domestic return trip | 0.070 | 0.069 | 0.069 | 0.068 | 0.068 | 0.067 | 0.067 | 0.066 | 0.066 | 0.065 |
| additional emissions (tonnes) | 42,258 | 41,920 | 41,685 | 41,262 | 40,922 | 40,595 | 40,270 | 39,948 | 39,628 | 39,311 |

The emissions trend projected here is driven by improvements to aircraft emissions efficiency of 0.8% per year (as we used in the ADT model), and refers to the number of passengers expected in our ask (a total of 605,000), so does not model demand growth over time. Rough modelling of projected baseline emissions suggests that the third runway expansion will result in a c. 2% increase for Scotland over current aviation emission levels.



TRANSPORT
SCOTLAND
CÀMHDHAIL ALBA

An agency of  The Scottish Government

42

From: [Redacted]
Sent: 31 July 2018 14:39
To: [Redacted]
Cc: [Redacted]
Subject: RE: Aviation emissions from an expanded Heathrow

| Tracking: | Recipient | Delivery | Read |
|-----------|------------|------------|------------|
| | [Redacted] | [Redacted] | [Redacted] |
| | [Redacted] | [Redacted] | [Redacted] |
| | [Redacted] | [Redacted] | [Redacted] |
| | [Redacted] | [Redacted] | [Redacted] |

Many thanks for your work on this. We recently met with Tom Russon from the Climate Change Team and this was one of the issues we discussed. Overall, we want to be able to maintain the line in the future that any increase in aviation emissions is manageable within the wider Climate Change Plan targets. As part of this, we agreed that it would be good if we could have a projection of emission changes that encompasses the total SG policy position i.e. Heathrow expansion and ADT reduction. It would also be good if we could tie this into the wider Committee on Climate Change (CCC) figures. To that end, I'd be grateful if you could consider the following.

1. Could we expand the timeline out to 2050? This is to tie in with the CCC recommendation that aviation emissions should remain below 2005 levels in 2050 (which means 1.7 MtCO_{2e} for Scotland).
2. Noting your comments about demand growth, is there any way to take this into account? Presentationally, I think there would be issues with having the same 605,000 figure across the whole timeframe.
3. Could we expand the ADT projections out to 2050 and add them into the table below to give an overall impact figure? You'll be aware of Jonathan Dennis' previous work on this which only goes out to 2021. Obviously things have moved on since Jonathan did his work. The earliest a reduced ADT would now be introduced would be 1 April 2020. Have you seen the separate ADT work - <https://www.gov.scot/Resource/0052/00521571.pdf> ?
4. Would it be reasonable to combine the ADT and Heathrow figures through a linear additive approach or would we have to take into account any interaction between the two?

Let me know if it would be helpful to have a chat about this.

Thanks

[Redacted]

From: [REDACTED]
Sent: 04 July 2018 11:22

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Aviation emissions from an expanded Heathrow

Hello all,

Many thanks for your comments so far – please find below the updated figures.

| | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 |
|------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| extra weekly return flights | | | | | | | | | | |
| TOTAL | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| extra annual return flights | | | | | | | | | | |
| TOTAL | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 |
| total extra return trips | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 |
| emissions per domestic return trip | 0.070 | 0.069 | 0.069 | 0.068 | 0.068 | 0.067 | 0.067 | 0.066 | 0.066 | 0.065 |
| additional emissions (tonnes) | 42,258 | 41,920 | 41,585 | 41,252 | 40,922 | 40,595 | 40,270 | 39,948 | 39,628 | 39,311 |

The emissions trend projected here is driven by improvements to aircraft emissions efficiency of 0.8% per year (as we used in the ADT model), and refers to the number of passengers expected in our ask (a total of 605,000), so does not model demand growth over time. Rough modelling of projected baseline emissions suggests that the third runway expansion will result in a c. 2% increase for Scotland over current aviation emission levels. I've also copied in Jen McVey from OCEA for awareness.

Please note – the previous table had a small error in the labelling of years, which has now been corrected, so the above version is the correct one.

Very best,

From: [REDACTED]
Sent: 29 June 2018 11:26

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Aviation emissions from an expanded Heathrow

Many thanks. We'll be having a Branch chat about this next week.

A few points meantime:

Any reason why the weekly return flights number is 97? As you know, our ask is 200;
 The best case scenario for the new runway is 2026. Is it possible to take out some of the early years pre-2026 and add a few post 2032?;
 Would be useful to see these figures compared to the overall Scottish aviation emissions figures going forward if we have them and perhaps also the equivalent Heathrow third runway figures.

Regards

From: [REDACTED]
 Sent: 26 June 2018 12:47
 To: [REDACTED]
 Cc: [REDACTED]

Subject: Aviation emissions from an expanded Heathrow

Dear [REDACTED]

I hope that this finds you well. I've calculated the projected emissions we could expect for Scotland from Heathrow expansion on the basis of the additional services and passengers detailed in the draft proposal.

Assuming an extra 605,000 passengers per annum, and taking into account improvements in aircraft efficiency over time (using figures for carbon per passenger from Iain's ADT analysis), we can expect the following additional emissions:

| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|-------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| extra weekly return flights | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| extra annual return flights | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 |
| extra annual return passenger trips | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 |
| emissions per domestic return trip | 0.074 | 0.074 | 0.073 | 0.073 | 0.073 | 0.072 | 0.072 | 0.071 | 0.070 |
| additional emissions (tonnes) | 45,063 | 44,702 | 44,345 | 43,990 | 43,990 | 43,638 | 43,289 | 42,943 | 42,699 |

You may already be aware of this, however, DfT passenger number forecasts from their publication in 2017 predict that Heathrow expansion will result in a net loss of air passengers from Scotland:

| Airport | Demand | 2030 | | | 2040 | | | Low |
|-----------|----------------|------------|------------|------------|------------|------------|------------|--------|
| | | Low | Central | High | Low | Central | High | |
| Edinburgh | Baseline | 12,054,268 | 12,518,404 | 13,259,890 | 14,480,552 | 15,411,484 | 16,145,669 | 16,718 |
| | LHR 3rd Runway | 12,004,855 | 12,862,833 | 13,573,290 | 14,599,873 | 16,295,180 | 16,525,935 | 17,278 |
| | Difference | -49,413 | 344,429 | 313,400 | 119,321 | 883,696 | 380,266 | 559 |

| | | | | | | | | |
|---------|----------------|------------|------------|------------|------------|------------|------------|--------|
| Glasgow | Baseline | 11,064,991 | 12,221,693 | 12,898,815 | 12,297,935 | 13,100,622 | 14,290,239 | 14,326 |
| | LHR 3rd Runway | 10,893,954 | 11,645,763 | 12,493,622 | 12,030,067 | 12,117,976 | 13,891,667 | 13,959 |
| | Difference | -171,037 | -575,930 | -405,193 | -267,868 | -982,646 | -398,572 | -366 |

This is based on a complex air passenger demand model - we have contacted DfT to explain why they predict this might be the case, and are currently awaiting a response.

Very best,



13

From: [redacted]
Sent: 13 August 2018 13:03
To: [redacted]
Cc: [redacted]
Subject: RE: Aviation emissions from an expanded Heathrow

| Tracking: | Recipient | Delivery | Read |
|-----------|------------|------------|------------|
| | [redacted] | [redacted] | [redacted] |
| | [redacted] | [redacted] | [redacted] |
| | [redacted] | [redacted] | [redacted] |
| | [redacted] | [redacted] | [redacted] |
| | [redacted] | [redacted] | [redacted] |

[redacted]
Sounds good.
Thanks
[redacted]

From: [redacted]
Sent: 13 August 2018 11:45
To: [redacted]
Cc: [redacted]
Subject: RE: Aviation emissions from an expanded Heathrow

Hi [redacted] (cc'ing [redacted] for ADT interests)

Sorry for the delay in coming back to you. I've had a think about your request. Up until now, when calculating the potential emissions impact of the Heathrow expansion Ben has used the approach we used previously for ADT emissions. However, that methodology was developed a while ago and in the meantime we've published the independent economic assessment.

I think it would be sensible for us to explore whether we can update the emissions impact approach to make it more consistent with the economic assessment approach and scenarios. It'll take a bit longer, but assuming we can and aside from the advantages of having as coherent an

approach as possible, I think it would allow us to take the demand side into consideration as per point 2 below, and would (I hope) give us a more complete picture of the emissions impact across our aviation-related policy, as per point 4.

Assuming you're ok with this [REDACTED] will have an initial look at the methodologies and we can take it from there.

Happy to discuss, [REDACTED]

From: [REDACTED]
Sent: 31 July 2018 14:39

To: [REDACTED]
Cc: [REDACTED]

Subject: RE: Aviation emissions from an expanded Heathrow

Many thanks for your work on this. We recently met with [REDACTED] from the Climate Change Team and this was one of the issues we discussed. Overall, we want to be able to maintain the line in the future that any increase in aviation emissions is manageable within the wider Climate Change Plan targets. As part of this, we agreed that it would be good if we could have a projection of emission changes that encompasses the total SG policy position i.e. Heathrow expansion and ADT reduction. It would also be good if we could tie this into the wider Committee on Climate Change (CCC) figures. To that end, I'd be grateful if you could consider the following.

1. Could we expand the timeline out to 2050? This is to tie in with the CCC recommendation that aviation emissions should remain below 2005 levels in 2050 (which means 1.7 MtCO_{2e} for Scotland).
2. Noting your comments about demand growth, is there any way to take this into account? Presentationally, I think there would be issues with having the same 605,000 figure across the whole timeframe.
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4. Would it be reasonable to combine the ADT and Heathrow figures through a linear additive approach or would we have to take into account any interaction between the two?

Let me know if it would be helpful to have a chat about this.

Thanks

From: [REDACTED]
Sent: 04 July 2018 11:22

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Aviation emissions from an expanded Heathrow

Hello all,

Many thanks for your comments so far – please find below the updated figures.

| | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 |
|------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| extra weekly return flights TOTAL | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| extra annual return flights TOTAL | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 |
| total extra return trips | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 |
| emissions per domestic return trip | 0.070 | 0.069 | 0.069 | 0.068 | 0.068 | 0.067 | 0.067 | 0.066 | 0.066 | 0.065 |
| additional emissions (tonnes) | 42,258 | 41,920 | 41,585 | 41,252 | 40,922 | 40,595 | 40,270 | 39,948 | 39,628 | 39,311 |

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Please note – the previous table had a small error in the labelling of years, which has now been corrected, so the above version is the correct one.

Very best,

From [REDACTED]
Sent: 29 June 2018 11:26
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Aviation emissions from an expanded Heathrow

Many thanks. We'll be having a Branch chat about this next week.

A few points meantime:

Any reason why the weekly return flights number is 97? As you know, our ask is 200;
 The best case scenario for the new runway is 2026. Is it possible to take out some of the early years pre-2026 and add a few post 2032?
 Would be useful to see these figures compared to the overall Scottish aviation emissions figures going forward if we have them and perhaps also the equivalent Heathrow third runway figures.

Regards

From [redacted]
 Sent: 26 June 2018 12:47

To [redacted]
 Cc: [redacted]

Subject: Aviation emissions from an expanded Heathrow

Dear [redacted]

I hope that this finds you well. I've calculated the projected emissions we could expect for Scotland from Heathrow expansion on the basis of the additional services and passengers detailed in the draft proposal.

Assuming an extra 605,000 passengers per annum, and taking into account improvements in aircraft efficiency over time (using figures for carbon per passenger from Iain's ADT analysis), we can expect the following additional emissions:

| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|-------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| extra weekly return flights | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 9 |
| extra annual return flights | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 | 5,044 |
| extra annual return passenger trips | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 | 605,000 |
| emissions per domestic return trip | 0.074 | 0.074 | 0.073 | 0.073 | 0.073 | 0.072 | 0.072 | 0.071 | 0.070 |
| additional emissions (tonnes) | 45,063 | 44,702 | 44,345 | 43,990 | 43,990 | 43,638 | 43,289 | 42,943 | 42,599 |

You may already be aware of this, however, DfT passenger number forecasts from their publication in 2017 predict that Heathrow expansion will result in a net loss of air passengers from Scotland:

| Airport | Demand | 2030 | | | 2040 | | | Low |
|-----------|----------------|------------|------------|------------|------------|------------|------------|--------|
| | | Low | Central | High | Low | Central | High | |
| Edinburgh | Baseline | 12,054,268 | 12,518,404 | 13,259,890 | 14,480,552 | 15,411,484 | 16,145,669 | 16,718 |
| | LHR 3rd Runway | 12,004,855 | 12,862,833 | 13,573,290 | 14,599,873 | 16,295,180 | 16,525,935 | 17,278 |
| | Difference | -49,413 | 344,429 | 313,400 | 119,321 | 883,696 | 380,266 | 559 |
| Glasgow | Baseline | 11,064,991 | 12,221,693 | 12,898,815 | 12,297,935 | 13,100,622 | 14,290,239 | 14,326 |
| | LHR 3rd Runway | 10,893,954 | 11,645,763 | 12,493,622 | 12,030,067 | 12,117,976 | 13,891,667 | 13,959 |
| | Difference | -171,037 | -575,930 | -405,193 | -267,868 | -982,646 | -398,572 | -366 |

This is based on a complex air passenger demand model - we have contacted DfT to explain why they predict this might be the case, and are currently awaiting a response.

Very best,

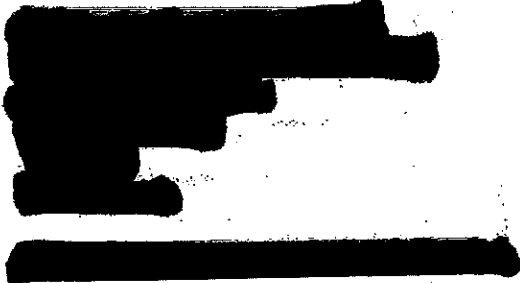
A small, solid black rectangular redaction mark covering the signature area.

44
Cabinet Secretary for Transport, Infrastructure and
Connectivity
Michael Matheson MSP



Scottish Government
Riaghaltas na h-Alba
gov.scot

T: 0300 244 4000
E: scottish.ministers@gov.scot



Our ref: 2018/0020570
August 2018

Thank you for your letter of 7 June regarding the future development of Dundee Airport following your meeting with Mr Yousaf. I am responding because of my portfolio responsibility for transport within my new role as Cabinet Secretary for Transport, Infrastructure and Connectivity.

As indicated in your paper, I appreciate the important role that Dundee Airport plays in supporting the local economy. The Dundee-Stansted service, which we support in partnership with the Department for Transport and the Council, provides vital connectivity for business and leisure passengers, opens up the city and the surrounding Tayside area to wider markets, and plays a major role in the long term regeneration of the airport.

It is clear that there is a strong partnership approach to developing the London link, and your reference to the consideration of changing this service to Southend demonstrates that desire to continually seek potential improvements where possible. I understand that discussions continue around this potential change, along with a possible Belfast City service which would be a great addition to the Dundee route network, and which I am sure would prove popular with the people of the city and wider areas.

As you suggest, we want to see Scotland benefit proportionately from the new runway capacity at Heathrow. The UK Government have indicated that 200 additional weekly flights would be available for Scotland, which we believe can open up the opportunity for Dundee to secure a direct connection to Heathrow. You mention the possibility of opening up some additional capacity around 2021 and I understand that this now sits with Heathrow to make a case. My officials will be raising this with Heathrow and the DfT and you may wish to instruct Council officials to do likewise. We will also work with the UK Government on their Aviation Strategy which should have a significant role to play in setting out how the UK Government intends to deal with slot allocation for services to Heathrow from the regions.

Scottish Ministers, special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See www.lobbying.scot

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www.gov.scot



With regard to the option to reduce Dundee Airport's operating hours at the weekend, the proposed reduction is to align Dundee's opening hours with the London Stansted service. Given the demand on budgets and the financial challenges that HIAL face, HIAL are considering a range of measures at all their airports to help improve this position. I understand the proposal is being discussed between the Council and HIAL. If the decision is taken to reduce operating hours, this could be reconsidered should an airline wish to start a scheduled service, meaning that the closure of the airport on a Saturday will not impact on how HIAL market the airport for new routes.

As for the Tay Cities Deal, discussions are continuing with the UK Government and Tay Cities partners. The modernisation of Air Traffic Management is essential if air services in the Highlands and Islands are to continue to operate in the future, and Dundee are part of this modernisation. The ask for Dundee Airport to be an early adopter of this technology, as well as the route development support and airport upgrades will be considered as part of the overall Tay Cities Deals request.

I hope this information is useful.

MICHAEL MATHESON

Scottish Ministers, special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See www.lobbying.scot

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www.gov.scot

