

CAGNE

Communities Against Gatwick Noise and Emissions

**The umbrella aviation community and
environment group for Sussex and Surrey**

Deadline 13th September

<https://www.parliament.uk/business/committees/committees-a-z/commons-select/environmental-audit-committee/inquiries/parliament-2017/sustainable-tourism-17-19/commons-written-submission-form/>

The Government Environmental Audit Committee launches an inquiry into sustainable tourism, looking at both the impacts of tourism and travel on the environment and how these can be reduced.

Introduction to CAGNE

CAGNE was formed on the 17th February 2014 due to the ADNID trial departure route being instigated by Gatwick Airport for a PRNAV route (concentrated flight path) over rural areas not previously flown over.

Since then CAGNE has grown and diversified as a major umbrella community and environmental group to embrace the many issues that Gatwick presents through their desire for growth including new flight paths, changes to flight paths, increases in noise, surface access, and is now a major campaigning/lobbying force opposing the second and third runway for environmental reasons.

CAGNE has an extensive network of members covering areas to the east, west, north and south of the airport, in rural and urban areas, of the airport concerned with the totality of aircraft noise produced by arrivals and departures, environmental issues, airspace and surface access for Sussex and Surrey and beyond.

The CAGNE committee consists of volunteers/residents to the east and west of the airport coming from many professional backgrounds including aviation.

An Annual General Meeting open to the public takes place each year in February where the chair and committee are elected.

CAGNE sends out informative newsletters to members, consult its members to formalise responses, and is active on social media – Facebook, twitter and instagram.

CAGNE also operates an independent forum (www.cagnepcforum.org.uk) to engage and consult with town and parish councils called the CAGNE Town and Parish Council Aviation Forum, which has currently 27 members. This is for councils and is run by councillors and operated under the councils code of conduct.

The environmental campaign to educate the consumer of the damage flying does to local communities and the planet - www.pledgetoflyless.co.uk.

CAGNE is not just concerned with Gatwick Airport, but all airspace and gets involved in other airports in the UK and overseas; the environmental damage aviation has on climate change and air quality worldwide.

We work closely with CPRE Sussex and Surrey and other CPRE offices as well as other bodies such as SE Climate Alliance, Aviation Environment Federation, Members of Parliament, local authorities and other aviation community groups in the UK and overseas. CAGNE has a seat on Gatwick groups – Noise Management Board and attends GATCOM.

The CAGNE Response:

The Committee is inviting written evidence submissions on some or all of the following points to inform its inquiry:

- **What can the Government do to support a sustainable inbound tourism industry in the UK?**

The consumer must be made to be more climate aware- a more 'climate smart' traveller- and aware of the impact travelling has on the planet and carbon emissions.

Charge a sustainable fee to fly into the UK, which includes paying tax and duty, this will help to manage demand and thus reduce the amount of carbon emitted by flying leisure travellers.

We would also seek to educate those flying into the UK to use alternative forms of travel that are carbon friendly where possible such as trains.

Flying must be more expensive with increases in Air Passenger Duty to ensure that the consumer find the train cheaper than air travel.

- How should the UK tourism industry balance the need to encourage tourism whilst protecting fragile environments?

It should ensure that the leisure traveller is aware of the impact they will have from flying at time of booking the flight, similar to the details on sandwiches to calories or health warning on cigarette packets.

We do not believe that paying an additional green tax is either sustainable or realistic as the consumer has to be made aware of the huge emission of carbon that is caused by flying, similar to that caused by driving a diesel car or eating meat.

To pay a small fee so that the consumer is conscience free proposed a false sense of entitlement to continue to fly with no regard for the impact they would still be having on the planet.

- How well is the UK industry managing the impact of tourism in line with its obligations under the sustainable development goals, at home and abroad?

It is not, it is currently ignoring the impact flying is having on our planet in emissions from aviation. There should be a campaign to make passengers 'smart climate travellers'. Encourage the traveller to use alternative forms of travel that are climate smart or not to fly at all.

- Should the UK Government take more responsibility for the impacts of outbound tourism, for example waste and resource management, protecting habitats and species and community and cultural impacts?

Yes, educate the consumer to the impact flying, for example to Spain for leisure break or second home, has on the planet. Provide tourists with details to the carbon released at time of booking holiday. Relate this to a day-to-day activity or equate the amount of ice melted to size of a bus. For example Gatwick Airport to Paris round flight results in a loss of 5.1msq of arctic ice.

- How can the Government reach its net zero emissions targets through influencing sustainable travel patterns? Is there a role for offsets in sustainable tourism?

As above, education of carbon emitted by flying for leisure travel.

- Where should the balance lie between affordable travel and influencing sustainable travel choices? Are taxes and incentives needed?

Flying should be subject to tax and duty.

We do not agree that a passenger should pay a green tax, as this would give false understanding that all damaging effects of flying are resolved. The consumer must not be misled by the tourist industry, as flying is burning fossil fuel and so releasing carbon into the atmosphere causing major damage to the planet.

Carbon trading is a false understanding of the impact and would mislead the consumer, as carbon trading is not realistic or sustainable.

A frequent flyer levee should be in force so allowing those that only holidaying overseas once a year by air or boat to be free from this levee, but as the consumer flies more they should pay a greater levee.

- How effective are sustainable tourism practices by large tourism companies such as cruise ship and package holiday operators

They continue to ignore the impact they have due to profits. Aviation tour operators offer holidays overseas at unrealistic prices making the UK tourism market and coastal regions unable to compete. Flights must no longer be subsidised by our government as less than half of the UK population fly and yet all subsidise this polluting industry.

To save our coastal regions and UK tourism, we must make the UK as desirable as flying overseas by reducing train fares as a far more environmental way to travel.

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