

CAGNE

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

18th December 2025

To whom it may concern

ukets.consultationresponses@energysecurity.gov.uk

<https://www.gov.uk/government/consultations/uk-emissions-trading-scheme-regional-aviation-connectivity>

CAGNE, the umbrella aviation community and environment group for Sussex, Surrey and Kent respond to the UK Emissions Trading Scheme: Regional aviation connectivity. We make the following comments.

We find again that it is highly disappointing that the CAA and DfT are conducting so many consultations in the run up and during the Christmas period making it almost impossible for joe public to respond let alone volunteer groups.

Air transport has an emissions problem. Plans for its growth are presented as bringing economic gains, while environmental losses are minimised details the most recent Transport and Environment and New Economics Foundation report on European air travel. We raise this as emissions are international with no boundaries to a set sector of the world that they impact.

The remaining carbon budget available to humans is running out, according to this new research.

The 1.5C global warming limit – which is the top amount of emissions that can be put into the atmosphere above pre-industrial levels – is “nearly exhausted” according to the University of Exeter's Global Systems Institute study.

Europe is ramping up action to cut emissions to net zero by 2050, and sectors across the economy, such as electricity, are on track to deliver decarbonisation. In contrast, air transport is notably off track, **lacking a viable within-sector route to net zero** for the medium to long-term.

And yet the UK government is banking and spending taxpayers' money to export more sterling out of the UK by allowing a new runway at Gatwick Airport.

The governments basic argument seem to be that ending the practice of free allowances (which CAGNE support) will add costs to domestic flights which may threaten their viability. The question is will this have an impact. CAGNE do not believe this will as domestic flights are the early contenders for new tech that could help accelerate a transition.

The major concern is the subsidies that are going to regional flights compared to greener forms of transport such as trains. We do not believe that domestic flight routes should be subsidies to continue as is the current case due to the emissions flying creates. Instead we believe any subsidies should go to the railways to improve connectivity, reduce ticket price, and make using the train instead of plane more viable.

The government should be seeking to follow some European countries that are banning short haul internal flights under a set mileage range to encourage the use of rail.

Please accept this as our submission to the consultation.

Thank you

CAGNE committee

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