

Planning Application 18/P/5118/OUT
Applicant: Bristol Airport (majority owned by
Ontario Teachers' Pension Plan, Canada)
Submission to North Somerset District Council by the
Parish Councils Airport Association

Addendum 14 – ‘Tankering’

The PCAA is submitting evidence that the aviation emissions section within the Environmental Statement Ch 17 titled ‘carbon and other GHG’ and Appendix 17A has not identified all emissions connected to air transport movements. The statement within the document that ‘the emissions reported are still deemed representative of a worst-case scenario’ is incorrect. This is because the inventory included fuel consumption as an integral part of the calculation. The calculation has missed out the fact that airlines sometimes increase their fuel intake to avoid buying higher-cost fuel at the destination airport. This saves fuel costs due to different prices of kerosene at different airports throughout Europe, a process known as ‘Tankering’. No airline has declared this until very recently but increased fuel take to avoid extra costs increases the weight of the aircraft and thus there are additional emissions that wouldn’t otherwise have taken place.

On 8 November 2019 Panorama showed a programme titled ‘Can Flying go Green?’¹ A tankering discussion commences after 22 minutes and Easyjet acknowledges that they have used this approach. This confirms that data provided in support of the planning application is erroneous as it omits to include the tankering impact.

References:

<https://www.bbc.co.uk/iplayer/episode/m000b8tx/panorama-can-flying-go-green>