

CAA Environmental and Sustainability Panel Minutes

10:30 – 16:30 13 September 2023

Attendees

Ruth Mallors-Ray (RMR)
Alistair Lewis (AL)
Anil Namdeo (AN)
Charlotte Clarke (CC)
David Lee (DL)
Mark Westwood (MW)
Martin Hawley (MH)
Andrew McConnell (AMc)
John Walter (JW)
Miranda King (MK)
Abigail Grenfell (AG)
Bronwyn Fraser (BF)
Alison Harris

Panel Chair

CAA, Communications Dept
CAA, Communications Dept
CAA, Item 5
CAA
CAA, Secretariat
CAA, Panel Support

Apologies

Chikage Miyoshi (CM)

1. Welcome

RMR welcomed the Panel to this meeting. The Minutes of the previous meeting were approved.

Declarations of Interest. MH been doing support for EU Commission with a study on environmental indicators for RP4. CC also has a new project with Defra and will put the details in an email to BF

AMc and JW discussed options for how CAA Comms may support the Panel. AL suggested it would be valuable for any external CAA comms piece to mention the breadth of issues that the Panel considers is in its remit, including emphasising that it has elevated a range of environmental sustainability issues within the CAA mindset (including public health). It was stressed that the Panel are more internally facing than the Consumer Panel.

2. Update on CAA Environmental Sustainability Strategy implementation

AG noted that the Secretary of State has written to the CAA and advised it to take the Environment Act 2021 into account in its advice to the Department for Transport (DfT), and that this acts as a strong hook for sustainability to be built into all CAA work. AL noted that the environmental considerations in the Environment Act 2021 are vaguely defined, so the CAA may need to consider thresholds for what is relevant.

3. Systems Thinking – Deep Dive

Following discussions with CAA more widely, the Panel undertook a deep dive into considering approaches to using systems thinking to shape a framework that would support how and when the CAA could consider environmental sustainability in its work. The Panel discussed defining the boundaries of the system to be described, including by:

- Using legislation, including the Climate Change Act 2008 and the Environment Act 2021;
- Defining the nature of the journey, including geographic, temporal and purpose;

- Considering the broad range of those who may be impacted (including, in the widest sense, of the impacts not just on people but also nature);
- Considering the caveats around the boundaries of the Panel’s consideration, including whether positive aspects of aviation (such as employment and economy) should or should not be included;
- Presenting the outputs in a visually engaging way.

Actions:

- AL to set out the potential issues around the Environment Act 2021 for the CAA.
- MW to define/classify the relevant journeys that could be considered as part of this systems thinking piece of work by the Panel.
- RMR to draft outline brief of systems thinking proposal to test with CAA teams.

4. Panel Work Programme – Support to Environmental Sustainability Strategy

The Panel discussed how it can support the evolution and maturing of the CAA’s Environmental Sustainability Strategy. The Panel noted that there may be issues that as a regulator the CAA is not currently responsible for but could be in future, and that the Panel could support the CAA to identify these. The Panel suggested it could also support the CAA by assisting it to commission research on aviation’s environmental impacts, that would evolved the CAA’s environmental knowledge base.

The Panel also noted that the CAA’s stated strategic role to ‘lead’ was not the same as ‘regulate’, and that the CAA could lead in the environmental sustainability space without necessarily doing a particular piece of work.

5. Consumer Environmental Information Provision

MK provided an update on the Consumer Environmental Information project and Panel members provided advice and comments around methodologies for carbon calculators. The Panel suggested reviewing the implementation of the Food Standards Agency’s work on food labelling or other transport sectors might be beneficial to consider how sectors where stakeholders both diverse and plentiful have created frameworks that not only industry have adopted collectively but are now widely recognised tools by the public.

6. AoB

Nil.