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|------------------------|------------------------|-------------------------|-------------------------------------|
| <b>PROPOSAL TITLE:</b> | <b>Manston Airport</b> | <b>Short Term</b>       | <input type="checkbox"/>            |
| <b>SUBMITTED BY:</b>   | <b>Infratil</b>        | <b>Medium/Long Term</b> | <input checked="" type="checkbox"/> |

## OVERVIEW

|                               |  |                            |                       |
|-------------------------------|--|----------------------------|-----------------------|
| <b>Proposal</b>               | To develop Manston as a reliever airport in the south east, reliant upon surface transport upgrades and government policy.   |                            |                       |
| <b>Approach</b>               | Government to develop policies to pushed/pulled airlines to Manston and investors are given the confidence to invest. To upgrade rail initially reducing journey times to London from 75 minutes to around 60 minutes and then down to less than 45 minutes with high speed connections.   | <b>Stated Capital Cost</b> | <b><u>£2 bn</u></b>   |
| <b>Potential Benefits</b>     | <ul style="list-style-type: none"> <li>Large landing holding available for potential development, with significant spare capacity readily available and a credible plan to expand to 6 mppa in the medium term and 16 mppa in the long term with appropriate surface transport upgrades.</li> <li>Create significant direct and indirect employment, benefitting a deprived part of the south east.</li> <li><b><u>15,000 directly airport related jobs.</u></b></li> <li>High speed rail branch from HS2 could connect Manston with St Pancras in 45 minutes benefitting intermediate Medway towns and regional economy.</li> <li>Relatively small population affected by noise.</li> </ul> | <b>Capacity (mppa)</b>     | <b><u>16</u></b>      |
| <b>Key Issues &amp; Risks</b> |  | <b>Capacity (ATM)</b>      | <b><u>160,000</u></b> |
| <b>Strategic Fit</b>          | <ul style="list-style-type: none"> <li>The proposal makes a marginal contribution towards freeing capacity at larger airports in the southeast, however it is principally a short to medium term solution as opposed to a long term strategy to provide significant additional airport capacity to the UK.</li> </ul>  |                            |                       |
| <b>Economy</b>                | <ul style="list-style-type: none"> <li>Competitive access to London market predicated on delivery of HS1 link and wider surface access improvements.</li> <li>Uncertain whether the improved links to London would attract customers to use the airport given other airports offering the potentially same destinations.</li> </ul>  |                            |                       |
| <b>Surface Transport</b>      | <ul style="list-style-type: none"> <li>Capture of lost demand is dependent upon Government provided <b><u>new 140mph HSR line constructed along the North Kent Coast from Ebbsfleet, connecting the Medway Towns with the airport and Ramsgate</u></b>, reducing London journey times from 75 to 60 minutes.</li> </ul>  |                            |                       |
| <b>Environment</b>            | <ul style="list-style-type: none"> <li>Proposes a noise package consistent with aviation policy framework to establish noise controls with noise affected areas.</li> <li>No discussion of air quality, natural habitats or other environmental issues.</li> <li>Overall carbon, air quality and noise nuisance effects depend on how the option is used in conjunction with other airports.</li> </ul>  |                            |                       |
| <b>Cost</b>                   | <ul style="list-style-type: none"> <li>The estimated cost of c £1bn for the rail link, stations and road improvements appears overly optimistic. A total cost of £3-5bn may be more realistic.</li> </ul>  |                            |                       |
| <b>Operations</b>             | <ul style="list-style-type: none"> <li>Significant growth in movements could impact regional airspace necessitating cross border resolution.</li> <li>Unclear how the claimed ultimate 16 mppa capacity could be delivered.</li> </ul>   |                            |                       |
| <b>Delivery</b>               | <ul style="list-style-type: none"> <li>No commercial details provided, but acceptance that viability is dependent upon <b><u>finding the right fiscal signals or regulatory mechanisms to persuade airlines and air cargo carriers to loosen their attachment to the principal London airports and enable Manston to be 'switched-on' as a 'release valve' for the regions most congested airports</u></b>, implies that private sector funding may be difficult to attract.</li> <li>Dependence upon surface access links further undermines viability.</li> </ul>  |                            |                       |