

UECNA wishes you a happy and healthy 2022! Hoping that short haul will be replaced this year by train travel while we will continue working on the reduction/ban of night flights...



EUROPEAN COMMISSION PROPOSES A TAX ON AVIATION FUEL

NIGHT TRAINS SET TO MAKE A COMEBACK

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EC PROPOSES A TAX ON AVIATION FUEL



The European Commission is proposing to impose a tax on aviation fuel. It is part of its 'Fit for 55' package to reduce emissions by at least 55% by 2030, compared to 1990 levels and net zero by 2050. The fuel tax would only apply to flights within the EU. The Commission expects a fuel tax would not reduce overall flight numbers but would limit their growth. There are also proposals to mandate much greater use of sustainable fuels. The details of the package, including the levels of tax imposed, will need to be agreed by the Council of Ministers and the European Parliament. So this is just the start of the process. It is unlikely that the proposals will be thrown out but expect them to be modified.

Download a [summary of the Green Deal proposals](#)

Download a [summary of the transport proposals](#)

NIGHT TRAINS SET TO MAKE A COMEBACK



As part of a [new action plan](#) on cross-border rail, the EU has announced plans that will make it easier for train companies to get loans from the European Investment Bank to finance new carriages and trains. At present there is a shortage of them. The plan is part of the EU's broader "Fit for 55" package aimed at cutting emissions by 55% by the end of the decade. While the plan wants to boost all forms of long-distance rail – regarded as critical to meet the EU's climate targets and shift traffic away from short-haul flights – sleeper trains are a big beneficiary.

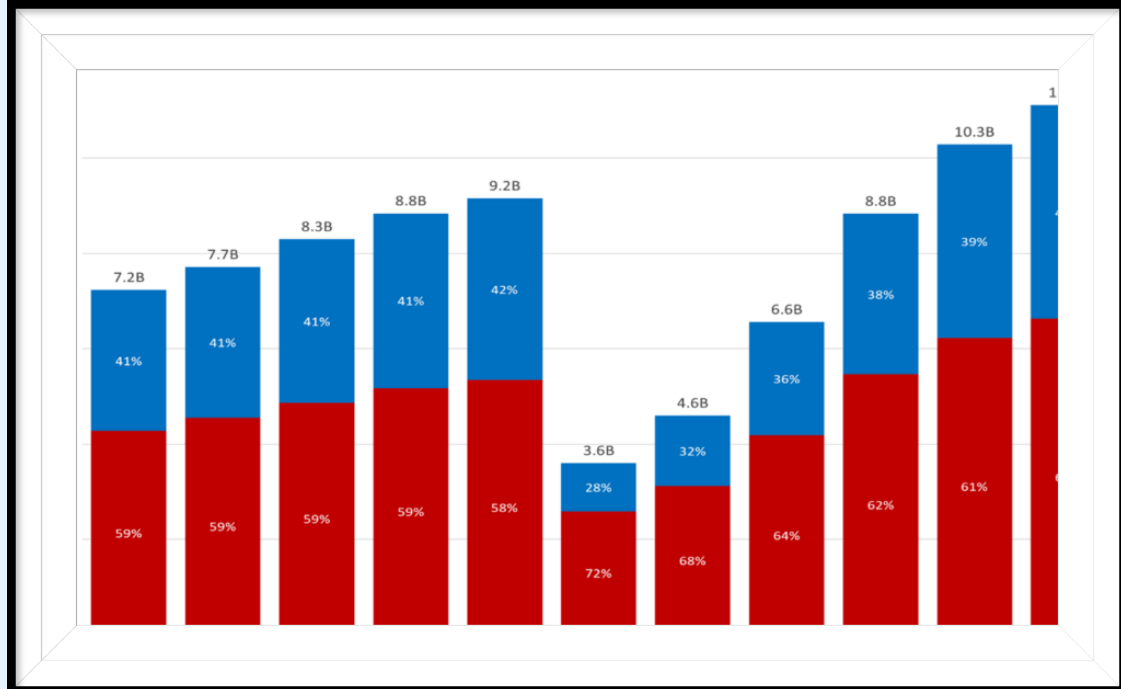
However, concern has been expressed by the private sector operators which have led the way in the revival of night trains. They are worried that the state-owned rail companies will collude to build up a EU-wide cartel, financed by directly-awarded taxpayer money. The private operators argue this is not only a very inefficient use of funds, but it will result in night train services being introduced according to the needs of the operators – and not to the needs of the passengers. The private companies want the money on encouraging new night services to be fair to all night train operators. To achieve this, they suggest:

- Reduce track access charges, in line with new regulation proposal EU 2020/0127 (COD)
- Provide equal financing opportunities to purchase rolling stock
- Transparency: give passengers the right to book all night trains at all rail ticket vendors
- End direct awards to one specific night train operator

UECNA COMMENT

There is a tendency in our climate-aware age to think of trains as 'good' and planes as 'bad'. That is a mistake. They are 'different'. Each mode has its own strengths and weaknesses. The plane wins out for long journeys. For short trips it is rail. It usually causes less noise and always produces fewer emissions. There is a case for a proportion of the money raised from air taxes to be used to reduce access charges on the railways which could allow rail companies to charge lower fares and, ideally, new entrants to come into the market so private companies are competing to offer the passenger the best and cheapest deal.

THE RECOVERY THE INDUSTRY EXPECTS



The chart published in November by ACI (the Airport Council International) is interesting but many unknowns remain: how many business passengers will return; the level of aviation taxes; the revival of rail; fuel costs; and how low airlines will be able to keep fares – on some routes low fares are subsidised by high business fares. And on beating the virus!

FLIGHT PATHS WILL CHANGE



Across the world radical changes are being made to flight paths. They are being driven by a move to satellite technology to guide planes. The technology will enable more direct, precise routes to be flown.

The new flight paths will:

- Reduce journey times

- Cut fuel costs
- Allow more aircraft to use airports
- Cut CO2 per plane
- Allow arrivals to be higher for longer
- Enable departures to be higher
- And, if rotated, allow many communities a break from the noise

UECNA held a webinar on the topic last year. And the links to the presentations of [Ian Jopson](#) and [John Stewart](#)

Watch the webinar

REGULAR DRONE DELIVERIES EXPECTED



EASA (the European Aviation Safety Agency) will be staging a major conference on drones in the first quarter of this year. It is expected to attract leading speakers from the European Commission, National Governments and industry. Our chair, Dominique Lazarski, will represent UECNA. We have major concerns about drones.

- We know drones will not be silent.
- We know the tone of the noise they produce is likely to be new and different.
- We know they will add to the already high noise levels in our towns and cities.
- We know there are other ways of cutting congestion on our streets

Drones have an important role in delivering vital supplies in parts of the world where the terrain is difficult or to distant areas of Europe. But it fills us with fear that our neighbours will get their pizzas delivered by a drone every evening.

UECNA: SPEAKING FOR COMMUNITIES ACROSS EUROPE



UECNA is the only Europe-wide organisation which represents grassroots airport communities at the highest level in the European Parliament and at the European Commission. It also speaks for residents at ICAO, the aviation industry's main international decision-making body. It is run by representatives from grassroots organisations from across Europe.

If you join, you get the chance to:

- Tell the rest of Europe about your airport and benefit from others' experience
- Join Europe-wide campaigns
- Influence the European Union and international aviation organisations
- Receive regular information on new developments
- Be part of a growing movement to tackle the local impacts of aviation
- Meet fellow campaigners from across Europe

UECNA is represented on:

- ICAO (International Civil Aviation Authority)
- European Commission's Noise Experts Group
- EASA (European Union Safety Agency)
- EAEG (European Aviation Environmental Group)
- T & E (Transport & Environment)

UECNA Members and Friends

UECNA has members and 'friends' from communities at airports throughout Europe. In

future issues we will be featuring the situation at some of their airports. We will also be covering other major noise, air pollution and airspace issues as they arise at a European and international level.

You can keep up-to-date through our website [uecna.eu](https://www.uecna.eu) or by following us on twitter [@uecna_eu](https://twitter.com/uecna_eu)

If you would like to become a member or a friend: [/friends-of-uecna/](https://www.uecna.eu/friends-of-uecna/)

We welcome contributions to the newsletter: email johnstewart2@btconnect.com

UECNA Webinars



Last year UECNA held a series of successful webinars attended by people from across the world. They covered airspace change, night flights and noise measurement systems. You can catch them on our website: <https://www.uecna.eu/>.

We will be doing more in 2022 on a range of topics, including noise metrics, community involvement, the design of aircraft and the balanced approach. We advertise them on twitter but keep checking our website. You will also find on the website two presentations on successful campaigning given at our recent AGM.

UECNA

Union Européenne Contre Les Nuisances Aériennes
European Union Against Aircraft Nuisances



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