

25 August 2023

Eiko Jones

Email: c/-fyi-request-23625-60786c9f@requests.fyi.org.nz

Dear Eiko,

OFFICIAL INFORMATION ACT 1982 (OIA) – REQUEST FOR INFORMATION - CHRISTCHURCH INTERNATIONAL AIRPORT LIMITED (CIAL)

1. We write further to our email of 2 August 2023, acknowledging receipt of your email of 28 July 2023 (via the third party public platform fyi.org.nz) in which you requested the following information pursuant to the OIA:
 - a. *all notes, correspondence, reports, minutes and other records relating to Informed Leaders;*
 - b. *as above, but relating to any of the 12 original signatories;*
 - c. *details of the efforts Christchurch Airport has gone to engage the expertise, knowledge and research base these 12 signatories have access to; and*
 - d. *details (time, date, meeting agenda, minutes, notes) of meetings Christchurch Airport has had with any of the 12 original members,*(the **Request**).
2. In relation to the request set out at paragraph 1a above, the correspondence between a group of researchers known as the “Informed Leaders” group (the **Informed Leaders**) and CIAL is publicly available on the Informed Leaders website (and, accordingly, the ground for refusal under section 18(d) of the OIA applies). In summary, the correspondence comprises:
 - a. An open letter from Informed Leaders to a broad range of recipients, including CIAL, regarding the Central Otago Airport project (the **Project**) on 24 January 2023;
 - b. CIAL’s letter of reply to the Informed Leaders open letter dated 14 February 2023;
 - c. a further letter from the Informed Leaders sent by email to CIAL (and others) dated 8 March 2023.

For ease of reference, this correspondence, together with the accompanying email correspondence (for purposes of delivery and acknowledging receipt of the abovementioned letters), is enclosed with this letter.

3. In relation to the requests set out at paragraph 1b, 1c and 1d above:

- a. CIAL has had limited correspondence in the past with an original signatory to the Informed Leaders open letter. The correspondence was initiated by a CIAL employee following public comments made by that signatory in relation to the Project and included an invitation from the CIAL employee to meet to discuss those comments. However, these comments, and the subsequent correspondence, were not made under the guise of "Informed Leaders" and, in any event, is withheld under section 9(2)(a) of the OIA. No subsequent meeting was held and accordingly there are no notes, reports, minutes or other records relating thereto. For completeness, we note that CIAL has also been represented and spoken at events that Informed Leaders have also spoken at.
 - b. our letter of 14 February 2023 to Informed Leaders noted our "open door policy" and that we welcome open conversations with interested parties as we continue our work. No meetings have been requested by Informed Leaders.
 - c. Information on CIAL's approach to engagement can be found at its dedicated Project website at <https://www.centralotagoairport.co.nz/>. CIAL is under no legal obligation to consult in relation to the Project or otherwise publicly engage at present. To assist public understanding of the context of the Project and CIAL's decisions, CIAL has committed to respectfully engaging with the community and proactively publishing information as it completes pieces of work.
4. We trust we have answered your requests for information. If you require any further information or we have in some way misinterpreted your requests, please let us know.
 5. You have the right to seek an investigation and review by the Ombudsman of the decisions contained in this letter. Information about how to contact the Ombudsman or make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Yours sincerely

CIAL LEGAL TEAM

Email: legal@cial.co.nz

Enclosures:

- (a) Correspondence (including Open Letter from Informed Leaders) dated 24 January 2023 from Informed Leaders to CIAL*
- (b) Correspondence (including Letter from CIAL) dated 14 February 2023 from CIAL to Informed Leaders*
- (c) Correspondence (including Letter from Informed Leaders) dated 8 and 9 March 2023 between Informed Leaders and CIAL*

From: Informed Leaders <informedleaders@gmail.com>

Sent: Tuesday, 24 January 2023 5:37 PM

To: Justin Watson <Justin.Watson@cial.co.nz>;
Tim May <Tim.May@cial.co.nz>; Lucy Taylor <Lucy.Taylor@cial.co.nz>; John O'Dea <John.ODea@cial.co.nz>; Nick Flack <Nick.Flack@cial.co.nz>; Michael Singleton <Michael.Singleton@cial.co.nz>; Rhys Boswell <Rhys.Boswell@cial.co.nz>

Subject: A letter for your attention re the proposed airport at Tarras

Kia Ora

Please find attached a letter for each of your attention from 11 of New Zealand's most experienced researchers.

Ngā mihi
The team at Informed Leaders

Informed Leaders
informedleaders@gmail.com



[See list of recipients on page 3]

Sent via email to individual email addresses.

Tuesday 24th January, 2023

Tēnā koe

The proposed international jet airport at Tarras, Central Otago

We are writing to you as a decision maker or key stakeholder in the proposed new international airport at Tarras, Central Otago, New Zealand.

This letter represents the views of some of New Zealand's most experienced researchers with expertise in the fields of business, economics, climate science, sustainability, Māori and indigenous studies, tourism, the environment, agriculture, and policy studies.

It is the shared view of the undersigned that the proposed Tarras Airport should not proceed.

New Zealand has committed to substantially reducing its carbon emissions. It is increasingly clear that there will be significant environmental, social, cultural and economic as well as political and reputational consequences if we fail to do so. Government and most councils, including Christchurch City Council and Central Otago District Council, have declared climate emergencies. It is already proving difficult to reduce carbon emissions. Government is asking others - such as the farming sector, the public sector and the energy sector - to take urgent and major steps to curb emissions.

We are concerned that any organisation, let alone Christchurch International Airport Ltd which is owned 25% by the government and 75% by Christchurch City Council, would consider building a new airport in New Zealand during a climate emergency. This proposed airport highlights the need for more climate-focussed legislative and regulatory frameworks as a basis for stronger controls for approving major infrastructure projects such as new international airports.

It is now widely accepted that the New Zealand tourism industry must move away from the volume-based high growth approach that underpins the Tarras Airport proposal. The future of tourism will be less volume driven, and more focussed on quality and value through extended length of stay, high value, deep engagement and high quality local/regional visitor experiences. These principles are outlined in the Queenstown Lakes and Central Otago destination management plans.

This approach is also consistent with the Climate Change Commission encouraging everyone to reduce their personal carbon emissions through behavioural changes. Encouraging both New Zealanders and visitors to New Zealand to fly less is an important behaviour change which will reduce emissions significantly; developing a new airport in Central Otago will have the opposite effect.

Currently 12% of New Zealand's gross CO₂ emissions come from aviation.¹ We are the sixth highest emitter of aviation emissions per capita in the world.² Under current technologies high personal aeromobility is incompatible with the government's emissions mitigation goals. It has been confirmed that the proposed new Central Otago airport will be built for long-haul wide-bodied jets; an airport designed to stimulate demand and

¹ As of 2019, including international transport. "As borders open and international travel resumes, will New Zealand's sky-high aviation emissions take off again?", The Conversation, March 29, 2022 ([link](#))

² As above.

easily expand its capacity further in the future. This approach is fundamentally at odds with the urgent need to halve carbon emissions by 2030 in accordance with Paris 2015 climate commitments.

Industry talk of “decarbonising aviation” in effect kicks the net-zero emissions can down the road to 2050, which is still nearly three decades away. This approach is not sufficiently ambitious within the context of the call for urgent decarbonisation over the six years, 179 days (at the time of writing)³ remaining to halve gross global carbon emissions and remain within the carbon budget for well below +2.0°C (it is widely accepted that there is now no credible path to achieving the +1.5°C target).

Furthermore the promise of zero carbon aviation is based on technologies that do not yet exist. They do not yet exist because of the enormous technical challenges associated with decarbonising global and national aviation systems. These challenges have been well documented by commentators, academics, the media and indeed aviation industry leaders.⁴ Advancing technical solutions is a major priority, but this should not be confused with decarbonisation pledges that are based on technologies that do not exist.

In 2021, New Zealand was a founding member of the “International Aviation Climate Ambition Coalition”, committing to preparing a plan detailing “ambitious and concrete national action to reduce aviation emissions”. This initiative has now led to the UN declaring a goal of net zero aviation by 2050. Building a new airport catering to conventional wide-body jet aircraft would fatally undermine this goal.

While climate action and carbon emissions are central to this discussion, our concerns also extend to the potential impact of this proposed airport on Central Otago’s environment, flora and fauna, strain on regional infrastructure, impact on local and regional communities, wider economic consequences, intergenerational impacts and the wellbeing of those living locally.

We are not anti-airport, anti-aviation, anti-business or anti-development. We understand the need for infrastructure. However, any proposal with widespread social, cultural and environmental impacts requires decision processes that are informed by the very latest research insights.

We therefore urge you in the strongest possible terms to put a stay on the Central Otago Airport proposal.

Nāku noa, nā

Professor Jonathan Boston
Professor James Higham
Professor Bronwyn Hayward
Professor Shaun Hendy
Distinguished Professor Robert McLachlan
Professor Ilan Noy

Professor Steven Ratuva
Professor James Renwick
Distinguished Professor Dame Anne Salmond
Professor Huhana Smith
Professor Anita Wreford

*further details about signatories on following page

P.S. In the next few weeks we will compile an easy reference list of relevant research papers covering many of the issues referenced above, and more. This will by no means be an exhaustive list, but it will serve as a comprehensive starting point. We will let you know when it has been compiled and published.

³ Calculated as at noon, 24 January 2023, using the countdown clock [here](#)

⁴ We are happy to provide a list of recent references should you need them, but please also refer to: “Airbus boss warns of delay in decarbonising airline industry” The Guardian (30 November 2022, [here](#)) in which the CEO of Airbus is quoted as saying: “Ambition is not yet matched by action. [...] I believe it is difficult to overstate the scale of the energy challenge.”

Further detail about the signatories.

Professor Jonathon Boston ONZM	Emeritus Professor of Public Policy, School of Government, Victoria University of Wellington.
Professor James Higham	Professor of Sustainable Tourism, Department of Tourism, University of Otago
Professor Bronwyn Hayward MNZM	Department of Political Science and International Relations, University of Canterbury. Director of The Sustainable Citizenship and Civic Imagination Research Group, University of Canterbury.
Professor Shaun Hendy FRSNZ MNZM	Centre for Science and Society, Faculty of Science, Te Herenga Waka - Victoria University of Wellington
Distinguished Professor Robert McLachlan FRSNZ	School of Mathematical and Computational Sciences, Massey University
Professor Ilan Noy	Chair in the Economics of Disasters and Climate Change, School of Economics and Finance, Victoria University of Wellington
Professor Steven Ratuva	Director of the MacMillan Brown Centre for Pacific Studies, University of Canterbury
Professor James Renwick	Professor of Physical Geography, School of Geography, Environment and Earth Sciences, Victoria University of Wellington
Distinguished Professor Dame Anne Salmond, ONZ, DBE	Distinguished Professor of Maori Studies, University of Auckland
Professor Huhana Smith	Head of Whiti o Rehua School of Art – Fine Art, Māori Visual Arts and Photography, Massey University. Co-Chair Climate Change Joint Action Committee – Horizons Regional Council, Palmerston North
Professor Anita Wreford	Agribusiness & Economics Research Unit, Lincoln University

List of recipients of this letter

- Hon. Chris Hipkins (as incoming Prime Minister) and Hon. Carmel Sepuloni (as incoming Deputy PM) - to share with relevant cabinet ministers once new appointments confirmed
- Christchurch City Council Mayor, Councillors, Community Board Members and Execs
- Christchurch International Airport Ltd board members and executive
- Christchurch City Holdings Limited board members and executive
- Central Otago District Council councillors, Community Board Members, Executive
- Otago Regional Councillors

From: Michael Singleton <Michael.Singleton@cial.co.nz>

Sent: Tuesday, 14 February 2023 4:33 PM

To: informedleaders@gmail.com

Subject: A response from Christchurch Airport

Tēnā koutou,

Please find attached a letter from Christchurch Airport in response to your recent correspondence. A copy has been sent to the recipients of your letter of 24 January 2023

Thank you for taking the time to write to us and express your thoughts on the project we are currently researching.

Ngā mihi nui,

Michael Singleton
Project Director

E michael.singleton@cial.co.nz

W christchurchairport.co.nz

P PO Box 14001, Christchurch 8544, New Zealand





14 February 2023

Professor Jonathan Boston
Professor James Higham
Professor Bronwyn Hayward
Professor Shaun Hendy
Distinguished Professor Robert McLachlan
Professor Ian Noy

Professor Steven Ratuva
Professor James Renwick
Distinguished Professor Dame Anne Salmond
Professor Huhana Smith
Professor Anita Wreford

By email: informedleaders@gmail.com

Tēnā koutou,

Proposed New Central Otago Airport

We have read your open letter of 24 January 2023. We welcome your interest in our project and your wish to make an informed contribution to this conversation.

Aviation is and will continue to be critical to New Zealand's prosperity and way of life

Aotearoa New Zealand cannot escape from the fact that it is a geographically isolated country. High-quality air connectivity is, and will always be, an important driver of social and economic wellbeing.

The government's first Emission Reduction Plan published in May 2022 reinforces that aviation will remain a critical way to stay globally connected and move both people and freight to/from domestic and international destinations and markets.

The routes on Aotearoa New Zealand's domestic aviation network span over 20,000kms and are enabled by less than 100 kms of runways. Within this system airports are critical lifeline utilities. This network, and its resilience, can't be replicated by any other readily available mode of travel or infrastructure in New Zealand.

Through the efficient movement of people and goods, aviation adds real value to Aotearoa New Zealand beyond the single sector of the economy implied in your letter. Approximately 16% of Aotearoa New Zealand's exports and 22% of our imports by dollar value travel in the holds of passenger aircraft, yet these high value goods make up only 1% of the total volume. We should also not underestimate the importance of a strong visitor economy to the national economy, and many of our regional economies.

As New Zealand moves towards net zero emissions by 2050 the measure of foreign exchange earned per tonne of CO₂e will drive which sectors can pay the highest price for carbon. This aligns with the acceleration of businesses into the digital economy promoted within the Government's Digital Aotearoa strategy. Air freight will be the key enabler of this international trade, with sectors that rely on aviation continuing to produce the highest foreign exchange earnings per tonne of CO₂e.

Decarbonising aviation will take leadership from inside and outside the sector

Christchurch Airport recognises and acknowledges many of the concerns you have shared in your letter. We have been consistent with our message that aviation needs to decouple itself from fossil

fuels if it is to continue to operate and most importantly if communities are to continue to enjoy the things they value so dearly.

The wider aviation sector is acutely aware of the need to decarbonise. There is a global effort underway to do so. We agree there is a real need to have the right policy settings in place to achieve that ambition.

There is ample evidence that technologies do exist to achieve this transition however the sector needs to find ways to scale their production and accelerate the uptake of those technologies. We also need to ensure that airport infrastructure supports airlines in their efforts to reduce the impact of travel on greenhouse gas emissions through the use of their most efficient aircraft.

Christchurch Airport does not presume to have all the answers and it does not underestimate the scale of the task ahead. We strongly believe the best way to tackle these problems is by taking a proactive approach to exploring how New Zealand ensures regions, now and in the future, can benefit from having the right infrastructure in place. That will require collaboration and the development of new ideas and approaches.

Christchurch Airport is recognised globally for its leadership in decarbonisation

Christchurch Airport recognises the need to take a leadership position to confront the challenges posed by a changing climate. That includes taking a science-based approach to reducing our environmental footprint. We started independently auditing our greenhouse gas emissions in 2006 and have cut our onsite operational (Scope 1) emissions by 90% since our baseline year of 2015.

Christchurch Airport is deeply engaged with the need to reduce emissions, build resilience to the effects of climate change, and support the transition to a decarbonised aviation sector. Our actions include:

- becoming the first airport in the world to reach the highest level of decarbonisation under the Airports Council International's carbon accreditation programme.
- developing a 400ha renewable energy precinct, Kōwhai Park, designed to provide the green energy the new generations of electric and hydrogen aircraft will require.
- partnering with international aerospace leader Airbus, global green energy company Fortescue Future Industries (FFI), Air New Zealand, next generation energy company Hiringa Energy and liquid hydrogen solution pioneers Fabrum to support the acceleration of the commercial deployment of green hydrogen-powered aircraft.
- partnering with Hamburg Airport to work on infrastructure for the use of green hydrogen in aviation.
- establishing its first Sustainability Linked Loan.
- being a foundation signatory to the Climate Leaders Coalition and a member of Sustainable Business Council.
- chairing APEC Business Advisory Council Climate Leadership for Businesses Task Force.

Adapting to a changing climate requires the right infrastructure in the right places

Decarbonisation is only one part of the challenge posed by a changing climate. Adapting to climate change impacts is equally important if Aotearoa New Zealand is going to continue to thrive. Ensuring Aotearoa New Zealand has adaptive infrastructure located in the right place will require:

- long term planning beyond 30 year horizons around how our regions will grow and change to enable them to be well connected through resilient, well located infrastructure.
- understanding key infrastructure's vulnerability to sea level rise. The Reserve Bank has highlighted 14 airports within New Zealand that may be exposed to 30cm of sea-level rise

over the next 30 years. This risk to key infrastructure was also referenced this week in the Environmental Defence Society's first working paper on managed retreat law.

- enabling the development of infrastructure that can access resilient supplies of renewable energy. For example, Queenstown Lakes District Council (QLDC) in its April 2021 submission to the Climate Change Commission noted "*the electricity network in the district is nearing its capacity and ...is challenged in terms of the resilience of the network, the affordability of electricity and the ability to electrify extensively.*"

Ignoring the connectivity needs of future generations is not an option

Aotearoa New Zealand does not have a great track record of planning for the future. Doing nothing in the face of a well-documented and fast-approaching infrastructure deficit and changing climate jeopardises the long-term ability of communities to maintain or improve their standard of living.

At Christchurch Airport we understand what it means to be an intergenerational asset. Future-focussed thinking is very much at the forefront of our decision-making and we bring that level of curiosity and ambition to all our projects. The decision to explore a new airport for Central Otago aligns with that approach.

Central Otago is one of New Zealand's fastest growing regions and will be impacted by a shortfall of aviation infrastructure

Both the areas of QLDC and Central Otago District Council (CODC) are forecast to be amongst the fastest growing in New Zealand over the coming decades. With a mobile population, high-quality air connectivity will continue to be an important driver of social and economic wellbeing.

Queenstown Airport has served the region's air travel needs well for decades, and while it has been a controversial topic, there is consensus that it is rapidly approaching its operational capacity.

It is simply not correct to sustain a narrative that Central Otago airport is being "designed to stimulate demand". That demand already exists on current routes. Queenstown Airport's own forecasts show the number of visitors and residents who wish to use the airport over the next 20 years far exceeds its ability to service them.

Forecasts at those airports across Australia and New Zealand which feed the Central Otago region, show visitors will continue to visit the region. Many of those feeder airports are upgrading their own infrastructure at significant cost.

The proposed Central Otago airport is being considered to proactively manage that future demand when, not if, Queenstown Airport reaches capacity.

Aviation is a critical driver of Central Otago's social and economic wellbeing

The vitality of Central Otago's economy depends on the efficient movement of people and products. The \$3.85 billion of domestic and international visitor spending in Central Otago accounts for 30% of the value of all purchases from Central Otago businesses. It is spread across a wide range of businesses including retailers, accommodation providers, cafes & restaurants, transport providers, and arts & recreation providers. Many of these businesses sell their goods & services to Central Otago residents as well as visitors, creating and sustaining things that enhance residents' lives.

Nearly 15,130 jobs and \$547 million of wages and salary income in the region was supported by those visitors. This is equivalent to 30% of all jobs in Central Otago, and 23% of all wage and salary income.

Doing nothing about air capacity constraints in the region is not an effective management strategy

Constraining air capacity will not put a ceiling on demand – it will cause congestion, higher prices, and inefficient travel patterns. Central Otago residents are more likely to be disadvantaged by a supply shortage than visitors.

It is also likely that constraining air capacity will ultimately cause carbon emissions to grow as a result of increased driving and over-flying through less direct fly-drive options.

New Zealand has clear frameworks and a rulebook that applies to all new infrastructure proposals

It is clear both from your letter and website, your group has strongly held views. We do not seek to convince you of the merits of our proposal, but it needs to be recognised that any calls for stays to our investigations are premature. We are still in the early stages of what will be a long project and one which will need to navigate policy and planning frameworks to proceed. At this stage, we are exploring our project and know that to proceed it will require consideration of the economic and wellbeing impacts and benefits to the Central Otago region, as well as any potential impacts on the region’s environment, flora and fauna and infrastructure.

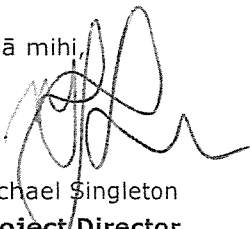
Those frameworks will, as you suggest “*require[s] decision processes that are informed by the very latest research insights.*” That is still some way off in the future and will only be taken after extensive consultation with key stakeholders. The future of this project, if we choose to proceed to the regulatory stage, will ultimately be determined by a third-party regulator after considering all information placed before them. That information will necessarily be high quality and wide reaching.

Should you wish to, like other interested parties, each of you will have an opportunity to participate in that process should that time come.

Christchurch Airport has an “open door” and an “open mind”

We are not assuming any outcome but are committed to planning for Aotearoa New Zealand’s long-term future and being part of the solution. The ability of regions to continue to enjoy the benefit of high quality and resilient connections in a low emission environment is a key feature of that.

In the meantime, we welcome open conversations with interested parties as we continue our work. You will find preliminary information papers published on our website www.centralotagoairport.co.nz. These will be supplemented over time as we complete our work.

Ngā mihi,


Michael Singleton
Project Director

Michael.Singleton@cial.co.nz

Copy to:

- Hon. Chris Hipkins, Prime Minister
- Hon. Carmel Sepuloni, Deputy Prime Minister
- Hon. Grant Robertson, Minister of Finance
- Hon. Dr Duncan Webb, Minister of State Owned Enterprises
- Christchurch City Council Mayor, Councillors, Community Board Members and Executive
- Christchurch City Holdings Limited board members and Executive
- Central Otago District Council Councillors, Community Board Members and Executive
- Otago Regional Councillors and Executive

From: Informed Leaders <informedleaders@gmail.com>
Sent: Thursday, 9 March 2023 11:27 AM
To: Michael Singleton
Subject: Re: Letter for your attention

Thank you Michael.

Informed Leaders
informedleaders@gmail.com

On Thu, 9 Mar 2023 at 10:23, Michael Singleton <Michael.Singleton@cial.co.nz> wrote:

Kia ora,

Receipt acknowledged on behalf of CIAL and its Board.

Nga mihi,

Michael

From: Informed Leaders <informedleaders@gmail.com>
Sent: Wednesday, 8 March 2023 12:48 pm
To: Michael Singleton <Michael.Singleton@cial.co.nz>
Subject: Letter for your attention

Good afternoon Michael

Please see attached a letter for your attention.

Ngā mihi

Informed Leaders

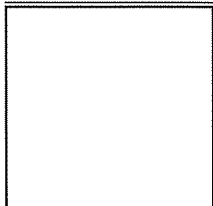
From: Informed Leaders [mailto:informedleaders@gmail.com]
Sent: Wednesday, 8 March 2023 1:05 pm
To: .
Subject: Letter sent to Christchurch Airport, for your information

Good afternoon Catherine

As Chair of the CIAL board (and a recipient of our original open letter), we thought you should receive a copy of the letter we've just sent to Michael Singleton at Christchurch Airport.

Ngā mihi
The team at Informed Leaders

Informed Leaders
informedleaders@gmail.com





Michael Singleton
Project Director - Central Otago
Christchurch International Airport Ltd
PO Box 14001
Christchurch Airport
Christchurch 8544

Sent via email to Michael Singleton (cc list on second page)

Wednesday 8th March, 2023

Tēhā koe

The proposed international jet airport at Tarras, Central Otago

Thank you for your letter dated 14 February 2023 in response to our open letter. We note the key themes of your letter, including:

- The role aviation has played in New Zealand's success, including the growth of visitor numbers.
- The recognition Christchurch Airport has received in recent years, particularly from within the aviation industry, for steps you have taken to reduce your carbon footprint.
- The need for New Zealand to have the right infrastructure in the right places.
- The advantages of connectivity.
- The recent growth in Central Otago's population.

We agree that these are important themes. We agree that New Zealand should be thinking and planning - very carefully indeed - about our future. These intergenerational decisions.

What is missing from your letter, and worryingly absent from your public communications about this project, is a commitment from Christchurch Airport to fully factor in the existing science and research. This should also be presented to your directors, shareholders, stakeholders and importantly the public to inform discussion, debate and decision making.

The existing science and research is extensive. It has been produced following rigorous research protocols, peer reviewed before publication, and it is independent in that it is not driven by a commercial imperative or interest. In other words, it is unbiased. The research and science is unequivocal. Unfortunately it casts a long shadow over your proposed airport.

To say that "there is ample evidence that technologies exist to achieve transition" is incorrect. As you know, delivering low carbon aviation at scale is fraught with numerous thorny issues and there are presently no reliable solutions. It is admirable that groups of organisations are working on this, but that mahi in itself does not justify the building of a new airport.

/ continued on Page 2

Airports are, by their very nature, carbon intensive businesses, and will continue to be so for the foreseeable future. Global aviation growth continues to fuel growth in harmful emissions, as it has for many decades and is forecast to continue to do over the coming decades. A new international airport **undeniably** invites more growth.

Finally, whilst we applaud and encourage any New Zealand business reducing its carbon footprint, Christchurch Airport's claim of being "climate positive" should be heavily qualified. As you know, you include in this claim less than 1% of the emissions that, by your own calculations, your airport enables. Even with the announcement of your Kowhai Park solar project, these emissions are huge.

We welcome your "open door" and "open mind" approach. To that end, we will be writing again soon to point you towards the relevant research and data.

Nāku noa, nā

Distinguished Professor James Higham

On behalf of Informed Leaders

This letter is also copied to

- Christchurch International Airport Limited CEO and board members
- Rt. Hon. Chris Hipkins and Hon. Carmel Sepuloni
- Christchurch City Council Mayor, Councillors, Community Board Members and Execs
- Christchurch City Holdings Limited board members and executive
- Central Otago District Council councillors, Community Board Members, Executive
- Otago Regional Councillors