

Andrew Joy

I have enthusiastically supported ACAN and its partners since its launch in June 2019 and was pleased, as an HCC Cabinet Member, to inform you of our cross-party Council decision to declare a Climate Emergency on that very day. Through Cabinet I immediately instigated the introduction and development of a Climate Change Impact Assessment (CCIA) as a mandatory requirement in our decision-making process.

As a Cabinet Member I have been able to facilitate and support opportunities for ACAN representatives to address Cabinet and to engage with relevant committees and officers. I will continue to do so. I have also been a Member of the Hampshire Pension Fund Panel & Board for over 5 years and more recently as a member of its Responsible Investments (RI) Sub-Committee. Working under the exemplary and immensely experienced guidance of its Chairman, Cllr Mark Kemp-Gee, I understand the statutory principles to which the Pension Fund is required to adhere and our fiduciary duties, and completely agree with his statements on the subject of RI and Environmental, Social and Governance (ESG) principles of investment. He has explained the discretionary investment management of holdings in integrated oil companies and the well below benchmark average 1.5% of the £9Bn pension fund assets so held. He has also included links to the relevant web pages and referred to the Leader's letter this week to ACAN so I will not add further comment other than to point out that Council Meetings cannot take place during the pre-election period.

I am wholly supportive of our comprehensive, dynamic and continuously evolving Climate Action Plan and will personally continue to monitor progress working alongside and with our Town and District Council(s) and at all levels of national Government, including across Europe. The CCIA I referred to will apply to all Decision, Council Meeting and Select Committee Reports and has been introduced with two specially developed tools developed by the Climate Action Team – an adaptation tool to assess impacts such as extreme weather and flooding on management and finance of projects, raising awareness of vulnerability and scope for increasing resilience, and a carbon mitigation tool to increase awareness of emission sources and scope for reduction/elimination. As Chairman of HCC's Member Development Group I have ensured that appropriate training will be made available to all Members.

In response to Q3 regarding transport. Firstly, to work with partners to develop a more holistic approach for communities and places to help reduce the need to travel by facilitating more and practical opportunities for walking, cycling and use of public transport. That includes encouraging children to walk 'in safety' to school. I will actively support economic development to enable increased electrification including battery storage and alternative propulsion systems, particularly for our bus services. Conversion of the latter will be essential.

Secondly, to help provide encouragement and a qualified challenge to industry and government to realise opportunities for alternative propulsion systems, especially for aviation but also for road and rail. As a former Army engineering officer and later RAF pilot and instructor (Chinooks), and aero systems graduate, I envisage increasing electric and fuel cell options for aircraft and indeed rail propulsion. I also support the short extension of

runway at Southampton Airport as a real opportunity to embrace technical advances in aircraft design resulting in reduced or eliminated carbon and other pollutant emissions, quieter operations, a substantial reduction in the carbon footprint of travel otherwise to more distant airports and a huge stimulus to Hampshire's economy and connectivity. HCC's Leader and I are both ex-RAF and he is a former CEO of the Royal Aeronautical Society!!"

I consider it essential to take full account of the views and opinions of highly qualified research and voluntary groups and am committed to adopt, as far as practicable, advances which reduce energy consumption, effect transfer to green energy and reduce carbon and other pollutant emissions. The Council's fleet is being replaced with electric vehicles and plans for EV charging points across the County are being developed with trials already under way. Finally, for the moment, I will explore scope with partners in local and national government to identify scope and to promote viable incentives for businesses and residents to decrease climate damaging emissions, not just carbon. With '*Reclaim*' and '*Recycle*' at the very top of our waste management hierarchy, I will promote greater public education. Below that I will continue to advocate a degree of '*Energy from waste*' generation through incineration as a productive means of reducing waste to landfill but it must be proportionate, environmentally clean and make the fullest alternative use of residual waste for example as aggregate material in road repairs. Separately, I will continue to challenge the use and recycling performance of packaging materials, especially plastics, across the economy, through legislation.

Alongside our MP, Damian Hinds, and Cllr Mark Kemp-Gee I am publicly opposed to the proposed 330,000 tonnes pa incineration plant on the A31 at Froyle just outside Alton. It is surplus to Hampshire's needs and environmentally hugely damaging. I shall continue to campaign for its refusal.