

MONITOR:ICE REVIEW

ICE review

A review of recent and forthcoming developments at the Institution of Civil Engineers by ICE president Barry Clarke. For further information please contact the Communications Office on +44 20 7665 2152, email communications@ice.org.uk or visit www.ice.org.uk/News-Public-Affairs.

Calling for decarbonisation target

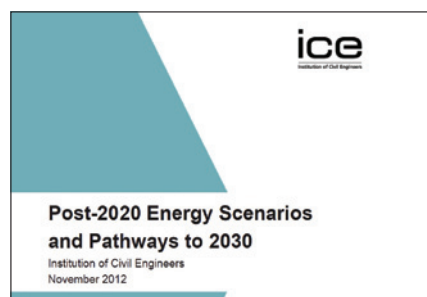
In November 2012 the UK government published its long-awaited *Energy Bill* (DECC, 2012) laying out a policy framework that would take the UK up to 2020.

The announcement of the bill was a welcome development, particularly because of the desperately needed clarity it provided over the rules of the electricity market reform and the steps that could help the UK progress towards a low-carbon-dioxide generation.

ICE was disappointed, however, that a clear 2030 target for reducing carbon dioxide emissions was missing from the bill – such a target would play a critical role in building certainty and confidence for both potential investors and industry. It would also help to enable a shift in public attitudes.

Committing to a consistent 'decarbonisation' target of emissions was one of the key recommendations in ICE's November energy paper, *Post 2020 energy scenarios and pathways to 2030* (ICE, 2012). The paper acknowledged that the policy framework to drive action up to 2020 is well advanced – most notably through electricity market reform.

But it warned that even more ambitious action will also be required during the 2020s if the UK is to achieve a decarbonised 2030 – and this action must be planned for soon.



ICE's energy paper recommended a consistent commitment to reduction in carbon dioxide emissions – something which is missing from the UK government's new energy bill

Responding to airport strategy



ICE and CIHT recommend relieving capacity restraints at Heathrow as well as looking for long-term aviation hub solutions

In the months leading up to October 2012, experts at ICE and the Chartered Institution of Highways and Transportation (CIHT) put their heads together to consider the UK's aviation capacity problems and draft a response to the UK government's draft aviation policy framework consultation.

The report that followed – *Aviation: Time to Choose* (ICE and CIHT, 2012) – concluded that the aviation debate has become too heavily politicised and centred on a third runway at Heathrow airport when, in the long term, the UK is likely to need significantly more national hub capacity, which needs to be planned for now.

The response called for a 'twin track' approach to aviation capacity, which pushes ahead with solutions that will maintain the UK's position as a leading aviation hub in the longer term – as well as focusing on what can be delivered in the short term to help relieve the capacity restraints at Heathrow and keep the UK from slipping even further behind its European rivals.

But, as ICE and CIHT warned, expanding Heathrow or building a new hub airport will never become a reality if investors do not believe the UK has an aviation strategy that can survive a change of government.

Appointing new royal fellow

In November 2012, Prince Charles was made an honorary fellow of ICE in recognition of his support for the engineering profession and promotion of sustainable development. He is well known for his interest in sustainability and the built environment.

Last year, at a joint ICE–Halcrow lecture subsequently published in *Civil Engineering* (HRH Prince of Wales, 2012), he voiced his support for civil engineers and their role in creating a more sustainable society. He referred to civil engineering as 'a life-saver and a life-preserver', adding that, 'If there is one profession that has awoken to the need for more sustainable approaches, it is civil engineering, putting [civil engineers] firmly on the front line in the battle for sustainability'.

His Royal Highness joins the Duke of Gloucester and the Princess Royal, elected as honorary fellows in 1980 and 1992 respectively, and the Duke of Edinburgh, who is ICE's senior honorary fellow having been elected in 1952. Her Majesty The Queen is also patron to the ICE following her accession in 1952. We are proud to have them on board.

References

- DECC (Department of Energy and Climate Change) (2012) *Energy Bill*. The Stationery Office, London, UK.
- HRH Prince of Wales (2012) Working in harmony with nature: the key to sustainability. *Proceedings of the Institution of Civil Engineers – Civil Engineering* **165**(3): 123–128.
- ICE (Institution of Civil Engineers) (2012) *Post-2020 Energy Scenarios and Pathways to 2030*. ICE, London, UK.
- ICE and CIHT (Institution of Civil Engineers and Chartered Institute of Highways and Transportation) (2012) *UK Aviation Strategy: Time to choose*. ICE, London, UK.



New ICE honorary fellow Prince Charles speaking at the ICE last year – his father and sister are also honorary fellows