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## **SASIG MEETING DATES**

### ***2009 Meeting Dates***

These are the meeting dates for 2009:

SASIG meeting: 6 November.

CAG (Chairman's Advisory Group) meeting: 16 October.

## **REGIONAL NEWS**

### ***Bristol Airport ownership - Macquarie sells its stake***

Australian investment firm Macquarie Airports (MAp) has sold its 35.5% stake in Bristol Airport. MAp sold the stake to the Ontario Teachers' Pension Plan (OTPP) for £128 million. OTPP has owned 14.5% of the airport since 2002; the remaining 50% will be held by Macquarie European Infrastructure Fund. OTPP also owns about 48% of Birmingham Airport with a partner and 11% of Sydney Airport. MAp has a 73% interest in Sydney Airport and 36% in Brussels Airport.

### ***Manchester Airport - American Airlines add New York route***

American Airlines will add a new service between Manchester Airport and New York JFK next summer. The new service was announced just a week after Delta axed its flights on the route from 8 January 2010. This daily summer service is scheduled to start on 16 May 2010 and will run until 30 September 2010.

### **TRAFFIC STATISTICS**

#### ***IATA traffic statistics (August 2009) - traffic volumes improve, but costs rising***

The International Air Transport Association (IATA) announced international scheduled traffic results for August 2009. Compared to August 2008, passenger demand was down 1.1%, (an improvement compared to the 2.9% decline in July 2009), and freight demand fell by 9.6% (also an improvement compared to the 11.3% drop in July 2009). Compared to August 2008, passenger load factors improved by 1.2% to 80.9%. Despite the tighter supply and demand conditions average fares continue to be depressed (-22% for premium seats and -18% for economy). To match capacity with demand, airlines have reduced daily aircraft utilisation in recent months. Lower utilisation helps load factors, but spreading fixed asset costs over fewer hours in the air pushes up unit costs.

### **Civil Aviation Authority (CAA) traffic statistics (July 2009)**

The Civil Aviation Authority (CAA) provides monthly UK aviation statistics. The total terminal and transit passengers figures for July 2009 compared with July 2008 are summarised below:

- for all reporting UK airports in July 2009 - 23,053,669 compared with 24,415,274 in July 2008, a decrease of 6%;
- for all reporting regional airports July 2009 - 9,620,422 compared with 10,598,822 in July 2008, a decrease of 9%; and
- for all reporting London airports in July 2009 - 13,433,247 compared with 13,816,452 in July 2008, a decrease of 3%.

A selection of the CAA figures for terminal and transit passengers for July 2009 are given in the table below for the larger English, Scottish & Welsh airports, showing the percentage change from a year earlier.

#### **CAA Monthly Statistics for Selected UK Airports**

	<b>July 2009</b>	<b>July 2008</b>	<b>% Change</b>
Gatwick	3,542,091	3,721,282	-5
Heathrow	6,485,516	6,430,496	1
London City	242,265	292,209	-17
Luton	979,269	1,051,545	-7
Southend <sup>1</sup>	525	3,828	-86
Stansted	2,183,581	2,317,092	-6
<b>Total London</b>	<b>13,433,247</b>	<b>13,816,452</b>	<b>-3%</b>
Birmingham	969,219	1,036,104	-6
Blackpool	39,638	53,888	-26
Bournemouth	88,749	110,037	-19
Bristol	632,337	655,538	-4
Cardiff	189,896	234,444	-19
Coventry <sup>2</sup>	0	43,508	-100
Doncaster Sheffield	92,841	103,326	-10
Durham Tees Valley	28,355	71,903	-61
East Midlands	503,889	583,853	-14
Edinburgh	956,199	905,309	6
Exeter	90,736	105,677	-14
Glasgow	819,309	942,806	-13
Humberside	34,160	48,992	-30
Leeds Bradford	318,549	337,748	-6
Liverpool	495,759	526,398	-6
Manchester	2,041,646	2,275,165	-10
Newcastle	521,466	558,308	-7
Newquay	54,707	63,000	-13
Norwich	41,254	59,922	-31
Southampton	190,342	192,179	-1
<b>Total Regional</b>	<b>8,109,051</b>	<b>8,908,105</b>	<b>-9%</b>
<b>TOTAL</b>	<b>21,542,298</b>	<b>22,724,557</b>	<b>-5%</b>

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<sup>1</sup> Southend Airport is operating private flights only.

<sup>2</sup> Coventry Airport is operating charter flights only.

## **INDUSTRY NEWS**

### ***Aviation industry pledges to cut emissions***

The aviation industry has pledged to halve its 2005 levels of carbon dioxide (CO<sub>2</sub>) emissions by 2050. The promise is the result of a deal between airlines, aircraft makers and airports. Willie Walsh, Chief Executive of British Airways, unveiled the agreement at the United Nations (UN) New York Climate Change Summit. The main airline proposals are: to cut net carbon dioxide emissions by 50% by 2050, compared with 2005 levels; to make all growth in the aviation industry carbon-neutral by 2020; to cut CO<sub>2</sub> emissions by 1.5% each year over the next decade; and to submit plans for joining a global carbon trading scheme to the UN by November 2010. If the UN accepts the plans, they are likely to appear on the agenda in Copenhagen in December. The plan to set up a global carbon-trading scheme may supersede the EU project for a similar development due to come into force in 2012. Mr Walsh has estimated it could add £3m a year to costs which would be passed onto customers in the form of higher fares or fees.

### ***Advancing UK Aerospace, Defence and Security Industries (ADS)***

The Advancing UK Aerospace, Defence and Security Industries (ADS) will be formally established on 1 October 2009. This new group combines the Society of British Aerospace Companies (SBAC), the Defence Manufacturers Association (DMA) and the Association of Police and Public Security Suppliers (APPSS). Further information on the ADS is available at: <http://www.adsgroup.org.uk/>.

### ***BAA personnel changes***

Stansted Airport has appointed David Johnston as Managing Director. Mr Johnston replaces Stewart Wingate, who leaves the airport to join Connaught plc. Mr Johnson was BAA's Group Procurement Director, having joined the company in 2007 as Managing Director of Edinburgh Airport. Prior to joining BAA, David was Managing Director of Thorn Lighting. Mike Brown, Chief Operating Officer at Heathrow Airport is to return to London Underground as Managing Director in early 2010. Prior to his BAA appointment he had spent five years as London Underground's Chief Operating Officer.

### ***Frankfurt Airport first to become 'Airport Carbon Accredited'***

Frankfurt Airport has become the first airport to receive Airports Council International's (ACI) 'Airport Carbon Accreditation'. Frankfurt Airport has been awarded the 'Reduction' level of accreditation. This accreditation recognises that Frankfurt Airport has achieved a substantial reduction in its carbon emissions over the last three years, based on effective carbon management procedures and a comprehensive reporting of its carbon footprint.

### ***Mexicana to join Oneworld***

Mexicana is to join the Oneworld airline alliance on 10 November 2009. The Mexican airline will hold full alliance membership while subsidiaries MexicanaClick and MexicanaLink will become affiliate members. Russian carrier S7 Airlines is also set to join the Oneworld alliance next year.

## **EUROPEAN NEWS**

### ***European Commission appointments***

The European Parliament has approved the re-appointment of José Manuel Barroso (Portugal) as President of the European Commission. It will be Mr Barroso's second five-year term as Commission President. Mr Barroso was elected by a vote of 382 in favour, 219 against and 117 abstentions.

The following nominated Commissioners have been approved: Algirdas Šemeta (Financial Programming and Budget); Pawel Samecki (Regional Policy); and Karel De Gucht (Development and Humanitarian Aid).

### ***'European Aviation Relief Programme - Changing Altitude: From Crisis to Sustainable Growth', 26 October, Brussels, Belgium***

A public hearing is being held by the European Economic and Social Committee (EESC) on the European Aviation Relief Programme, on 26 October in Brussels. This hearing will assess urgent measures that need to be taken by the European Union (EU) authorities to face the economic crisis of the aviation sector. Registration for this event must be received before 25 October 2009.

Further details available at:

[http://www.eesc.europa.eu/sections/ccmi/Hearingsandconferences/Thefuture/Aviation/index\\_en.asp](http://www.eesc.europa.eu/sections/ccmi/Hearingsandconferences/Thefuture/Aviation/index_en.asp)

## **GOVERNMENT NEWS**

### ***Government appointments***

Barbara Follett has been appointed as a Parliamentary Under-Secretary of State at the Department for Communities and Local Government. Ms Follett replaces Sarah McCarthy-Fry who moved to the Treasury in June 2009. Margaret Hodge returns to Government as Culture & Tourism Minister following some time away from office on compassionate grounds.

### ***Department for Energy and Climate Change - Regional carbon dioxide emissions results***

The Department for Energy and Climate Change (DECC) has released carbon dioxide (CO<sub>2</sub>) emissions for local areas across the country, setting out the use of energy in homes, business, and road transport in each local authority area. The UK has reduced emissions by 21% on 1990 levels, and aims to reduce them by 34% by 2020. Results show that the UK's overall CO<sub>2</sub> emissions dropped by 2% between 2005 and 2007 and that emissions have fallen in 335 out of the 434 Local Authorities in the UK.

A breakdown of the results is available at:

[http://decc.gov.uk/en/content/cms/statistics/climate\\_change/climate\\_change.aspx](http://decc.gov.uk/en/content/cms/statistics/climate_change/climate_change.aspx).

## **HOUSE OF COMMONS QUESTIONS**

### ***Cohen, H - London City Airport consultation***

Harry Cohen (Leyton and Wanstead) (Lab): To ask the Secretary of State for Communities and Local Government if he will undertake an investigation into whether Newham Council followed appropriate procedures for consulting residents affected by proposals to increase the number of flights using London City Airport.

John Healey (Housing Minister): It is for Newham Council, as local planning authority, to decide the extent to which local residents are consulted about planning applications. This is set out in their Statement of Community Involvement.

## **SCOTTISH PARLIAMENT**

### ***Glasgow Airport rail link scrapped***

Glasgow Airport is to lose its proposed rail link after the Scottish Government abandoned the scheme in its latest budget cut. The 15-mile route, which would connect Central Station to the airport via Paisley, has been put on hold to save the Government an estimated £200 million this year. £47 million has already been spent on the link which was expected to be completed in time for the 2014 Commonwealth Games and was central to the bid. Services on the route were expected to operate every 15 minutes.

### ***McNulty, D - Cancellation of the Glasgow airport rail link***

Des McNulty (Clydebank and Milngavie) (Lab): To ask the First Minister whether Transport Scotland was asked to assess the transport and economic consequences of the cancellation or scaling back of the programme of major transport projects in order to assure the capital budget's sustainability and, if so, whether the cancellation of the Glasgow airport rail link was considered the least damaging option.

Alex Salmond (First Minister): The Scottish Government faced and continues to face tough decisions on where to prioritise its capital investment against a background of deteriorating public finances, with a real-terms reduction in the capital budget of £500 million for 2010-11. As with all the Government's portfolios, ministers must ensure that the programme for the finance and sustainable growth portfolio is achievable within the constraints on the budget. Therefore, following a review by Transport Scotland of the potential scope and resultant capital and compensation costs associated with work within the Glasgow Airport campus, which have been subject to significant increases over recent months, we have had to take the decision not to proceed with the branch link element of the Glasgow airport rail link.

Des McNulty: That will be a no, then. I say to the First Minister and the Cabinet Secretary for Finance and Sustainable Growth that the M74 extension is not a Glasgow project; it is Scotland's top transport priority in the current programme. The Southern general hospital is not purely a Glasgow hospital; it is a national facility serving the whole of Scotland. GARL was not a Glasgow transport project; it was to serve tourism development, economic growth and integrated transport objectives across Scotland.

Every major city in Europe with a railway and an airport links the two together. Why not in Scotland? Does the First Minister understand the outrage that is felt not just in Glasgow but across

the wider business and tourism community in Scotland at the wrong-headed choice that his Government made?

Alex Salmond: I think that the M74, at a cost of £692 million, is both a Glasgow project and a national project, affecting and benefiting people across Scotland. Is it not strange that the Labour-Liberal Administration never got round to completing that vital motorway link for Glasgow and Scotland?

Given the way in which Des McNulty framed his question, I suspect that he condemns Steven Purcell for his foolish claim that the Forth replacement crossing is somehow an east of Scotland project. The Forth crossing, like the M74, is a project that benefits both an area and the whole of the country.

I do not think that, in the current environment, with large-scale declines in capital spending imposed by a Labour Treasury at Westminster, anyone could justify spending £70 million to remove the fuel dumps, the runway and the car parks from Glasgow airport before even an inch of railway line was laid. How could anybody justify that in the current circumstances?

If the finance secretary had simply not addressed the realities of the budget, what would Des McNulty have cut? Would he have cut the Southern general hospital, the largest capital project in the history of the national health service in Scotland, which is both a Glasgow project and a Scottish project? Would he have cut the national indoor sports arena, which is a project for the city of Glasgow that will also be of benefit to the rest of Scotland?

Des McNulty and the Labour Party had better face reality. There are more capital projects worthy of Scotland in Glasgow now than under any previous Administration and no one outside the ranks of Glasgow City Council Labour and Labour MSPs thinks that we should have given BAA £70 million before even an inch of railway line was laid.

### ***Don't Derail GARL - Motion 4882***

The following motion on Don't Derail GARL was lodged in the Scottish Parliament by Bill Butler (Glasgow Anniesland; Labour/Co-Operative Party) on 18 September 2009.

That the Parliament regrets the proposal in the SNP government's draft budget, published on 17 September 2009, to drop the Glasgow Airport Rail Link (GARL) project; considers that the proposed cut is short-sighted, given that a new airport rail link would provide Glasgow with a direct connection to three international airports and would contribute in a positive fashion to the economic development of Glasgow and west central Scotland, especially at this difficult time; believes that the rail link is an indispensable component of a modern 21st century transport infrastructure for the whole of Scotland; considers that GARL will boost public transport and reduce the number of car journeys to the airport; further considers that the promise to have GARL in place was a vital consideration in the awarding of the 2014 Commonwealth Games to Glasgow, and hopes that, in the course of the budget process, wiser counsel prevails. The motion has been signed by 29 MSPs.



### ***Smith, M - Aviation policy***

Margaret Smith (Edinburgh West) (Lib Dem): To ask the Scottish Executive, further to the answer to question S3W-25622 by Stewart Stevenson on 6 August 2009, whether it will specify the policies that the aviation policy branch has assisted in implementing in the last year.

Stewart Stevenson (Transport Minister): Policies which the aviation branch has assisted in implementing include:

- maintaining airport infrastructure in the Highlands and Islands for essential air services;
- supporting lifeline air services which cannot be provided commercially;
- delivering lower air fares for some of Scotlands remotest communities, and
- promoting Scotland to the airline sector globally as a destination worth serving.

In addition, officials ensure that Scottish ministers' priorities and views are reflected in the development and implementation by the UK Government and European Commission of aviation policies as they affect Scotland.

### ***Stewart, D - Airlines start-up aid***

David Stewart (Highlands and Islands) (Lab): To ask the Scottish Executive, further to the answer to question S3W-25986 by Stewart Stevenson on 13 August 2009, why it has concluded that the EC guidelines on start-up aid to airlines would not allow a level of support which would materially influence airlines decision-making processes.

Stewart Stevenson (Transport Minister): The European Commissions guidelines substantially restrict start-up aid to airlines in a number of ways, including the following:

- Aid can only be given to EU registered carriers operating on intra-EU routes. No intercontinental services can be supported;
- For routes from airports with between five and ten million passengers per annum (including Glasgow International and Edinburgh Airports), aid would only be considered in duly substantiated cases, in particular where an airport is located in a disadvantaged region;
- Destination airports would have to have under five million passengers per annum; and
- Support may not exceed an average of 30% of eligible costs over the period supported. Aid is restricted to allowable non-recurring start-up costs and cannot cover aeronautical charges.

### ***UN Climate Change Conference, Copenhagen - Motion 4930***

The following motion on UN Climate Change Conference, Copenhagen, was lodged in the Scottish Parliament by Shirley-Anne Somerville (Edinburgh Central and Lothians) (SNP) on 24 September 2009.

That the Parliament notes with concern the UK Government's refusal to allow Scottish Ministers to form part of the official delegation to the UN Climate Change Conference in Copenhagen in December 2009; reaffirms its support for the Climate Change (Scotland) Act 2009, which includes many world-leading pledges; considers it important to have the opportunity to use this legislation as an example to other countries at the conference, and calls on the UK Government to put aside political differences in order that both Governments can play their part in ensuring a successful outcome to the Copenhagen negotiations. The motion has been signed by 15 MSPs.

## **WELSH ASSEMBLY**

### ***Bates, M - Preparation for Copenhagen Climate Change Conference***

Mick Bates (Montgomeryshire) (Lib Dem): What preparations has the Welsh Assembly Government made in advance of the Copenhagen Climate Change Conference?

Rhodri Morgan (First Minister): Building on our participation in the United Nations Framework Convention on Climate Change Conference in Poznan, we are working with other regional Governments on getting our role in tackling climate change recognised in the negotiating text for Copenhagen and, through the Climate Change Commission for Wales, preparing a statement of Wales' priorities to present at the Conference.

## **MEDIA NEWS**

### ***Flybe interested in buying into BMI***

The Times has reported that Flybe has registered their interest in buying part or all of BMI. It is thought that Flybe could emerge as a partner for BA, which is also interested in buying BMI, but may be unable to do so due to competition rules and BA's existing market share at Heathrow Airport. A successful bid by Flybe would avoid this problem. BA holds a 15% stake in Flybe having sold the airline its regional business in 2007, but has said that they are not considering a joint bid for BMI.

### ***Air France-KLM and Veolia end rail project***

Les Echos has reported that Air France-KLM and Veolia are no longer planning to launch a joint high-speed train group in continental Europe together. Air France-KLM said in 2009 that it was in talks with Veolia about a partnership to create a new high-speed rail company in Europe when competition in rail transport opens in 2010. However Air France is reluctant about the deal as it feels details of the future regulatory framework are still unclear. The airline is still said to be considering the possibility of offering train services on shorter intercity routes in France and Europe.

## **PARTY CONFERENCES**

### ***Liberal Democrat Fringe Events, 19-23 September, Bournemouth***

Below is a round-up of the events held during the Liberal Democrat Party Conference on aviation and transport topics. Summaries are provided at **Annex A (pg. 18)**.

- 'Our Rail Network - What is the Future for Tram/Train?' (20 September 2009).
- 'London: Getting Britain Back on Track' (20 September 2009).
- 'Priorities for a New EU Parliament' (21 September 2009).
- 'The Future of Rail in the North' (21 September 2009).
- 'Keeping Britain moving. Shaping better transport networks for business' (21 September 2009).
- 'Transport in the Cities - What should be the offer for the voters?' (22 September 2009).
- 'The Copenhagen Climate Summit: what can Europe achieve?' (22 September 2009).
- 'Copenhagen: the World Awaits – Reception with special guests' (22 September 2009).
- 'The future of rail in London and the southeast' (23 September 2009).

### ***Business Secretary John Thurso addresses Liberal Democrat fringe event***

Speaking at a Liberal Democrat Conference fringe event entitled 'Keeping Britain moving: Shaping better transport networks for business', Liberal Democrat Business Secretary John Thurso has stated that investment in rail is central to his party's transport policy. Mr Thurso said that transport had to be considered in terms of how best to limit carbon emissions. Considering the railways, he maintained that there was a lack of capacity and argued that building a high-speed network would free up space for slower traffic such as freight. A high-speed rail network would also take passengers away from short-haul flights, leaving aviation for long-distance journeys. The Business Secretary expressed his opposition to the expansion of Heathrow, stating that high-speed rail would render this unnecessary.

### ***Labour Fringe Events, 27 September-1 October, Brighton***

Below is a round-up of the events held during the Labour Party Conference on aviation and transport topics. Summaries are provided at **Annex B (pg. 22)**.

- 'Fighting Climate Change - The EU and Copenhagen' (27 September 2009).
- 'A High Speed Rail Policy to a Low Carbon Future' (27 September 2009).
- 'Priorities for the Labour Manifesto' (27 September 2009).
- 'Labour's Transport Priorities for the Future' (28 September 2009).
- 'Making the best of our Rail Network - What is the Future for Tram/Train?' (28 September 2009).
- 'Delivering Effective Transport Infrastructure' (28 September 2009).
- 'Copenhagen: The World Awaits - A Reception with Special Guests' (28 September 2009).
- 'Can Government deliver a Sustainable High-Speed Rail Network' (29 September 2009).
- 'Planes, Trains and Communities: Building a Sustainable Thames Gateway' (29 September 2009).
- 'Transport in the Cities - What should be the offer for the voters' (29 September 2009).
- 'Competitive Britain: How can we Build the Transport Network our Economy needs?' (29 September 2009).
- 'The Future of Rail in the North - Our Vision for Travel and the Economy' (29 September 2009).

### ***Transport Secretary Lord Adonis addresses the Labour Party Conference***

Lord Adonis opened his speech by stressing the importance of transport. Lord Adonis argued that decent transport links enrich communities and bring people together. He also stressed that transport had an important part to play in combating climate change. Lord Adonis argued that Government should 'go for green' as a matter of principle when considering transport.

Regarding aviation, reference was made to the target set by Lord Adonis and Ed Miliband - the first of its kind in the world - for UK aviation emissions to be lower in 2050 than they are today. All airport expansion, including Heathrow, must be compatible with this target. Greater fuel efficiency, new technologies and an international cap on aviation emissions are seen as the routes to achieving this target.

Lord Adonis argued that greater traffic links were essential to promoting green transport, with technology such as 'smart ticketing' help boost use of public transport.

Lord Adonis then looked at powering different modes of transport in a green way. For rail, Lord Adonis pledged the largest rail electrification programme for a generation and pledged that Wales would no longer be the only European country apart from Albania to not have electrified rail. Lord Adonis argued that high-speed rail was a logical approach for the UK, and the fact that two thirds of all domestic journeys to Scotland were by air needed to change. Lord Adonis argued that, although the project may take 20 years to complete, he will adopt a "can-do" attitude to rail expansion.

Lord Adonis pledged to end the 'stop start' approach to transport investment, using the example of Crossrail, and welcoming the progress made by London Mayor Ken Livingstone.

### ***Conservative Fringe Events, 5-8 October, Manchester***

5 October 2009:

- 'Making the best of our Rail Network - What is the Future for Tram/Train?', Manchester Town Hall: Committee Room 1 at 13:00.
- 'Britain's Transport Infrastructure in 2009: What Would Brunel Do?', Bar 38, Peter Street at 15:00.
- 'Copenhagen: a fair climate deal that won't cost the Earth?', Climate Clinic - The Cube, 113 Portland Street at 17:45.
- 'The Future of Rail in the North - Our Vision for Travel and the Economy', Manchester Town Hall, Banqueting Suite at 18:00.

6 October 2009:

- 'Transport in the Cities - What should be the offer for the voters?', Midland Hotel, Lancaster Suite at 12:30.
- 'Conservative Airport Policy: a Triumph for NIMBYism?', Bar 38, Peter Street at 15:00.

7 October 2009:

- 'Can Government deliver a sustainable high-speed rail network?'. Malmaison (Piccadilly) at 8:30
- 'Transport Priorities for the Conservative Manifesto', Radisson Edwardian Hotel, Dickens/Thackeray at 08:30.
- 'Delivering an Effective Transport Network', Midland Hotel, Lancaster Suite at 20:00.
- 'Copenhagen: The World Awaits - A Reception with Special Guests', Midland Hotel, Trafford Room at 21:30.

For further details: [http://www.conservatives.com/Get\\_involved/Conference.aspx#events](http://www.conservatives.com/Get_involved/Conference.aspx#events).

## **FORTHCOMING EVENTS**

### ***'Airports and their Challenges', 7-8 October, Paris, France***

This international conference on 'Airports and their Challenges' is organised by the Air and Space Academy and will take place on 7-8 October at the Direction Général de l'Aviation Civile in Paris, France. It will provide an opportunity to take stock of the latest technical, economic and social data, to pool ideas and launch recommendations. For more information visit: <http://www.academie-air-space.com/event/detail.php?varCat=14&varId=56>.

### ***'The implementation and impact of the Planning Act 2008', 16 October***

The Westminster Energy, Environment & Transport Forum are hosting a seminar entitled 'The implementation and impact of the Planning Act 2008' on 16 October at 61 Whitehall, London SW1A 2ET. The seminar is structured to reflect central themes in the consultations including issues around the pre-application procedures, and the examination and decision making process to be adopted by the Infrastructure Planning Commission (IPC). Sessions will also examine how consultation for National Policy Statements will work, and their potential impact on the planning process. Further details are at: <http://www.westminsterforumprojects.co.uk/weetforum/events.html>.

### ***'Planning and environmental protection regional workshops', 16 & 21 Oct., 13 & 19 Nov***

The Local Authorities Coordinators of Regulatory Services (LACORS) is running a series of free half-day regional planning and environmental protection workshops aimed at planning officers and environmental protection officers. The issues covered will be air quality, noise, contaminated land, and processes such as Local Development Frameworks, the Development Control process, and enforcement. Full details are available at: <http://www.lacors.gov.uk/lacors/ContentDetails.aspx?authCode=59D1351&id=21886>.

### ***'Euronoise 2009', 26-28 October***

The '2009 Euronoise' event will be held at the Edinburgh International Conference Centre, Edinburgh from 26 to 28 October. Euronoise is the European conference on noise control, co-ordinated by the European Acoustics Association (EAA) Technical Committee Noise and organised by a national acoustical society on behalf of the EAA. The programme will consist of keynote lectures, invited and contributed papers in structured parallel sessions, workshops and poster presentations. The Euronoise programme is available at <http://www.euronoise2009.org.uk/pdf/programme.pdf> and further information at <http://www.euronoise2009.org.uk/>.

### ***'Air Transport', 28 & 29 October 2009***

The 'Air Transport' segment of the 'CEAS European Air and Space Conference 2009' will be held at Manchester Central on 28 and 29 October. The programme will look at: how the industry will address future challenges; what can and is being done by individual stakeholders; has the changing political environment, e.g. development of the European Union, opened up opportunities that were previously unavailable; how can technology in airframe, engine and air navigation systems help to achieve environmental and safety goals; and how to minimise the impact of weather and optimise the integration of different airspace users. Further details are available at: [www.ceas2009.org](http://www.ceas2009.org).

***'Greener by Design: Aviation Faces up to the Climate Challenge', 28 October 2009***

As part of the 'CEAS European Air and Space Conference 2009' Greener by Design is hosting an event titled 'Aviation Faces up to the Climate Challenge' on 28 October at Manchester Central. This session will look at: the nature of the problem faced; what can industry achieve through technology; will more efficient operations make a major contribution; how good is our scientific understanding of the issues; will market measures be necessary; and how will aviation fit into emissions trading schemes. Further details are available at: [www.ceas2009.org](http://www.ceas2009.org) and [www.greenerbydesign.org.uk](http://www.greenerbydesign.org.uk).

***'European Aviation Campaigners Conference', 31 October - 1 November, Brussels, Belgium***

The 'European Aviation Campaigners Conference' will be held in Brussels on 31 October - 1 November. All over Europe people are campaigning against the growth of aviation and the problems around airports. There are big concerns about climate change, noise and the destruction of communities. This conference is a chance to meet other campaigners, to find out what is happening in other parts of Europe, to share ideas and to make plans on how the groups can all work together. The aim of the conference will be to allow as much discussion as possible. The conference is free to attend. To book a place or find out more details, email John Stewart, [johnstewart2@btconnect.com](mailto:johnstewart2@btconnect.com).

***'Demand Analysis and Capacity Management: the Air Transport Issues', 4-6 November***

The University of Westminster is holding the 'Demand Analysis and Capacity Management: the Air Transport Issues' course from 4-6 November at the University of Westminster, Marylebone Road, London. An understanding of the nature of demand coupled with the knowledge of how to effectively manage capacity is essential in achieving success in the commercial air transport environment. This course aims to address key demand and supply issues, assess forecasting methodologies and discuss future strategies. It also includes a visit to London City Airport on 6 November, involving a presentation, followed by a tour of the terminal and runway facilities. For further details of this event contact Dr Nigel Dennis by telephone (020) 7911 5000 extension 3344, fax (020) 7911 5057 or email [dennisn@westminster.ac.uk](mailto:dennisn@westminster.ac.uk).

***'The Development of Competition in the UK Airports Market', 5 November***

Marketforce Communication is holding an event titled 'The Development of Competition in the UK Airports Market' on 5 November at the Institute of Directors, 116 Pall Mall, London. This event is part of the annual Beesley Lectures that are a series of eight annual lectures covering the regulated industries in the UK. An industry-leading speaker will give a one-hour lecture and a specialist will give a short response before handing over to the audience for further discussion. Further details are at: <http://www.marketforce.eu.com/beesley7/>

***'Nitrogen Dioxide: Time for Compliance', 12 November***

The 2009 Environmental Protection UK (EPUK) Autumn Air Quality Update is entitled 'Nitrogen Dioxide: Time for Compliance', to be held at the Aston Business School, Birmingham on 12 November. This event will explore practical local actions to tackle nitrogen dioxide, and how local and national actions can effectively work together. A particular focus will rest on cost effective action that delivers dual benefits for both air quality and climate change. The event will include the latest updates on: biomass and air quality; Defra policy; planning and air quality assessment. <http://www.environmental-protection.org.uk/events/details/?id=1776>

***'Green Shoots or Hard Times Ahead? The Economics of Aviation and Aerospace in a Changing Environment', 12 November***

The Royal Aeronautical Society (RAeS) are holding the workshop 'Green Shoots or Hard Times Ahead? The Economics of Aviation and Aerospace in a Changing Environment' on 12 November at No. 4 Hamilton Place, London. The half-day workshop on the economics of aviation and aerospace will seek to consider the current drivers of demand for aerospace products and whether the effects of the economic crisis will change fundamentally the nature of the business. Looking beyond the immediate pressures on the industry, speakers and panellists will consider, amongst other emerging issues, the likely impact of 'green' factors on civil aviation economics and unmanned vehicles. The workshop will comprise a keynote speaker and two panels (civil and military) with a summary that will form the basis for a Society publication. The event will conclude with a talk from Ian Godden, Chief Executive of the Society of British Aerospace Companies/Defence Manufacturers Association (SBAC/DMA).

The programme for the event is available at <http://www.aerosociety.com/conference/PDFs/629.pdf> and further details at: <http://www.aerosociety.com/conference/indexconf.html> or contact the Conference & Events Department at [conference@aerosociety.com](mailto:conference@aerosociety.com) to obtain a registration form.

***'Introduction to Air Transport Economics and Planning', 25-27 November***

The University of Westminster is holding the 'Introduction to Air Transport Economics and Planning' course from 25-27 November at the University of Westminster, Marylebone Road, London. This course is designed to provide a firm grounding in the fundamental principles of airline and airport economics and commercial planning, as well as addressing planning and policy issues. For further details of this event contact Dr Nigel Dennis by telephone (020) 7911 5000 extension 3344, fax (020) 7911 5057 or email [dennisn@westminster.ac.uk](mailto:dennisn@westminster.ac.uk).

***'Pragmatic Planning Events: From Policies to Places',  
5, 10, 12, 17, 19, 24 & 26 November and 1, 3 & 10 December***

The Planning Advisory Service (PAS) is running a series of free 'Pragmatic Planning Events: From Policies to Places'. The events will be held on: 5 November in Newcastle, The Copthorne Hotel; 10 November in Birmingham, Crowne Plaza; 12 November in York, Park Inn; 17 November in London, Kingsway Hall, Holborn; 19 November in Chester, Crowne Plaza; 24 November in London, City Inn, Westminster; 26 November in Cambridge, Crowne Plaza; 1 December in Leicester, Highpoint Conference Centre; 3 December in London, Hilton, Paddington; and 10 December in Exeter, Mercure Southgate. The aim of the events is to improve knowledge and understanding of spatial planning and how it helps deliver council and community objectives. The events will also set out the bigger picture: how is central Government responding to the current challenges and how do planners and their partners fit in? The events are free of charge. Further information is available at: <http://www.pas.gov.uk/pas/core/page.do?pagelId=119894>.

***'The Impact of the 2008 Planning Act for Businesses, Developers and Project Promoters',  
1-2 December***

Waterfront Conferences has confirmed that this event will be looking at those National Policy Statements that are due to have been published for consultation by that point in time, i.e. the conference will not cover NPSs for 'aviation', 'overarching energy', 'water supply and waster water treatment', nor 'hazardous waste (not including nuclear waste)'. Details of the later conference that Waterfront intend to hold to cover these remaining NPSs will be publicised once available.

***'The Future of Air Transport 2009', 2-3 December***

Marketforce Conferences is holding a conference titled 'The Future of Air Transport' on 2 & 3 December, at Radisson SAS Portman, London. The event will provide a forum for senior stakeholders to discuss the challenges and opportunities facing the industry and to explore strategies to ensure a strong, profitable aviation sector will emerge from the current downturn. Further details are at: <http://www.marketforce.eu.com/airtransport/>

***'Quality of Life in Airport Regions (QLAIR) Conference', 3-4 December,  
Amsterdam, The Netherlands***

The 'Airport Regions Conference' (ARC) is holding the 'Quality of Life in Airport Regions (QLAIR) Conference' on 3 & 4 December, at the Krasnapolsky Hotel, Amsterdam. The QLAIR project highlights the future of airport and aviation developments in conjunction with a sustainable future for the surrounding areas. The project will identify how instruments for mitigation, compensation and investment can address this situation and improve living conditions. For more details please see: [www qlairconference.com/](http://www qlairconference.com/).

***'Climate Change Conference & Exhibition 2010 - From Copenhagen to Croydon',  
27-28 January 2010***

The Local Government Association (LGA), the Improvement and Development Agency for Local Government (IdeA) and the Energy Saving Trust (EST) are holding the 'Climate Change Conference and Exhibition 2010 - From Copenhagen to Croydon' on 27-28 January 2010 at the Holiday Inn, Liverpool City Centre, L1 1NQ. This year, national Governments are negotiating a new global deal to follow the Kyoto Protocol - the outcome will be agreed in Copenhagen in December 2009. While Governments discuss targets, local Government is reducing emissions and planning to cope with change. Becoming a low carbon society both impacts on Local Government and relies on Local Government to be successful. The UK has committed to legally binding targets to reduce our carbon emissions by 80% by 2050. Radical change is required, the scale of which is hard for some to imagine. This change needs to happen with society and be locally lead. To achieve this, councils must take a strategic approach to identifying the energy demands of our communities to plan and deliver appropriate and cost effective solutions. Reducing emissions and planning to adapt to the impacts of climate change must become an integral part of Local Government strategy and planning.

Further information is available at: <http://www.lga.gov.uk/lga/events/display-event.do?id=2093583>



***'The Future of High-Speed Rail', 15 March 2010, Madrid, Spain***

Marketforce Conferences are holding a conference on 'The Future of High-Speed Rail' on 15 March 2010 at Hotel Husa Princesa, Madrid, Spain. This day will explore the challenges of creating a trans-European network, managing large high-speed projects and will look at the question of whether high-speed can usher in a new golden age for the rail industry. Further information at: <http://www.marketforce.eu.com/eurail/>.

***'The Future of European Rail', 16 & 17 March 2010, Madrid, Spain***

Marketforce Conferences are holding a conference on 'The Future of European Rail' on 16 & 17 March 2010 at Hotel Husa Princesa, Madrid, Spain. The conference will look at the following topics: capitalising on competition; opportunities for expansion throughout Europe; supporting growth and modal-shift through effective regulation; the challenge of infrastructure; and how they can move towards a sustainable transport network. Further information at: <http://www.marketforce.eu.com/eurail/>.

## **LIBERAL DEMOCRAT PARTY CONFERENCE – FRINGE EVENTS**

Please see below for summaries of relevant Fringe events held at the Liberal Democrat Party Conference.

### ***London: Getting Britain back on track***

The Liberal Democrat Shadow Transport Minister and spokesperson on London, Tom Brake, has stated that the party needed to push for maintained investment in transport infrastructure as it would have a positive knock-on affect for the rest of the economy, enhance the UK economy's skills base and cut congestion. Mr Brake stated that the Liberal Democrat Conference would discuss extending the length of rail franchises to thirty years so as to induce greater investment from train operating companies such as on new technology and rolling stock.

Mr Brake praised the Government's commitment to Crossrail and warned that the Conservatives must maintain this commitment if they form the next Government.

The Shadow Transport Minister went on to say that the party was trying to find better ways of "capturing" the rise in property values that resulted from new transport infrastructure being built. Mr Brake wanted to explore ways of utilising this extra capital to help fund the infrastructure in the first place.

Mr Brake stated that the third runway at Heathrow was not what the Liberal Democrats "wanted to see" and Government must take into account the environmental costs of new transport infrastructure.

### ***Our rail network - what is the future for tram-train?***

Tram-trains offered economic and environmental benefits and the Government needed to move forward on the pilot projects with a view to rolling them out more widely, John Leech, Liberal Democrat Transport Spokesperson, claimed. Trams were also capable of persuading commuters out of their cars and could drive economic regeneration, the shadow Transport Minister claimed. He acknowledged that a trial was in progress, but asked if this was necessary given the technology's proven successes on the continent.

Piers Wood of Alstom, a transport and energy infrastructure company, explained that from an engineering point of view there were still obstacles to overcome. He pointed out that the examples of tram-trains in continental Europe could not be brought to the UK without adapting the existing infrastructure.

Challenged over why the UK had to adapt its network to the available vehicles, Mr Wood clarified that this was for the pilot scheme only in order to get it into production quickly. Using an existing product would allow the project to be commercially viable, Mr Wood said. An understanding of the impact of tram-trains on the infrastructure was necessary, including what the ongoing costs of this were, he remarked.

Mr Wood explained that there were technical difficulties associated with a diesel tram-train, explaining that the supplier could not provide an engine that met emissions regulations.

Councillor Keith Whitmore of the Greater Manchester Integrated Transport Authority commented on the potential of making common cause with 'High Speed 2' (the Government's study of high-speed rail), noting that as yet there was no guarantee that the line would extend beyond Birmingham.

## ***The Copenhagen Climate Summit, what can Europe achieve?***

Fiona Hall MEP (Liberal Democrats/ALDE) spoke first of the pressure to strike a comprehensive deal at the Copenhagen Summit, with the need to "take a step back" and reassess exactly what constitutes a good deal. She called for any agreement at Copenhagen to be effective, upgradeable, comprehensive, financed and honest.

On targets, she said that global emissions have to be reduced by 50% by 2050, in order to stop a rise of two degrees. Developed countries should be looking to cut emissions by 40% by 2020, with a positive signal of wanting to go further being sent out. She added this will be highly difficult if not all countries are signed up to the deal and especially without full American and Chinese support. She speculated the American response to the matter would be little effort at first, and lots of work later. She spoke of the technology transfer with China, stating it is in the Western world's benefit for China to be in a state to decarbonise.

Finances will not work unless they are generated by reliable means, Ms Hall said, stating that money has to be in addition to international development funds, and she pointed out that developing countries are already feeling the effects of climate change. Ms Hall said there should be a new market-based mechanism and mentioned the possibility of a Tobin tax, as well as possibly 'ear-marking' money from EU trading schemes. She added there might be a role for off-setting. Finally, Ms Hall said the deal must be honest, emphasising there is no way of cheating the laws of nature.

Jo Swinson, Liberal Democrat Foreign Affairs Minister, commenced by stating that Europe can achieve a key role in reaching a global agreement. She explained that as a member of the Environmental Audit Committee, she visited numerous countries and spoke of the vast difference between countries accepting it as a serious issue and actually acting on it. There is a real inter-generational equity issue involved, she also added.

Europe is clearly leading the way, delegates heard, as Ms Swinson said that countries across the world have adopted the EU trading scheme, while Europe also leads the way on renewable energy and recycling.

Turning to America, Ms Swinson said there is optimism, with Obama having committed to 80% emission cuts by 2050, although it is understood that America will be pushing for a system of self-monitoring emission levels at the Copenhagen Summit. Ms Swinson told delegates she was impressed by how switched on China appeared to be on the issue of climate change, although were not entirely keen on cutting emissions due to the nature of their rapidly developing country. China's carbon-capturing research is on a par with Britain's work, however.

Ms Swinson expressed the importance of finding ways for developing countries to leapfrog the destructive processes developing countries went through to reach economic adulthood and called for the roll-out of clean technologies. She said that Britain has a good record on the world stage, despite clearly not doing enough – which she said shows the severe nature of the task at hand globally.

Ms Swinson expressed scepticism about the indicators for biofuels, and added they will not play a big part in the solution.

She also spoke of financial reporting and called for a standard formula of transparency to be in place from which people can judge the environmental performance of an organisation.

Ms Swinson questioned how a Government seemingly giving out the message of environmentalism could still press ahead with the expansion of Heathrow and coal-fired power stations. Concluding, she said the British Government must hold firm and turn rhetoric into actions.

Chris Davies (Liberal Democrats/ALDE; Liberal Democrat Environment and Public Health Spokesman) set about describing the nature of international environment summits, painting a frenzied picture of business activity and a set formula of running over the schedule timeframe. He spoke of the working groups creating vast documents with many blank areas (leaving space for timeline, finances etc.), which are filled-in by the high-level segments.

Europe negotiates with one office, either by the Minister for the Environment or the President of European Parliament and representatives meet twice a day. Mr Davies explained there are big disagreements when the high-level segment comes together on exactly what can be achieved; and in this sense he demonstrated the importance of Gordon Brown being in attendance, pressuring those countries who are not seemingly willing to meet the necessary targets and commitments. The agreement has to be on controlling climate change to no more than two degrees, and must include all the major players from across the world, Mr Davies maintained. It also has to be firmly supported by scientific evidence, he added.

On the work of NGOs, Mr Davies spoke of a previous meeting in Johannesburg where Europe clearly led the way in policy and commitment, yet received the biggest amount of criticism from European NGO groups. He added that it is this dedication that greatly benefits the whole arena and process of target setting, despite being given a rough ride.

Mr Davies raised the contraction/convergence issue and the importance of bridging the gap between heavily polluting countries such as America and the newly developing countries such as India. He told of a recent meeting with the Chief Executive of Shell who said the company's biofuels are certified, although Mr Davies pointed out that China is less interested in certification. He added the market pressures to destroy the rainforest are still very much there. A member of the audience asked about British attempts to move towards green technology, to which Mr Davies told of plenty of interest and grants, but not enough action.

### ***The future of rail in London and the South East***

Norman Baker MP, Liberal Democrat Transport Spokesperson, asserted that he would like to see more done to promote rail as a form of transport, adding that the road transport lobby was much stronger. ATOC, the freight haulage sector and Network Rail should combine to become a lobbying force for the sector, Mr Baker argued.

Timescales for rail track repairs need to be set out, the Liberal Democrat Transport Spokesperson insisted, to address their impact on services.

The challenge of climate change meant there needed to be a gear change over the next twenty years in favour of rail, Mr Baker argued, including the use of such devices as double decking train stations.

Opening the exchanges, Head of Operations Planning at Network Rail, Richard O'Brien, spoke about the role of Network Rail. Mr O'Brien explained that it is a private company that does not provide dividends, as it ploughs profits back into the railways. He highlighted that the company had to maintain the rail infrastructure, comprising of 40,000 bridges and tunnels, and 7,000 level crossings.

Moreover, Network Rail operated 18 stations, Mr O'Brien asserted, whilst the rest were leased to train companies to run them. Over the next five years, £12 billion would be invested in infrastructure, he added.

Levels of reliability of 90% were to be raised to over 92% in the near future, with disruption being reduced by 37%, he added, including fewer line closures.

Mr O'Brien stated that new satellite technology allowing trains to run with short gaps between them, was a long way off. However, Network Rail was doing a trial on this, he confirmed, with the aim of tackling bottlenecks at stations such as Victoria and London Bridge that impact upon services to the south coast.

The battle to save Waterloo international from being lost to commercial development was still on and the route of Thameslink could still be lobbied on, delegates were told.

Pressed on subways, access to stations and car parking around them, Mr O'Brien detailed that some franchises had committed to providing an extra 2,000 parking spaces. The problem of multi-storey car parks, apart from problems with planning consent, was around the cost of them, ultimately destroying business cases, he explained.

Mr O'Brien went on to state that assessment needed to be made on the whole carbon impact of a journey, incentivising parts of it to lower emissions.

Another Network Rail representative told delegates that freight on the west London line was protected. However, it was being assessed as to whether the line could be used at times when it was less busy with freight.

## **LABOUR PARTY CONFERENCE – FRINGE EVENTS**

Please see below for summaries of relevant Fringe events held at the Labour Party Conference.

### ***A High-speed Rail Policy to a Low Carbon Future***

Lord Adonis indicated that despite high-speed transport not being part of the traditional British transport model, he was doing all he could to raise its profile.

Lord Adonis explained that the Chinese would soon have a four-hour train running between Beijing and Shanghai and that this would soon displace air travel. He then highlighted other examples from Asia and Western Europe, indicating that it was the UK and the USA that were lagging behind. He asserted that the UK had major conurbations that were suffering from congested rail and road links with overcrowded airports.

Going further, he stated that the green issues, capacity and congestion all pointed in the direction of high-speed rail as being the way forward.

Lord Adonis stressed the need to consider best practice in high-speed implementation in the UK. He asserted that the lack of high-speed planning in the UK was due to the model of privatisation in the early 1990's whilst other European countries were using their state rail companies to construct it.

Adding to this, Lord Adonis indicated that the one high-speed line in the UK - the Channel Tunnel, was largely a French initiative. He also praised the increasing punctuality of trains and the lack of recent rail disasters.

Concluding Lord Adonis asserted that there was nothing in the British way of thinking against high-speed rail. However he stated that there was a need to construct a credible plan, along with acceptable local planning conditions and a comprehensive funding package. He further called for a broad coalition of the trade unions and all political parties.

In respect of the Midland Mainline, Lord Adonis indicated that there was a strong case for electrification but that it had to be staged in a way that was realistic and deliverable. He outlined his support for trams and asserted his desire to render Crossrail as irreversible by the time of the next general election.

### ***Delivering Effective Transport Infrastructure***

Paul Clark, Transport Minister, stated that delivering transport infrastructure was critical to the UK economy. He explained that the Department for Transport's (DfT) strategy had been defined by the Eddington and Stern reports. The former of these had highlighted the cost of congestion, which could run into billions of pounds if nothing was done, the Minister warned.

There was a question as to whether growth was compatible with the recommendations of the Stern report, Mr Clark observed.

The DfT had published its strategy on delivering a sustainable transport system, which had identified economic competitiveness as paramount, he said. However, the Minister noted that cutting carbon emissions was the second goal and argued that the two were not mutually exclusive.

There had been substantial improvements since 2001, Mr Clark stated, highlighting the building of 70 trunk roads and 67 major local projects. Tackling congestion by empowering local transport authorities to work with stakeholders was key, he told the meeting.

Transport users were not interested in the details of ownership, the Minister continued, expressing his support for projects that cut across what he defined as "arbitrary boundaries" between train operators or road networks.

Bus patronage had gone up and the Government had given local authorities extra powers to further increase this, through schemes such as bus corridors, Mr Clark said.

He pointed out that 'High-speed One' (the Channel Tunnel Rail Link) had been delivered on time and on budget and that £8.9 billion had been invested in the West Coast Main Line.

The Government was committed to continuing its investment programme, Paul Clark said. There were budgetary issues, but it would be wrong to cut back on the projects that were essential to the UK's economic competitiveness, he argued.

Crossrail was one such project that would continue under Labour, as would the electrification of the Great Western Main Line out to Swansea, the Minister said. The super express trains programme was central to the Department's environmental commitments, he added.

On roads, the Government would push forward with widening programmes and hard shoulder running, Mr Clark stated. He added that there would be further incentives for bus operators, including support for lower emission vehicles.

Turning to skills, Mr Clark noted that the Government had taken steps such as setting up the tunnelling academy in preparation for Crossrail.

The commitments that the Government had given on road, rail, aviation and other modes, such as cycling, were all part of the wider sustainable transport strategy, he concluded.

Mr Clark acknowledged that public expenditure 'is going to be difficult', but argued that transport investment was critical. He said that he understood industry's need for certainty, stating that the Government had worked to provide this. At worst, failure to properly maintain infrastructure would lead to loss of life, the Minister warned.

The Government would make 'sustained investments' in public transport, Mr Clark told the meeting, but added that there would be 'tough decisions'.

Mr Clark noted that there was a challenge in getting people to think outside their immediate boundaries and create a more joined up transport planning process. Adapting existing places would require greater efforts at local and regional levels, the Minister said. He argued that it would be wrong to impose decisions centrally on localities.

The local transport settlement would supply £4 billion to schemes, with an extra £1.7 billion for integrated transport, Mr Clark observed.

The Minister added that there was a need for a more joined up transport plan. He observed that the old system of local authorities centrally bidding for funding was not the way forward.

## ***Fighting Climate Change - The EU and Copenhagen***

Climate change and global poverty were the defining issues facing the 21st century, Baroness Kinnock, Minister for Europe, argued, describing the interrelated nature of the two issues. The effects of flooding and drought would be catastrophic if not addressed, she warned, highlighting damning predictions from the United Nations.

Europe would agree to the 30% emissions cut by 2020, provided a comprehensive plan was in place at Copenhagen, Baroness Kinnock announced. It must be a treaty that could be ratified, otherwise the current European 20% target would remain. European countries must act as Europeans, she insisted, stating that now was not the time for protectionism. Europe must be willing to address this issue, or international partners would not be forthcoming.

The West must help fund adaptation measures against climate change, in addition to reductions in emissions from developing countries, Baroness Kinnock asserted. It was imperative that Europe showed leadership on such matters, claiming that Gordon Brown was an example of the kind of leadership that was required in view of his commitments to meeting the Millennium Development Goals.

Highlighting the culmination of a number of important European meetings due to take place next month, the Minister said this would be a defining moment for Europe to resolve its position on climate change ahead of the Copenhagen summit in December.

Burden-sharing was a major issue that Europe would have to overcome, she observed, citing Poland as an example of a country showing hostility to further proposals.

Commitments made from Japan and China were welcome, Baroness Kinnock said, however, President Obama and the United States had not made sufficient progress. She feared the Copenhagen meeting would take place without clear agreements on funding.

Funding for adaptation must be new money, not resources already allocated to overseas development, she warned. This was a matter of justice for those in the developing world, she felt. Glenis Willmot, MEP and Labour Leader in the European Parliament, said the big issues of the day were global issues, be it climate change or the economic crisis. Labour was leading on climate change in the European Union she claimed. Outlining the 20/20 target that included additional efforts on research into climate change, she argued that the Labour party in Europe had ensured that the package had been agreed.

It was frustrating that Europe had not been discussed sufficiently ahead of the European elections, Ms Wilmott felt. Politicians must be proactive and argue a positive case for Europe, not only ahead of elections, but starting now, she said.

Richard Howitt MEP declared that climate change would impact developing countries most, however, it would also affect the UK, noting the impacts being felt in the UK coastal regions. The UK had huge scope for wind energy and tidal energy, he argued, highlighting European funding that had been allocated to the East of England to capture such power.

There were many differences ahead of the Copenhagen meeting he observed. Furthermore, there were serious concerns over the lack of US commitments, with the current agreement amounting to a 4% cut in emissions. It would involve huge challenges, and would require a united European response, Mr Howitt insisted.

Suggestions that the EU would agree to a 30% cut at Copenhagen, demonstrated that Europe could be more ambitious than could the UK if it acted on its own, Mr Howitt stated.



Climate change was affecting every single area of foreign affairs, Mr Howitt argued. However, the recognition from United States that they had to address the matter was helping to foster diplomatic relations, as greater international cooperation was sought to share technology and best practice, he observed.

Thirty-five per cent of measures would have to have been made by 2015, if the current package was to be successful, Mr Howitt declared: delay was not an option.

Europe must have a social element to balance effective regulation, he asserted. This could be achieved by focusing on areas that required a clear unilateral approach, such as climate change. The EU must be sensitive to the need for developing states to continue to develop, rather than cut progress to tackle climate change, Baroness Kinnock argued.

### ***Labour's Transport Priorities for the Future***

On Labour's transport priorities for the future, Sadiq Khan, Minister of State for Transport, said that they were working towards greener transport plans that included low carbon initiatives, and that the priority for transport policy was to invest in infrastructure. The environmental challenges to transport had to be addressed for economic reasons, and Mr Khan went on to use the example that congestion on the roads had huge cost implications for businesses. He also announced that the Government's spending plan for transport for next year had been moved forward to this year's plan. In the question and answer session, Chris Mole, Parliamentary Under-Secretary for Transport, said that the UK's rail freight network had been a huge success story and that its growth in comparison to the rest of Europe had been phenomenal. He said that the issue that needed to be tackled now was ensuring the legacy of the rail system and its growth in the future, as there were huge technical challenges such as having to expand bridges and tunnels to be able to fit containers being shipped over from abroad. He said that there needed to be more network investment and more funding made available for freight interchange.

The Planning Act had streamlined how decisions were made, which would solve the issue of fragmentation in transport policy, Chris Mole said. He also said that there was a need to work with the existing networks that were in place, and used the example of the Department for Transport scheme 'Manage Motorway', which looked at ideas such as opening up the use of the hard shoulder on roads.

Chris Mole praised Stansted Airport for its continued efforts to improve transport access to the airport by rail. He said that many people did not realise that a large problem with emissions from airports came not just from the planes themselves but from the people who drove their cars to airports, and therefore there should be greater drive towards making access to airports easier by rail or other public transport.

Following a question regarding fragmented public transport services outside of London, Chris Mole said that the framework on a local level was in place but that local authorities now needed to take leadership on this issue. Jonathan Bray said that this could be aided by more Government support for local authorities, and that this issue needed to be addressed as buses were a major form of transport for many people. Concessionary travel is a huge benefit to people, and therefore funding flows must be tightened to decrease instability.

On the issue of smart card schemes such as Oyster cards in London, Chris Mole said that it made obvious sense to take this forward outside of London on both the rail and bus networks, and that as with transport policy in general, there needed to be greater co-ordination between the Government departments. Jonathan Bray echoed this by saying that the Government should get behind the smart card scheme for implementation outside London.

### ***Priorities for the Labour Manifesto***

Manchester Airports Group's Lord Smith said that his organisation was the largest British owned airport group in the country, owning airports across the British Isles, including Manchester, East Midlands and Bournemouth airports.

He said that his organisation had resisted privatisation under the Thatcher Government in 1986, and hoped to continue to work on a long-term basis, and with regard to the environment.

Three key issues, he believed were transport, regional economies and the environment. He said that his organisation welcomed developments on high-speed rail, even if it lost aviation passengers, as this was good for the country.

He lamented the fact that, while Manchester had good links to London, there were not good links to Yorkshire. It would be better that people travelled to Manchester Airport by train, rather than car, he said.

There was a need for a network, Lord Smith continued, saying that Manchester Airport was equally in need of a high-speed rail link as Birmingham was.

On regional policy, he noted that the recession had particularly affected the north, saying that the areas of high unemployment now were markedly similar to those in the 1980s.

Regional airports would be needed to support employment across the UK, Lord Smith asserted. He hoped that policies would not be made that discriminated against smaller airports, and said that policies such as air passenger duty needed to be reassessed.

He dismissed arguments that the air passenger duty was an environmental policy, arguing that if only major airports existed, there would be more reliance on road freight.

Turning to the issue of aircraft noise, Lord Smith said that Manchester Airport had used innovative and unique noise saving policies on this, and said that similar energy saving developments had now been adopted to allow Manchester Airport to be the first airport to be accredited by the Carbon Trust.

Manchester Airport, he confirmed, was committed to being carbon neutral by 2015, citing as an example a pier built on the site of the airport that allowed for ground-source heat, and also proposals for four wind-turbines on the airport site.

There was a need to incentivise businesses to make savings, he argued. Lord Smith hoped that the Government would not take away the allowance to count green energy use against carbon savings.

He said that he was "delighted" that the Energy and Climate Change Secretary had recognised that aviation needed to be affordable for the whole population.

### ***Public Transport and the Environment: One journey we can't afford to miss?***

Transport Secretary Lord Adonis commended Transport for London for their success with encouraging people to give up their cars in favour of public transport, saying that other cities could learn from this experience.

He argued that both a modal shift towards greener forms of transport and improvements in the environmental performance of cars were needed in order to meet the UK's commitments to reduce carbon dioxide emissions.

Answering a question from a representative of Passenger Focus (independent passenger watchdog) on a perceived complacency on public transport performance, Lord Adonis acknowledged that the UK still had a long way to go. He drew attention to improved rates in punctuality and customer satisfaction across the board but noted that these were still not at the levels achieved in Sweden and that they must strive to reach these levels. Punctuality was a key component in persuading the public to use buses and trains instead of cars, he continued.

He was then asked about the need to better represent the passenger when making decisions about the future of transport in the UK. He admitted that in the past the Department for Transport had been too industry-focussed but pledged that it was committed to consider the issues from the viewpoint of the passenger and citizen in the future – it was their money that the department would be investing. He backed Passenger Focus to be responsible for this as they were better placed than civil servants to do so. He highlighted the improvements seen on the South Central Franchise as a result of the operators working closely with Passenger Focus.

Most of the Parliamentary information in this Bulletin and some news items were sourced from De Havilland Information Services plc.

The following sources are also used:

The Guardian On-line, The Telegraph On-line, The Independent On-line, Financial Times On-line, United Kingdom Parliament's World Wide Web Service, The BBC On-line, BAA's Website, ENDS On-line, Aviation International, Environmental Data Interactive Exchange News Service, ENDS Daily, Airwise.com, Croner Environment Centre Newsletters.

SASIG, PO Box 1308, Kingston upon Thames KT1 2WF. Tel: (020) 8541 9459
Fax: (020) 8541 9447 Email: sasig@surreycc.gov.uk Website: www.sasig.org.uk