

Strategy -

3a Director's report on liaison between RTPs, and with the Scottish Government and Others

• Purpose of Report

The purpose of this report is to update the Board on liaison with other RTPs and with the Scottish Government and other organisations.

• Background

The following series of meetings has been agreed by the Board or have evolved through the meetings agreed by the Board:

- RTP Chairs and the Minister for Transport to meet twice yearly.
- RTP Chairs to establish an Association and to meet quarterly.
- Nestrans Liaison Sub Committees appointed for meetings with HITRANS/ ZetTrans and TACTRAN as neighbouring RTPs.
- RTP Lead Officers meeting quarterly now including Scottish Government and CoSLA.
- Local Authorities/Bus Operators Forum (LABOF), Health & Transport and Freight Forum Steering Group meetings.

• Recent Developments

Since the last Board meeting on 20 August 2012, the following meetings have been held:

❖ **RTP Chairs, Stranraer, 5 September 2012**

The RTP Chairs discussed the following:

- A presentation on the impact on Stranraer of moving the ferry terminal to Cairnryan
- Access to health and social care
 - Various initiatives across Scotland including the north east's information centre
 - Partnership working with the Scottish Ambulance Service
- Access to London
 - The discussion of an Access to London strategy with the Department of Transport and responses to the Aviation Policy consultation
- The meeting of 7 March 2012 and the proposed meeting on 5 December 2012 with the Minister for Transport
 - The working group set up to examine how RTPs can assist in delivering the National Transport Strategy
 - Agreement of a workstream
- Bus stakeholders group and Bus issues
 - Meeting with CPT – likely March 2013
 - Traveline talking App

- Concessionary travel and budget implications
- Rail issues
 - Intercity East Coast Franchise consultation
 - Agreement of an RTP response (links also to the Access to London strategy)
 - Transform Scotland “High Level Output Statement” response
 - High Speed Rail (HSR)
 - Noting the revival of the Fast Track Scotland Group and forthcoming seminar.
 - Nestrans concerns regarding HSR from Scotland to London becoming a HSR between Edinburgh and Glasgow as well as to London were discussed (see HSR Seminar discussion below)
- Transport Futures
 - Agreed to have a future representation on this group
- Alternative fuel Vehicle initiatives
 - A discussion on the Green bus fund and a developing strategy for distributing charging points across the country
- CoSLA liaison
 - The possibility of CoSLA reviving the Transportation sub group was discussed.

❖ **Virgin Airways Parliamentary reception, Edinburgh, 5 September 2012**

This meeting was attended by Councillor Peter Argyle, Derick Murray and Dave Macdermid from BIG. The meeting was addressed by Steve Ridgway, Chief Executive of Virgin Atlantic with a video presentation from Sir Richard Branson. Virgin confirmed that they are bidding for the landing slots at Heathrow released by BA following their takeover of BMI. There is a commercially confidential process underway which is being run by the EU therefore details of the bids were, at this stage, still confidential. However Virgin were very keen and hopeful of starting services from Aberdeen to Heathrow as soon as possible after the slot release date of 1 April 2013.

❖ **ACSEF Summit, AECC, 7 September 2012**

Nestrans was represented at this meeting by Peter Argyle, Eddie Anderson, Derek Provan, Andy Finlayson, Jennifer Crow, Alan Buchan, Margaret Bochel, Stephen Archer and Derick Murray. The meeting heard from, amongst others, Paul Skinner, Head of Infrastructure UK, a division of the UK Treasury and Sir Peter Housden, the Chief Civil Servant in Scotland. The meeting also heard a presentation by Derek Provan regarding proposals for an Airport City development centred on Aberdeen Airport and the infrastructure needed to support such development.

❖ **ACSEF/ Nestrans/ Hitrans Westminster reception, Westminster, 12 September 2012**

This meeting was attended by Peter Argyle and Derick Murray. This was an ACSEF event intended to raise the profile of the region and its unique economy with people within the Westminster atmosphere. Whilst not particularly well attended there was a full turnout of north east MPs with presentations from Tom Smith, Cllr Angela Taylor and Peter Argyle. Peter’s presentation centred on the access to Heathrow and the importance of connectivity to world markets for our particularly global economy.

❖ **Transport Scotland High Speed Rail Seminar, Glasgow, 17 September 2012**

Transport Scotland has reconvened the Fast Track Group with a view to taking further forward proposals for high speed rail between Scotland and England.

A note of the seminar is attached as Appendix 1.

An issue for the north and north east is that some of the options lead to a possibility of creating a high speed track between Edinburgh and Glasgow permitting high speed trains between the two cities. It has been suggested that the advantage of this (other than the obvious time travel advantage) is that some of the existing track which is nearing or at capacity could be freed up for other services. These benefits have not yet been identified. It has however been suggested that the extra cost of achieving this (track and train purchase plus running costs) would be significant additional expenditure in the central belt leaving other expenditure on necessary projects outwith the central belt even further away in the priority list.

Further it has been suggested that this additional expenditure would be difficult to understand when the current £650 million Edinburgh Glasgow Improvement Project (EGIP) was providing the capacity required with a reduction in journey time. When this was the case priority for other projects across the country should have higher priority than additional expenditure on the same area.

This has been explored further within the Appendix.

❖ **SCDI dinner with the Transport Minister, Aberdeen, 19 September 2012**

This meeting was attended by Peter Argyle, Eddie Anderson, Derek Provan, Margaret Bochel, Stephen Archer and Derick Murray. Peter, Eddie and Derek shared the top table with the Minister.

The Minister made a speech and there was a question and answer session. During these the following issues were raised:

- Aberdeen to Central Belt Rail
- Aberdeen to Inverness Rail including Kintore Station
- AWPR
- A90 Balmedie to Tippetty
- A96 dualling
- Haudagain
- Strategic Transport Fund and development in advance of AWPR
- STPR review
- Inveramsay Bridge
- Air access to Heathrow

❖ **Nestrans/ Hitrans meeting with the Civil Aviation Authority, London, 20 September 2012**

Nestrans and Hitrans Directors met with the Group Director for Regulatory Policy of the Civil Aviation Authority. This meeting was arranged to discuss with the CAA the need to secure access from the more peripheral regions to the national hub to permit onward access to the world destinations that is required to service the global economy of our region. A note of the meeting is attached as Appendix 2.

The actions identified in the note are being progressed.

The principal issue is of the CAA's remit from Parliament to consider issues from the point of view of all passengers and their interpretation of that as meaning the maximum number of passengers which in turn implies that all passengers are of equal worth. This discriminates against regional access to the hub airport when the hub is capacity constrained as is currently the case as bigger planes with more passengers are worth more than frequency and indeed any access at all for planes from the regions. This is examined in the Appendix.

❖ **ACSEF Holyrood reception, Edinburgh, 2 October 2012**

A verbal report will be available at the meeting.

❖ **RTP Lead Officers, Perth, 3 October 2012**

A verbal report will be available at the meeting.

● **Future Programme of Meetings**

❖ **Transport Scotland meeting re dualling the A9 & A96, Inverness, 12 October 2012**

❖ **Scottish All Party Group on Aviation, Edinburgh, 31 October 2012**

❖ **Health and Transport Action Plan Steering Group, Aberdeen, 6 November 2012**

❖ **LABOF Steering Group, Aberdeen, 12 November 2012**

❖ **RTP Lead Officers, Perth, 14 November 2012**

❖ **RTP Chairs, Glasgow, 5 December 2012**

● **Recommendation**

The Board is recommended to note progress on liaison arrangements with other RTPs, the Scottish Government and others and arrangements for future meetings.

RGM 25 Sept 2012

High Speed Rail Seminar - Buchanan House - 17 September 2012

This note provides an overview of a Transport Scotland Presentation to representatives of the Fast Track Scotland group, and a summary of subsequent discussion.

A note of questions for further consideration arising from the meeting is attached at **Annex A**.

Attendees:

- Audrey Laidlaw, Network Rail
- Chris Day, City of Edinburgh Council
- Anthony Hughes, Glasgow City Council
- Gordon Dickson, Strathclyde Partnership for Transport
- Derrick Murray, Nestrans
- Yvonne MacArthur, SCDI
- Graeme Corbett, ICE Scotland
- Calum McCallum, Transform Scotland
- Stuart Tait, Glasgow and the Clyde Valley Structure Plan Joint Committee
- Frazer Henderson, Head of Rail Policy, Transport Scotland
- Alastair Young, Rail Technical, Transport Scotland
- David Prescott, Rail Technical, Transport Scotland
- Dawn Macklin, Rail Technical, Transport Scotland
- Michael Taylor, Rail Policy, Transport Scotland
- Peter Lloyd, Rail Policy, Transport Scotland
- Andrew Davidson, MTRIPS Planning and Design, Transport Scotland

Apologies:

- Iain McMillan, CBI Scotland

Presentation

1. Transport Scotland (TS) officials reviewed the development of the Fast Track Scotland documents (and the FTS group's subsequent pre-appraisal advice to Ministers on options for route and stations), its impacts, and its role in informing further discussions with DfT and between Scottish and UK Ministers. It was noted that the document had been a success, had been widely reported and had been pivotal in changing the nature of the public narrative around the inclusion of Scotland in a high speed rail network. Reflecting on this success, officials asked partners to consider the next steps for the group.
2. TS officials explained the nature of recent discussions with DfT and a recent proposal from DfT/HS2 that the planning of routes from Manchester and Leeds northwards to Scotland could form a third phase of planning for the HS2 scheme (planning to be developed jointly between Transport Scotland, HS2 Ltd, and Network Rail). The detail of the arrangements for this work remain under discussion.
3. The presentation discussed the output of the [January 2012] pre-appraisal advice to Minister on route and station options for Scotland. The group reviewed the three principal transport corridors considered for further appraisal in that advice, and reviewed recommendations of the group – in particular, that there were opportunities for early build in Scotland, including the opportunity for an early Edinburgh-Glasgow connection.

TS officials discussed options for that work (noting that these had not been appraised, and were indicative of options, not policy) and invited discussion. A further session updated the group on the planning and appraisal process, and the requirements of the Scottish Transport Appraisal Guidance.

4. Officials noted that the Scottish Government was to host a high speed rail conference in Glasgow (on 12 and 13 November 2012) and that representation from the group would be welcome.
5. Officials suggested the following questions for discussion after the presentation:

Future of FTS group

- What is the future of FTS group?
- What are its next steps? Are there further outputs, or does it have a steering or assurance function for other work streams?

Views on next steps and strategy /policy

- How can this group influence the work TS will be undertaking with DfT, HS2 Ltd and Network Rail?
- What about building Edinburgh – Glasgow?
- How would that link to high speed lines from England?
- How do we connect any new build in Scotland to the existing rail network?
- What about connecting to the North? Does that influence the future phasing of network electrification?
- Are there early options/benefits for connecting on to the existing line West Coast Main Line?
- How could we improve journey times within the period of the new InterCity West Coast franchise?
- How do we connect to the motorway network?
- How do we capture the opportunity to phase development for the greatest benefit?

Discussion

Strategy

6. There was discussion around the strategy for high speed rail, and the extent to which we should be planning for the future now. Summarised by exploring the need to plan for either accommodation of proposed classic compatible high speed rolling stock introduced in 2026, with a ~30 year design life, or to plan now for the introduction of UIC gauge 400m trains which could only operate to Scotland after a continuous UIC gauge line had had been constructed throughout the whole HS2 route. Decisions in this regard will have implications for gauge clearance work of existing lines that a high speed train would run over within Edinburgh and Glasgow city boundaries, design of new line, approaches to cities, and the requirement for new or expanded stations to accommodate larger trains. However, the incompatibility of UK/UIC gauge provision over an interim period was also noted, including interface with platforms, existing over- and under-bridges, etc.
7. A further matter for consideration will be projected growth in demand, and the question of how we accommodate a sizable modal shift from air travel. In that circumstance, either larger or more frequent trains would be necessary. Would a 400m train be required ahead of assumed/current growth predictions or would a 200m train meet demand in the interim?

8. There was discussion on the group's role in determining a position about the need for continental/UIC gauge lines and termini in Scotland, and in what timescale. It was noted that it was important not to be make this decision by default, and on the basis of what was being offered by DfT/HS2.
9. Any new high speed lines will be built to the larger Continental/UIC gauge high since there is unlikely to be any significant additional cost over that required to build UK gauge high speed lines. However the additional cost of gauge clearing incremental parts of useable existing lines and termini stations has to be balanced against the savings derived from procuring a fleet of standard UIC/Continental gauge high speed trains once every 30 years rather than a more expensive bespoke UK gauge fleet.
10. The need for new termini in itself would be an important planning consideration. Discussion also centred on whether high speed rail should be seen as a set of technologies to be applied, or perhaps more profitably as an outcome?

Promotion of the HSR scheme

11. There was also discussion around the status of the high speed rail project in England, with comment that DfT hadn't yet 'won the fight' on its development and there remained a number of challenges to the scheme. It was stated that there was a need to make clear that HS2 is not all about the London to Birmingham, as is stated by those opposing HS2. The group discussed the promotion of the Fast Track Scotland 'strong and stronger' message, and whether this could be more forcefully projected by other parties.
12. It was questioned whether the Fast Track Scotland group had a sufficient voice in the promotion of HSR at a UK level [it was also noted that there had been inconsistencies in the analysis of consultation responses to the phase 1 scheme, and whether this may force a reconsideration of the programme. However, on 18 September 2012 the Parliamentary under Secretary for State, Norman Baker, announced that the issue had not caused any statistically significant revisions to the DfT's decision, and that the scheme would progress to plan].
13. TS officials explained the discussions underway with DfT on presenting the benefits of Scotland's inclusion within the scheme, both in terms of benefits to Scotland and benefits to the UK. TS officials explained that DfT would be publishing a policy document later this year in support of its announcement on preferred routes to Manchester and Leeds (scheduled for end 2012). Transport Scotland has agreed to provide a contribution to the 'next steps' section of this document which will set out the need for extension of the HS2 scheme.

Prioritisation of investment within Scotland

14. In presentation, Transport Scotland revisited the recommendations of the FTS route and stations sub-group looking at potential route and station options within Scotland. In particular, options for early build, that would derive an early benefit for the existing network, including a reduced journey time between Edinburgh and Glasgow.
15. Attendees questioned Transport Scotland's prioritisation of promoting a HSR scheme between Edinburgh and Glasgow, noting that the focus of discussion around high speed rail in Scotland had seemed to have slipped from being about the value of faster connections to London and other English destinations. It was argued that decisions regarding the route should be based on what was best to get from Glasgow and Edinburgh to London and not on what was best for getting between Glasgow and Edinburgh. The scheme should be about optimising the railway for long-distance travel, with the Edinburgh-Glasgow journey time a secondary benefit.

16. It was also argued that prioritisation of a high speed link between Edinburgh and Glasgow would inevitably mean that there was less money for other Scottish projects. Particular concern was raised about the relative prioritisation of transport schemes in the North East of Scotland.
17. Attendees argued that an Edinburgh-Glasgow link should not be a priority, the priority should be long distance travel. It was suggested that an Edinburgh – Glasgow link would imply many other costs, for example in procurement of appropriate rolling stock, and would do nothing for the north. It was suggested that nothing was happening in the north and some attendees stated that transport expenditure across Scotland as a whole should be examined.
18. Other attendees noted that a HS link between Edinburgh and Glasgow had been a recommendation of the planning sub-group and was key to the integration of HSR with the conventional network. As such, investigation of the proposal was valid.
19. TS officials reassured the group that the principal reason for examining high speed rail was to ensure faster and high-capacity rail travel from Scotland to London (and other destinations) and that Edinburgh-Glasgow journeys were merely a secondary benefit, albeit one which could be realised ahead of the main benefits, due to the potential phasing of construction.
20. TS officials noted that they were mindful of the perception that priority was attached to the Edinburgh and Glasgow component of the scheme. However, this link would be a consequence of phased delivery and would clearly require to be further examined. The group acknowledged that it was important that it did not lose sight of its key strategic strength, which was a unity of Scottish opinion. The point must be communicated: the focus is connectivity to England and the benefits would need to be shown. However, benefits to the north and other areas of Scotland, including exploitation of the released capacity on existing lines, must also be clearly appraised and promoted.
21. It was noted that high speed rail was an all-Scotland issue, as it would be a huge benefit to Scotland. It was proposed that HSR should be communicated across Scotland as part of an all-Scotland access to London strategy.

Further planning processes, appraisal of route alignments and station options

22. Scottish Government planning colleagues, observing, asked whether there was a role for the group in the Third National Planning Framework (NPF3) consultation. TS officials confirmed that they were already in discussion with the team preparing NPF3, and that it was a shared assumption that HSR would remain in the updated Framework, and noted that there was a clear role for the group in an ongoing input to the national planning system.
23. Attendees asked if analysis of possible route options (from routes and stations pre-appraisal) revealed whether an East Coast or West Coast alignment would be quicker. TS officials noted that further appraisal was necessary to consider the high level route options against a number of criteria including journey time, but also many other considerations noted in STAG.
24. It was noted that it may be helpful for the group to build on the work done by SCDI for Fast Track Scotland, which indicated key business destinations and travel flows to England (to and outside London) – this could inform future appraisal and decision on route alignments.

25. TS officials noted that any appraisal work was at very early stages of option consideration but that benefit to the whole Scottish economy was a key consideration.

Conference – 12 and 13 November 2012

26. Attendees asked for more information about the conference. TS officials noted that part of the output would be to showcase UK-wide support for high speed rail, and the case for high speed connections between Scotland and the North of England. Planning was that the first day would be about the economic case and the second would be concerned with technical details. The programme was still being developed and would be shared with the group.
27. TS officials noted the timing of the conference, and that it coincided with the Secretary of State's expected announcement on routes to Leeds and Manchester. The conference offered the opportunity to capture UK-wide support around the time of that announcement.

Remit and future of the FTS group

28. Attendees enquired about the current purpose and future direction of the group. There was a strong voice from the group that it should continue its work, and that its output had been successful. It was also agreed that the group should continue to be co-ordinated and resourced by Transport Scotland.
29. Attendees asked if high speed rail 'champions' could be found who do not work for the government [it was noted that these could have a role in rebutting anti-HS messages). TS officials noted the wide membership of the group and asked whether group members or their host organisations could take on that function, or if there was a need to engage outside agencies or organisations.
30. Attendees noted that Fast Track Scotland had been a success and the group must not lose sight of its remit to advance its messages. It was noted that the group should have a strong representation at the conference to further promote Fast track Scotland and its key 'strong and stronger' message.
31. It was asked if the group would meet before the conference. TS officials confirmed this would be useful, especially to discuss conference representation.

End

PL/MT – 19 September 2012

High Speed Rail Seminar - Buchanan House - 17 September 2012

This section summarises a number of key questions arising from discussions on 17 September 2012:

1. Strategy

- 1.1. How do we jointly develop the vision for high speed rail in Scotland?
- 1.2. What is that vision, and how does it fit with proposals from DfT/HS2 on use of classic compatible trains from 2026 onwards?
- 1.3. See points 6, 7 and 8 in paper – to what extent do we need to plan for UIC gauge trains, in terms of modifications to existing infrastructure or identification of new or upgraded stations?
- 1.4. Should HSR be described as part of an overall ‘access to London/England’ strategy? How could this be taken forward?

2. Promotion of the HSR scheme

- 2.1. What is the group’s role in supporting the development of HSR across Britain?
- 2.2. How do we promote the BCR benefits to the overall (UK) scheme of Scotland’s inclusion?
- 2.3. How does the group promote the benefits of high speed rail across Scotland, including to those areas not directly served?

3. Prioritisation of investment within Scotland

- 3.1. How does the group develop a position which supports the development of high speed rail to Scotland but which recognises the need for continued investment across the Scottish transport network?
- 3.2. Where does an Edinburgh –Glasgow high speed connection sit within the vision for Scotland’s high speed connectivity and integration with the existing rail network (and investment plans)?

4. Further planning processes, appraisal of route alignments and station options

- 4.1. Who will be responsible for developing the next stage of appraisal of Scottish routes? What is the role of the FTS group? Suggest Transport Scotland/Scottish Government, with reporting and assurance function for FTS group.
- 4.2. Does the group have a role in promotion of HSR’s continued inclusion in NPF3?
- 4.3. It has been suggested that the FTS could determine preferences for key destinations within England (London/Non-London), and present supporting evidence to support the case. Is this work that group members could pursue, reporting the Transport Scotland?
- 4.4. What is the group’s view on integration with other modes (interface with rail network, motorway, and airports)?

5. Conference – 12 and 13 November 2012

- 5.1. What is the role of the group in promoting and participating in the conference?

6. Remit and future of the FTS group

- 6.1. How do we capture and build on the successes of the Fast Track Scotland group?

- 6.2. Is there a role for 'Scottish champions' or 'Scottish Experts' in rebuttal of anti-HS messages? Who would they be?
- 6.3. How do we encourage the buy-in and participation of other agencies and businesses.? Do we sign up business groups directly?
- 6.4. Is the current make-up of the group correct. Are there other agencies or representative groups which would contribute to the work of the group?
Alternatively, are there current group members who do not see value in continuing Fast Track Scotland group membership?

End

PL/MT – 19 September 2012

Note of meeting:

Nestrans/ Hitrans/ CAA re Regional access to London & Heathrow

CAA House, Kingsway, London – 20 September 2012

Attending:

Iain Osbourne: Group Director, Regulatory Policy Group, CAA

James Wiltshire: Senior Economic Policy Adviser, CAA

Dave Duthie, Director, Hitrans

Derick Murray, Director, Nestrans

Laurie Price, Consultant to Hitrans/ Nestrans

Background

The meeting discussed the general issues around UK Aviation Policy, Regional Aviation issues regarding access to the UK hub and hence the world, the crucial importance of connectivity, CAA responsibilities, DfT responsibilities and EU policy. This discussion was set in the context of aviation's impact on the regional economy and that consequential impact on the UK economy. The announcement that FlyBe were to cease their Gatwick – Aberdeen service from the Winter and close their Gatwick base was cited as an illustration as to how vulnerable these vital regional links were.

Issues

The major issues for north of Scotland were discussed including energy, whisky, tourism and the income that these industries bring to the UK economy and the connectivity required to secure this income. The quantity of business travel was also highlighted as significant in showing the impact of this connectivity (through Heathrow) to the UK economy. Reference was made to a recent north of Scotland Study on air service use which identified from Aberdeen where connections over Heathrow are critical and therefore its importance to the region was plainly demonstrated.

CAA clearly highlighted their view that they were there to carry out the functions set for them by Parliament and noted the recent change to make them look at things from the **All Passengers** perspective. It was noted that from the CAA perspective, given their current remit, they thought that maximising the passenger fare box was a reasonable proxy for ensuring that the All Passenger requirements were properly taken into account.

In discussion it was clear that this view means:

- All passengers are of equal worth relative to the fare they pay (i.e. they place no greater emphasis on a business passenger exporting than a leisure passenger leaving the country to have a holiday abroad)
- The net effect of this is that flights with more passengers (bigger planes) are assumed to be of more value to the overall economy than those with flights with small passenger numbers but perhaps more business and thus economic focus.
- Regional access and connectivity requirements are of lower priority than greater passenger numbers in the more densely populated areas and at the slot congested hubs (since more passengers are catered for). *(This approach had been shown by a study for the European Regional Airlines Association on Slot Trading Proposals to be wrong and economically damaging to the regions).*

The Nestrans/ Hitrans view of this discussion can be summarised as:

- The CAA view of **All Passengers, passengers having equal value**, only considers those passengers able to fly and **doesn't consider those passengers unable to fly or make connections (as in the case of Inverness at Heathrow)** due to lack of capacity – the Nestrans/ Hitrans view is that the CAA view would be fine in a non constrained situation as the market would meet demand if the capacity was unconstrained but in the constrained capacity situation the market needs to be managed through policy direction to meet the country's requirements for economic growth
- The CAA view doesn't take into account the need for frequency of flights and connectivity (important for business)
- The CAA view supports the use of larger aircraft flying from the constrained hubs whilst not considering the needs of the regions. They acknowledge that profitable regional routes will be (and have been) substituted for more profitable higher volume and value long haul services.
- The CAA see their view as advising DfT and Ministers against their Ministerial remit (as they interpret it), not on any changes needed/ proposed/ suggested to their remit to recognise such issues as sustainability, economic impact and social cohesion.

Whilst there was some sympathy expressed by the CAA for the Nestrans/ Hitrans view on the need to support the regions (and in our case the more peripheral regions where realistic surface transport alternatives are not an option) and indeed the current capacity constrained situation their view is that they must carry out their function as asked of them by Parliament (as they see that).

Proposed actions

Subsequent to the meeting Nestrans/ Hitrans discussed the following and agreed to try to get specific issues addressed:

Can the CAA view of **All Passengers** be amended to include passengers who can't make a journey (e.g. Inverness to Heathrow)?

Can the CAA view of **All Passengers**, if expanded as above be influenced to consider the impact of certain types of passengers? (e.g. business, particularly where such business brings income to the country, which is more valuable than holiday traffic outbound)?

In discussion CAA had considered this to be considering UK Aviation policy in a "balanced scorecard way, sub optimised to balance regional economy with UK economy" – a view contradictory to their **All Passenger** view of their instruction from Parliament.

Nestrans/ Hitrans to brief their MP's/ MSP's to lobby CAA and Transport Ministers on this issue.

Actions:

- Try to get an amendment to the Civil Aviation Bill currently going through the House of Lords to include a requirement for airport regulation to include reference to broader economic and social criteria including the need to maintain networks, frequency and connectivity.
- Contact the Department for Transport to determine the exact Terms of Reference and composition of the Davies Commission on Aviation Policy.
- Write to Mr Jonathan Moor, DGCA, at the Department for Transport requesting that the CAA's remit in advising on Aviation Policy be extended from just reviewing consumer interest and the concept of all passengers carrying equal value to one of a

balanced scorecard which recognises a broader range of issues including economic impact, social cohesion and the EC policy of reducing peripherality and includes a recommendation that DfT should use PSO protection for vital “profitable” regional routes to the hub to prevent them being substituted by more profitable long haul services. This already happens extensively in France and other EC countries.

- Repeat the invitation made during the meeting for CAA to visit the regions covered by HITRANS and NESTRANS to meet with local business and council leaders and hear first hand their views on priorities for aviation policy as it impacts the local economy and society. at an agreed appropriate time
- Contact the EU to arrange a meeting to impress upon the EU the crucial desire from the regions to see EU & UK policy secure regional access to hub airports – extending beyond the limitations of PSO’s. Also to ensure that any PSO can be airport not City specific.

DM / DD / 20.9.12