

General -

6b Publications and Consultations

- Purpose of Report

The purpose of this report is to inform members of a number of recent publications and consultation papers and to seek approval of draft responses as appropriate.

- European Transport White Paper

On 28 March 2011, the European Commission published a White Paper on transport policy entitled “Roadmap to a Single European Transport Area – Towards a Competitive and Resource Efficient Transport System”. A link to the document is provided below:

http://ec.europa.eu/transport/strategies/2011_white_paper_en.htm

A press release from the Commission summarising the key points in the White Paper is attached as Appendix 1 which provides a summary of the key points contained in the document. Of most interest to members will be the aim of delivering a 60% reduction of GreenHouse Gases by 2050 and the ten goals for achieving a competitive and resource-efficient transport system:

1. Phasing out conventionally-fuelled cars in cities by 2050;
2. Low carbon fuels in aviation;
3. Mode shift for long-distance freight;
4. High Speed Rail network to enable over half of medium distance travel by rail;
5. A high quality and capacity core transport network;
6. Airports connected to the rail network by 2050;
7. Technological advances in traffic management;
8. Multimodal transport information, management and payment system;
9. Reducing fatalities and making the EU a world leader in safety and security in all modes of transport; and
10. A move towards user pays/polluter pays principles.

The White Paper also contains a list of forty initiatives, ranging from a Single European Transport Area to a ‘Zero-Vision’ on road safety, interoperable and multi-modal public transport information and ticketing, zero-emission urban logistics and an EU framework for urban charges.

Members should be aware that CoSLA are concerned that the White Paper oversteps the mark with ambitious levels of EU regulation that the Commission is keen to push forward, particularly as regards to urban mobility. CoSLA are unconvinced by the 40 legislative and policy measures that are proposed, as well as the financial implications for the ongoing EU Budget review.

There are also concerns about the need for legislation to enforce local transport policies and the key question of whether subsidiarity principles are being compromised unnecessarily.

Members may wish to take a view regarding the appropriate balance between subsidiarity, through local decision-making and the EU wish for international consistency which would ensure interoperability between schemes in all member states. Although the White Paper is

not a consultation, CoSLA have offered to consider the views of member authorities and will liaise with MEPs and brief the UK Transport Minister to influence the policy as it develops further.

- High Speed Rail

In February 2011 the Department for Transport and HS2 issued a consultation document entitled High Speed Rail: Investigating in Britain's Future. This document can be found at <http://highspeedrail.dft.gov.uk/>

An update report on High Speed Rail was also considered by the Regional Transport Partnership Chairs at their meeting in Lerwick on 2 March 2011. This report is attached as Appendix 2. Discussion at the Chairs meeting centered on:

1. The strength of opposition developing in the Chilterns and Warwickshire
2. The lack of commitment, at this stage, to extending to Scotland
3. The strength of the business case for the extension to Scotland
4. The possibility of lobbying to have the Scotland to Manchester/ Leeds section as a phase 2 replacing Birmingham to Manchester i.e. in effect starting at both ends at once
5. The timetable for the project
6. The need to look after all Scotland's interests in relation to access to Heathrow in the interim period
7. Whether this project would be classed as a UK benefit project therefore funded by the Treasury and outwith the Barnett consequential

The Nestrans Board has previously agreed to support proposals for High Speed Rail from London to Scotland with the proviso that such a scale of development should benefit the whole of the country. The Board has previously discussed the likelihood that due to cost and distance considerations the High Speed Rail line is unlikely to come north of the central belt. Therefore for the North East of Scotland the benefits are likely to be in releasing landing slots at Heathrow Airport some of which, the Board has lobbied, should be reserved for peripheral UK airports.

The RTP Chairs agreed to press for a commitment to extend High Speed Rail to Scotland, highlighting the strong business case including that for Scotland to the North of England and to press for "starting at both ends". This is in line with current Nestrans policy. The Chairs also agreed that consideration should be given to shortening the timetable which under current proposals may not see High Speed Rail reach Scotland until around 2045.

In considering a response to the consultation it is considered that the Board could:

- Restate the case made by the RTP Chairs as described
- Emphasise that the whole country should benefit from such a sizable investment
 - Highlight that for our area that this should be by securing access to world destinations via the London hub airports
- Agree that a link to Heathrow Airport is more effective when High Speed Rail is extended north of Birmingham

In considering their response the Board may also wish to consider:

- The current consultation talks about running High Speed Trains through to Scotland on conventional lines after Birmingham and then Manchester/ Leeds. This, it is thought, means to Edinburgh and Glasgow. The trains proposed will be all electric mode and proposals to electrify the lines from the central belt to

Aberdeen are long term. However the announcement on the Intercity Express Programme, discussed at Item 8 Information Bulletin, means that direct trains to London via the East Coast Main Line are secured.

- The Board may wish to include in their response a reference to the proposed lengthy timetable as discussed by the Chairs with a recommendation that this be shortened.

Norman Baker MP, Minister of State at the Department of Transport and Alison Munro the Chief Executive of HS2 presented at a seminar chaired by Transport Scotland at the Lighthouse in Glasgow on 17 March 2011. This presented the case for High Speed Rail and outlined the Government's current thinking on extending to Scotland. The Government is currently of the view that HSR should be delivered in sections as follows:

- London to Birmingham
- Birmingham to Manchester/ Leeds

The current consultation is strongly focused on the London to Birmingham section with work being carried out to bring the Birmingham to Manchester/ Leeds section up to the standard of preparation of the London to Birmingham section. The Government view is that the appropriate time to consider extensions to Edinburgh and Glasgow is when the consultation on the detailed stage of the Manchester/ Leeds section is underway.

There was considerable discussion at the seminar about taking forward the Scotland sections now given the strong business case for this. This left no time for discussion on the effects for further north of the central belt. The Chairs of the northern RTP's therefore agreed to write to Mr Baker expressing the view from the north to ensure that he gleaned the view from the whole of Scotland in his visit to the country. A copy of the letter is attached as Appendix 3.

The consultation closes on 29 July 2011.

- Competition Commission consultation on Financial reporting requirements for Aberdeen Airport

The Competition Commission (CC) is consulting on draft undertakings for Aberdeen Airport which, when agreed, will finalise financial reporting obligations for the airport's owner BAA.

When the CC completed [its investigation into BAA in March 2009](#), it concluded that Aberdeen Airport is a local monopoly—with little realistic prospect of competition—as a result of its comparatively isolated location. To address any detrimental effects arising from this lack of competition, the CC decided that the airport owner should be required to consult with airlines and other interested parties over its capital expenditure programme and also publish other financial information to increase transparency and provide an appropriate basis for scrutiny by Aberdeen's airline customers and other stakeholders.

Undertakings are already in place for annual consultation on Aberdeen's capital expenditure programme and these further undertakings will require Aberdeen Airport to provide annual segmental financial reporting on the airport's various activities.

Nestrans had commented on the original CC proposals and have participated with the airport in the development of the Capital Programme reporting requirements. The current consultation is into the reporting of the financial data, i.e. profit/ loss from activities undertaken at the airport over a period of years to permit transparency for airport users in understanding charges for use of the airport facilities. As such this is a technical accounting consultation. This has been discussed with the Nestrans financial advisors, Aberdeenshire

Council, and is thought to provide the necessary information to ensure accountability. It is therefore proposed to respond that as Nestrans believes the proposal meets the requirements of the Competition Commission we agree that the Commission should accept the proposal from BAA.

- Proposed changes to off-street parking within Aberdeen City (preliminary statutory consultation)

Aberdeen City Council are currently consulting on proposed changes to the operation and charging in off-street car parks (Gallowgate, Summer Street, East North Street, Golden Square, Jack's Brae, St. Nicholas House car park, Chapel Street Multi-Storey, Denburn Multi-Storey, West North Street Multi-Storey and Virginia Street). The proposed changes include:

- The removal of the night rate of £1.50 for parking at any time between 2000-0800 hours Monday – Saturday from all of the relevant off-street car parks
- The extension of the day time operational hours until 2200 hours (proposed 0800 – 2200 hours Monday-Saturday, Sunday 1pm – 5pm*)
*except Jacks Brae where Sundays are free
- The introduction of a new 10 – 14 hour tariff in the long stay car parks at a cost of £14.
- Exempting cars displaying a valid on-street residential permit for zones A, B, C or E from charge for parking in Chapel Street car park during off-peak hours only (from 1800 hours to 0800 hours).
- Exempting cars displaying a valid on-street residential permit for zones F or G from charge for parking in West North Street and Virginia Street car parks during off-peak hours only (from 1800 hours to 0800 hours).

The preliminary consultation closes on 29th April 2011, and subject to approval, the public advertisement stage of consultation for these proposals will commence early in May 2011. A draft response to this consultation is provided for approval in Appendix 4 to this report.

- Greener Growth – Views sought on new aviation policy

The UK Government has issued a document titled: “Developing a sustainable framework for UK aviation: Scoping document”. This can be found at:

<http://www.dft.gov.uk/consultations/open/2011-09/consultationdocument.pdf>

Following the Government's decision to stop further runway expansion at the South East Airports they are gathering views on the future of the aviation industry and are seeking views before formulating a strategy.

The Government's objective is to develop a long term, high level framework for aviation which:

- Sets out the Government's aims for aviation and the parameters within which they can be delivered
- Takes account of the positive and negative impacts of aviation, and achieves a sustainable balance between them
- Integrates aviation policy with wider Government objectives, including delivering sustainable economic growth, combating climate change and protecting the local environment
- Builds consensus among those who rely on and are affected by aviation

- Provides industry with the clarity it needs to invest in the UK over the long term

There are a number of pertinent questions asked relating to issues that Nestrans has been pursuing with the UK Government over the last couple of years. These include:

- the relationship between the regional airports and the hub airports including landing rights
- the relationship between regional airports and the closing of the north/ south divide
- the relationship between the regional airports and the economy
- the relationship between the hub airports/ regional airports and alternative access modes
- Noise and climate change impacts
- How to get the best out of existing airports

There are a number of points within the document that will be of interest to Nestrans. Many of the points made are likely to be similar to views from other regional transport partnership areas and there may be an opportunity to include a joint RTP response as well as a Nestrans response.

The closing date for responses is 30 September 2011. It is suggested that a draft response is prepared for discussion at the 8 June 2011 Nestrans Board meeting and that the possibility of a joint RTP response is discussed with the other RTP's and also reported back to the Board. Further discussion on finalising a response will be possible at the 24 August Board meeting.

- Consultation on the possibility of allowing an increase in the length of articulated lorries

Some lorries could be allowed to use longer trailers after independent research showed that this could cut carbon without compromising safety. The research has been published by the Department for Transport alongside a consultation seeking views on the proposed changes. The consultation can be found at:

<http://www.dft.gov.uk/consultations/open/2011-06/consultationdocument.pdf>

The consultation proposes allowing a two metre increase in the total length of articulated lorries operating within the existing weight limit of 44 tonnes. This would take the maximum permitted length of an articulated lorry to 18.75 metres but would not allow any increase in overall weight. The Department for Transport estimates that this move could increase capacity for hauliers transporting lightweight goods by up to 13% and cut carbon emissions by around one hundred thousand tonnes each year.

The consultation closes on 21 June 2011. As well as some general consideration the consultation considers financial impacts, safety considerations, improved frontal design, impact on infrastructure, impact on rail and the impact on small firms. The issues for Nestrans as a transport partnership would appear to be safety, the impact on the road surface and the impact on transferring goods to rail.

On safety the research suggests an overall reduction in accidents due to fewer vehicles on the road, although each vehicle would have a slight additional risk of accident associated with additional tail swing and cross wind effects.

The impact on infrastructure should be slight as the overall weight of permitted vehicles is not proposed to be increased.

Most haulage is currently carried by road and this proposed change is anticipated to impact on shippers of lighter weight palletised consumer goods, general cargo and mail parcels rather than the heavier bulk cargos. The impact on rail may therefore be limited.

As this proposal has limited impact on Nestrans' areas of interest it is not thought necessary to submit a response unless in support of the proposals' impact on reducing carbon emissions.

- Recommendation

It is recommended that Members note the contents of this report and the attached appendices

RGM/30March 2011

IP/11/372

Brussels, 28 March 2011

Press Release: Transport 2050: Commission outlines ambitious plan to increase mobility and reduce emissions

The European Commission today adopted a comprehensive strategy (Transport 2050) for a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment. At the same time, the proposals will dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050.

To achieve this will require a transformation in Europe's current transport system.

By 2050, key goals will include:

- - No more conventionally-fuelled cars in cities.
- - 40% use of sustainable low carbon fuels in aviation; at least 40% cut in shipping emissions.
- - A 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport.
- - All of which will contribute to a 60% cut in transport emissions by the middle of the century.

Vice-President Siim Kallas, responsible for transport said, "Transport 2050 is a roadmap for a competitive transport sector that increases mobility and cuts emissions. We can and we must do both. The widely held belief that you need to cut mobility to fight climate change is simply not true. Competitive transport systems are vital for Europe's ability to compete in the world, for economic growth, job creation and for peoples' everyday quality of life. Curbing mobility is not an option; neither is business as usual. We can break the transport system's dependence on oil without sacrificing its efficiency and compromising mobility. It can be win-win."

The Transport 2050 roadmap to a Single European Transport Area sets out to remove major barriers and bottlenecks in many key areas across the fields of: transport infrastructure and investment, innovation and the internal market. The aim is to create a Single European Transport Area with more competition and a fully integrated transport network which links the different modes and allows for a profound shift in transport patterns for passengers and freight. To this purpose, the roadmap puts forward 40 concrete initiatives for the next decade.

The Transport 2050 roadmap sets different goals for different types of journey - within cities, between cities, and long distance.

1. For intercity travel: 50% of all medium-distance passenger and freight transport should shift off the roads and onto rail and waterborne transport.

- - By 2050, the majority of medium-distance passenger transport, about 300km and beyond, should go by rail.
- - By 2030, 30% of road freight over 300 km should shift to other modes such as rail or waterborne transport, and more than 50% by 2050.
- - Deliver a fully functional and EU-wide core network of transport corridors, ensuring facilities for efficient transfer between transport modes (TEN-T core network) by 2030, with a high-quality high-capacity network by 2050 and a corresponding set of information services.

- - By 2050, connect all core network airports to the rail network, preferably highspeed; ensure that all core seaports are sufficiently connected to the rail freight and, where possible, inland waterway system.

- - By 2020, establish the framework for a European multimodal transport information, management and payment system, both for passengers and freight.

- - Move towards full application of “user pays” and “polluter pays” principles and private sector engagement to eliminate distortions, generate revenues and ensure financing for future transport investments.

2. For long-distance travel and intercontinental freight, air travel and ships will continue to dominate. New engines, fuels and traffic management systems will increase efficiency and reduce emissions.

- - Low-carbon fuels in aviation to reach 40% by 2050; also, by 2050, reduce EU CO2 emissions from maritime bunker fuels by 40%.

- - A complete modernisation of Europe's air traffic control system by 2020, delivering the Single European Sky: shorter and safer air journeys and more capacity. Completion of the European Common Aviation Area of 58 countries and 1 billion inhabitants by 2020.

- - Deployment of intelligent land and waterborne transport management systems (e.g. ERTMS, ITS, RIS, SafeSeaNet and LRIT(1)).

- - Work with international partners and in international organisations such as ICAO and IMO to promote European competitiveness and climate goals at a global level.

3. For urban transport, a big shift to cleaner cars and cleaner fuels. 50% shift away from conventionally fuelled cars by 2030, phasing them out in cities by 2050.

- - Halve the use of ‘conventionally fuelled’ cars in urban transport by 2030; phase them out in cities by 2050; achieve essentially CO2-free movement of goods in major urban centres by 2030.

- - By 2050, move close to zero fatalities in road transport. In line with this goal, the EU aims at halving road casualties by 2020. Make sure that the EU is a world leader in safety and security of transport in aviation, rail and maritime

1 European Rail Traffic Management System, Intelligent Transport Systems (for road transport), River Information Services, the EU’s maritime information systems SafeSeaNet and Long Range Identification and Tracking of vessels.