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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

North West Regional Strategy

The draft 'Regional Strategy 2010 (RS2010) Project Plan' prepared by 4NW and the North West Regional Development Agency (NWRDA) outlines the scope and coverage of RS2010. The plan contains the timetable and key milestones together with information on how the evidence base is being compiled and how stakeholders can be involved. The draft RS2010 Project Plan is available for consultation until 31 July 2009.

(<http://www.nwregionalstrategy.com/files/RS2010%20Project%20Plan%20For%20Consultation%20July%202009.pdf>)

New Chairmen for Regional Development Agencies

Business Secretary Lord Mandelson has announced the appointment of Rob Douglas CBE as the new Chairman of the South East England Regional Development Agency (SEEDA), and Robert Hough as the new Chairman of the North West Regional Development Agency (NWRDA).

Mr Douglas will take up the post at SEEDA on 2 November 2009 after a period as Chairman Designate (from 1 September 2009) during which time he will work closely with the current Chairman, Jim Braithwaite. The appointment will initially be until December 2012 and the remuneration is £54,479 for a time commitment of two days per week.

Mr Hough will take up the post at NWRDA on 17 August 2009, after a period as Chairman Designate working closely with the current Chairman, Bryan Gray. The appointment will initially be until December 2012 and the remuneration is £81,718 for a time commitment of three days per week.

Newquay Cornwall Airport grant approved

The European Commission (EC) has announced that approved £24.3m of public funding and £22.5m of European Union (EU) funding earmarked for the re-development of Newquay Cornwall Airport. The proposed development scheme will see the transition of Newquay Cornwall Airport from a partially military to a fully civilian airport. The EC has decided not to raise any objections as it had a clearly defined objective of general interest, in particular for the development of the Cornwall region and the additional funding proposals did not call into question the overall compatibility of the measure with the common market.

Carlisle Airport - Call for a judicial review rejected

Judge Anthony Thornton QC has rejected what is likely to be the last remaining obstacle to the £25m plan to redevelop Carlisle Airport, the Cumberland News has reported. The scheme was under threat after Irthington farmer Gordon Brown asked the High Court for a judicial review of Carlisle City Council's decision to grant planning permission, but the judge rejected the challenge.

Mr Brown is managing partner of Lane End Farm, 25 acres of which is airport land leased by his father. His High Court application for a judicial review alleged that Carlisle City Council's handling of the airport planning application was flawed. He has also argued that the airport scheme was not primarily about aviation, but an attempt to build a 'colossal' haulage distribution centre which will have a major environmental impact. After considering the papers in the case at the High Court in London, Judge Thornton formally refused permission for a review. He ordered that Mr Brown should pay £1,000 legal costs to the two defendants in the case, Carlisle City Council and Stobart Air Limited.

London City Airport - Expansion approved

London City Airport's application to the local planning authority, Newham, for a 50% increase in aircraft movements has been approved. The number of flights will increase from 80,000 to 120,000. The airport operator has said that 957 jobs will be created and the expansion will generate £26 million for the local economy. Environmental groups oppose the scheme on the grounds that it will increase harmful greenhouses gases.

Lydd (London Ashford) Airport - Council decision delayed

Shepway Council has delayed their decision over the expansion of Lydd (London Ashford) Airport by another two months, after a request from the airport's lawyers, Kent News has reported. The meeting will now be held on 23 September 2009. The owners of the site want to extend the runway by 444m and construct a new terminal building capable of handling up to 500,000 passengers a year. The application was originally submitted in December 2006 and has been the source of much controversy.

Gatwick Airport - Bid update

The sale of Gatwick looks increasingly unlikely after it was reported that Manchester Airports Group (MAG), the last remaining bidder, has pulled out citing price disagreements, as MAG has failed to meet BAA's asking price.

Of the original three bidders in the auction, Global Infrastructure Partners (GIP), a joint venture between General Electric of the US and Credit Suisse, pulled out last month, whilst the submission from the third bidder, Lysander Gatwick Investment (a Citigroup led consortium), was rejected by BAA. All three groups are reported to remain interested in acquiring Gatwick Airport but are reluctant to meet the target price set by BAA, given the deterioration in the airport's traffic performance. They are also said to be seeking to exploit the growing pressures for BAA to complete a sale. BAA must repay £1bn of its existing bank debt in March 2010 and the sale of Gatwick would help the refinancing.

Luton Airport - New route

easyJet is to operate flights between Luton Airport and Israel this winter. The airline will launch a new six times weekly service to Tel Aviv on 2 November 2009, with flights operating every day except Fridays. The flights will be the first to be operated by a low-cost airline between London and Tel Aviv.

Stansted Airport - New routes

EasyJet has just announced a new route from Stansted Airport to Fuerteventura for its 2009/10 winter schedule. The new route will launch on 4 November 2009, with flights each Wednesday and Saturday and one-way fares (including taxes and charges) from £34.99.

Ryanair is to launch a twice-daily service from Stansted to Oslo Rygge Airport on 1 October 2009. Rygge, 50kms south of Oslo, is the 147th airport in the budget airline's network, and Ryanair expects to carry 200,000 passengers on the route in the first year.

TRAFFIC STATISTICS

AEA traffic and capacity data (May 2009) - May traffic severely negative

The Association of European Airlines (AEA) has released traffic and capacity data for its members in May 2009. Passenger traffic in May was down 8.3% - the worst result of the downturn to date that, even after making allowance for Easter variations that artificially depressed the March 2009 figure. Far Eastern traffic was down 9.8%, the North Atlantic -8.8%, and traffic in Europe -7.9%. Carriers have managed to increase the tempo of capacity cutbacks, with overall seat-km in May 2009 5.3% lower than in the previous year. While this is some way short of the traffic loss, it has mitigated the load factor decrease, which in May 2009 stood at -2.4%, down to 73.2%. All but three of the 28 reporting airlines reduced capacity for the month. May 2009 was another catastrophic month for airfreight, which posted a 19.8% decrease. Several AEA airlines have seen their cargo volumes cut by one-third or more.

Airports Council International reports airport traffic figures (May 2009) - traffic remains low

The Airports Council International (ACI) has announced world traffic statistics for May 2009. Airport traffic results for May 2009 remain markedly lower than traffic levels of May 2008. Persistent economic uncertainty and the H1N1 virus have taken a toll on demand. In May 2009 worldwide passenger traffic growth recorded an overall 8% decrease in passenger traffic compared with May 2008, with international traffic declining by 9% and domestic traffic by 7%.

Mexico was the market most strongly affected by the virus. Combined results from three major tourist destinations (Mexico City, Guadalajara and Cancun) show a dramatic drop in international (52.5%), domestic (-30.5%) and total traffic (-40.2%). International traffic in the USA (Mexico's largest international market) suffered consequently with large declines at gateways such as Dallas Fort Worth (-22%) and Los Angeles (-21%). H1N1 also likely had a dampening effect on international travel in the particularly health-sensitive Asia Pacific region where the major hubs' international traffic declined more than expected (Hong Kong -12%, Bangkok -23%, Singapore -10%, Narita -14%). Domestic traffic remains depressed with below average data from major markets: USA, Mexico, Brazil, Spain and Japan. The overall fall in global domestic traffic is softened by continued strong performance in China (Beijing +23%).

Total freight handled worldwide fell by 16% compared to May 2008, with international freight down by 19% and domestic by 10%. However, May 2009 performance has added to stabilisation of global freight volumes, in part as a result of further softening declines of international freight even though domestic freight has stagnated for three months now.

INDUSTRY NEWS

Delta and Virgin Blue joint venture

Delta Air Lines and the Australian Virgin Blue Airlines Group announced on 9 July 2009 plans to seek approval for a joint venture. The tie-up would allow Delta and the Virgin Blue Group to collaborate on routes between the US and the South Pacific. Both airlines have said they will begin to code share ahead of their application for anti-trust immunity (ATI) with the US Department of Transportation (DoT) and the Australian Competition and Consumer Commission. Delta and Virgin Blue will also begin to co-operate on their frequent flyer and lounge access programmes in preparation for the joint venture.

Continental Airlines - Anti-trust immunity granted

Continental Airlines has gained the US Department of Transportation approval for antitrust immunity (ATI), paving the way for full membership of the Star Alliance group. The Department also gave permission for the airline to join three other Star members, Lufthansa, United Airlines and Air Canada, in a transatlantic joint venture.

The decision largely swept aside concerns of the US Justice Department that granting ATI to Continental Airlines was likely to result in harm to international routes from the US to Canada, China, Denmark, Portugal, Sweden and Switzerland. It said fares were likely to rise on routes from New York to Copenhagen, Geneva, Lisbon, Stockholm and Zurich. Fare increases could range from 6.6% to 15% on some routes

EUROPEAN NEWS

European Commission - Aid for ten Polish airports approved

The European Commission (EC) has given the go ahead to aid arrangements worth around €0.5 billion for ten airports in Poland. The support measures notified by the Polish authorities are for the existing small regional airports near Poznań, Rzeszów, Cracow, Łódź and Bydgoszcz, and for future airports to serve Lublin, Modlin, the Podlasie region, Olsztyn-Szymany and Zegrze Pomorskie. The small regional airports can benefit from subsidies equal to the full investment costs, while support for the medium-sized Poznań and Cracow airports is limited to 76% of the costs. The measures will be co-financed by the European Regional Development Fund to the tune of around €192 million.

The EC decided that the measures served clearly defined objectives that are in the wider public interest, such as the development of transport networks and making the regions more accessible. It also found that the aid was proportional and necessary. The measures were therefore deemed to be compatible with the EC Treaty.

European Commission extends probe into Austrian Airlines takeover

The European Commission (EC) has decided to extend its probe into the planned takeover of Austrian Airlines by Lufthansa. The new investigation could last 90 days up to 6 November 2009 but the EC is expected to report sooner than that.

The EC said its initial investigation, which started in February 2009, "indicated that the proposed acquisition could, on certain routes, give rise to reduced choice of airline services for passengers and the likelihood of higher fares." It added: "There are therefore serious doubts as to the proposed takeover's compatibility with the Single Market in the absence of appropriate remedies." The investigation into the planned deal citing a lack of competition on routes from Vienna to Frankfurt, Munich, Stuttgart, Cologne, Zurich, Geneva and Brussels. It said that Lufthansa had proposed remedies but while they reduced the problems, they were not enough to clear the merger. The EC said it was also still considering "state support for Austrian Airlines in the framework of a separate investigation under EC Treaty state aid rules."

European Parliament - New President and Committee personnel

Polish MEP Jerzy Buzek (EPP) has been elected (555 votes) as the European Parliament's (EP) President for the next two and half years. The secret ballot took place in Strasbourg, during the opening session of the new Parliament.

Jo Leinen (S&D, Germany) has been elected as the Environment, Public Health and Food Safety Committee Chairman. The elected Vice-Chairmen of this Committee are Corinne Lepage (ALDE, France), Carl Schlyter (Greens/EFA, Sweden), Boguslaw Sonik (EPP, Poland) and Dan Jørgensen (S&D, Denmark).

PARLIAMENTARY NEWS

'Airport Expansion (Parliamentary Approval) Bill'

The 'Airport Expansion (Parliamentary Approval) Bill' that was introduced by Susan Kramer (Richmond Park) (Lib Dem) on 24 February 2009, was originally due to have its second reading in the House of Commons on 12 June 2009. This had been put back to 26 June 2009, and has now been further delayed to 16 October 2009.

The Bill needs to have been considered in full by both Houses before the current Parliamentary session ends on 17 November 2009, or have strong Government support, in order to be carried over to the next Parliamentary session. The remaining time available in this session means this Bill is likely to fall.

Transport Select Committee (TSC) - 'Fifth Report of Session 2008-09 - The Use of Airspace'

The Transport Select Committee (TSC) has published the report from its inquiry into the 'Use of Airspace'. The report says that if a third runway is built at Heathrow, the Government must set targets and a timetable for reducing the amount of stacking around the airport, to help curb pollution and cut noise levels in the area. The TSC has also called on the Government to examine the case for constraining the number and height of flights that pass over Areas of Outstanding Natural Beauty (AONB) and National Parks to better protect their tranquillity. The report is available at: <http://www.publications.parliament.uk/pa/cm200809/cmselect/cmtran/163/163.pdf>.

Transport Select Committee (TSC) - 'Future of Aviation' inquiry

As part of the Transport Select Committee's (TSC) inquiry into the future of aviation, evidence has been heard from Tony Deigham, Director of Strategic Projects for Eurostar, Dr Alan James, Chief Executive of UK Ultraspeed, Richard Eccles, Head of Route Planning for Network Rail, and Sir David Rowlands, Chairman of High Speed Two (HS2). Louise Ellman (Liverpool Riverside) (Lab) asked if a high-speed rail network would reduce the number of short-haul flights in the UK. Sir David Rowlands said there was potential in the network for it to replace many flights, but this was based on connections to Heathrow Airport. Furthermore some journeys would still be easier to make by air. Dr James added that building a high-speed rail network would "largely replace domestic aviation", particularly where the journey time was less than 3 hours. Mr Eccles said that faster train journeys by themselves were not sufficient to create modal shift.

Sir David thought that a high-speed rail network could increase the use of Heathrow as a hub airport. He would expect most domestic point-to-point traffic to shift mode, depending upon price and the ease of inter-linking. He added that 'High-Speed Two' was undertaking a comprehensive

study to evaluate matters such as this. Dr James said that high-speed rail could strengthen Heathrow Airport, as this would reduce the capacity strain on the airport. When questioned about the World Wildlife Fund claim that a high-speed rail network would free up 12% of slots at Heathrow, Sir David said that modelling had yet to be done on the issue, but the report would be completed and submitted to the Department for Transport (DfT) at the end of 2009. Sir David went on to say that a high-speed rail network would have the ability to take all flights from major domestic airports.

David Clelland (Tyne Bridge) (Lab) asked about the potential of a Maglev line. Dr James responded that the £62 billion cost the Government attributed to the project in the 2007 'Rail White Paper', stating that the actual figure was £31 billion. He explained that the cost per kilometre would be less than that of the High Speed 1 (HS1) line, as the project did not have the same tunnelling requirements. Journeys on Maglev lines would be faster, less land would be used up, and there would be less noise pollution and lower carbon emissions compared to high-speed lines. The inability of Maglev to integrate with the existing network was a failing but the same problem was faced by HS2 over large proportions of the existing network. David Wilshire (Spelthorne) (Con) asked when a Maglev network could be ready. The line in China had taken 22 months from signature of contract to engineering completion, and in the UK Ultraspeed could guarantee a London to Birmingham line in less than 36 months, replied Dr James. He added that there would be the need for contracting, the legislative process and potential inquiries.

Graham Stringer (Manchester Blackley) (Lab) asked if it could be more sensible for a high-speed rail network to bypass Heathrow. The HS2 report would set out some city-centre solutions for London and interconnection with the Midlands and Heathrow, but would consider alternatives such as going through Heathrow; past Heathrow; or an interchange with Heathrow, such as connecting with Crossrail, replied Sir David. Sir David added that the DfT requested that Heathrow be included in the report. He added that the modelling took into account a Heathrow both with and without a third runway. Sir David's group proposed this option because it was important that all options were considered or there could be serious complications down the line.

Sir David said that HS2 would likely be in operation by the latter part of the next decade, but cautioned that this would vary due to the length of the legislative process and subsequent planning inquiries, particularly on the environmental impact to the Chilterns.

Early Day Motion (EDM) 1861 - Public ownership of British Airways

Early Day Motion (EDM) 1861 was put down on 13 July 2009 by John McDonnell (Hayes and Harlington) (Lab): Tat this House notes with concern that British Airways is suffering its worst financial year since its privatisation with passenger numbers falling, its share value hitting an historic low and with a threatened loss of 4,000 jobs; and, bearing in mind that no successful country should stand by and allow its national airline to fail, calls on the Government to stand ready to return British Airways to public ownership. This EDM has been signed by 17 MPs.

GOVERNMENT NEWS

Planning Act 2008 updates (items 1 - 4)

1 - Infrastructure Planning Commission to be operational from October 2009

Housing Minister, John Healey has announced that the Infrastructure Planning Commission (IPC), detailed with streamlining the planning process for major infrastructure projects, will be up and running from October 2009. It is hoped that the new Commission can create a more efficient and transparent planning system to deliver the infrastructure Britain needs to meet its climate change targets and compete in a global economy.

2 - Revised route maps published

The Department for Communities and Local Government (DCLG) has published revised versions of the route maps setting out a timetable for implementation of the new planning regime. The timings for producing secondary legislation and guidance, the creation and use of the Infrastructure Planning Commission (IPC) and the process for preparing and designating National Policy Statements (NPSs) are covered.

The IPC will begin advising applicants on their energy & transport proposals from this autumn, and will start accepting applications for nationally significant infrastructure projects in these sectors from 1 March 2010. Consideration of applications can be carried out by the IPC irrespective of whether or not the relevant NPS has been designated. In such instances, the Secretary of State considers the IPC's recommendation and makes the final decision.

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/routemap.pdf> and
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/routemaptables.pdf>.

3 - 'Consultation on examination procedures for nationally significant infrastructure projects'

The Department for Communities and Local Government (DCLG) has published the following document for public consultation: 'Planning Act 2008: Consultation on examination procedures for nationally significant infrastructure projects'.

This consultation is the third and final one in a suite of draft Statutory Instruments and guidance documents that, together, are intended to provide for implementation of the new regime for nationally significant infrastructure projects established by the Planning Act. The consultation closes on 5 October 2009.

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/1282289.pdf>.

4 - 'Impact Assessment: Planning Act 2008 - Town and Country Planning' published

The Department for Communities and Local Government (DCLG) has published the impact assessment in relation to the Town and Country Planning sections (Part 9, Chapter 2) of the Planning Act 2008.

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/impacttowncountry.pdf>.

'UK Aviation: Carbon Reduction Futures' published

The Department for Transport (DfT) has published the 'UK Aviation: Carbon Reduction Futures' report. The report was commissioned from Manchester Metropolitan University and Cranfield University by the DfT in Spring 2008 to contribute to the evidence base on future opportunities to reduce carbon dioxide emissions from UK domestic aviation. Options explored include engine and airframe technology, operational improvements, fleet management and other measures. The feasibility of these abatement measures is assessed, including their potential fuel savings, broad magnitude of costs, key drivers, take-up and timescale of introduction and interdependencies with other emissions. It should be noted that this report draws upon the best available information as at summer 2008.

<http://www.dft.gov.uk/pgr/aviation/environmentalissues/carbonreductionfutures/finalreport.pdf>.

'Low-Carbon Transport: A Greener Future' - DfT strategy published

The Department for Transport (DfT) has published their 'Low-Carbon Transport: A Greener Future' strategy. This sets out how the Government intends to reduce greenhouse gas emissions from transport. It also shows how transport will make a major contribution to UK efforts to reduce CO₂ emissions by 2022 and 2050 in line with the Climate Change Act 2008. This document is available at: <http://www.dft.gov.uk/pgr/sustainable/carbonreduction/low-carbon.pdf>.

The 'Impact Assessment of the Carbon Reduction Strategy for Transport, Low Carbon Transport: A Greener Future' provides a high level discussion of costs, benefits and other impacts of the Carbon Reduction Strategy between 2008 and 2022 and is available at: <http://www.dft.gov.uk/pgr/sustainable/carbonreduction/ia.pdf>.

Personnel change to Communities and Local Government Select Committee

David Wright (Telford) (Lab) has been discharged from the Communities and Local Government Committee and replaced by Alison Seabeck (South West Regional Select Committee Chairman).

HOUSE OF COMMONS QUESTIONS

Kramer, S - Representation about the special administration regime for regulated airports

Susan Kramer (Richmond Park) (Lib Dem): To ask the Minister of State, Department for Transport what representations he has received on his proposal to introduce a special administration regime for regulated airports.

Paul Clark (Transport Minister): The Department for Transport has received 34 representations in response to its proposal to introduce a special administration regime for regulated airports.

Kramer, S - Cost of enacting the special administration regime for regulated airports

Susan Kramer (Richmond Park) (Lib Dem): To ask the Minister of State, Department for Transport what estimate he has made of the cost to the public purse of enacting the proposed special administration regime in the event of a major airport owner going into administration.

Paul Clark (Transport Minister): As part of a consultation on proposals to reform the economic regulation of airports, the Department for Transport sought views on a package of proposed measures to strengthen the financial resilience of airports. The Department is currently considering responses to the consultation and will make an appropriate assessment of special administration following analysis of those consultation responses.

Hammond, S - Barriers to linking 'High-Speed One' and any proposed high-speed lines

Stephen Hammond (Con Public Transport Minister): To ask the Minister of State, Department for Transport what (a) operational and (b) infrastructure barriers have been identified to linkages between 'High-Speed One' and any proposed high-speed lines.

Chris Mole (Transport Minister): 'High-Speed Two' will report to the Government by the end of the year with a proposed route from London to the West Midlands, setting out any necessary options. As part of this work, 'High-Speed Two' has been asked to provide advice on the costs and benefits of options for linking with 'High-Speed One'.

Breed, C - Recent representations on the timetable for reviews of Regional Spatial Strategies

Colin Breed (South-East Cornwall) (Lib Dem): What recent representations he has received on the timetable for further reviews of regional spatial strategies.

Shahid Malik (Communities and Local Government Secretary): The Department has had a number of recent representations from Members on the timetable for further reviews of regional spatial strategies. Margaret Beckett - [Interruption.] Sorry.

John Bercow (Speaker): Order. I think that the Minister meant the right hon. Member for Derby, South (Margaret Beckett).

Shahid Malik: My right hon. Friend the Member for Derby, South (Margaret Beckett) answered questions in the House on the point on 2 June 2009. In addition, the regional spatial strategy for the south-west has been subject to extensive consultation; there were 35,000 responses on its proposed changes.

Colin Breed: I thank the Minister for that response. The vast majority of those 35,000 responses opposed the building of 68,500 houses in Cornwall. Is it not time to scrap the targets and provide the funds to local authorities, which can build the affordable housing in the places where it is most needed?

Shahid Malik: The hon. Gentleman misses the point about regional spatial strategies, which are absolutely essential in ensuring that the Government meet their target of 240,000 extra homes by 2016. He should support that, given that 161,000 people in his region alone are on the waiting list for homes.

Goldsworthy, J - Regional strategies each regional development agency is taking part in

Julia Goldsworthy (Lib Dem Communities and Local Government Secretary): To ask the Minister of State, Department for Business, Innovation and Skills what regional strategies each regional development agency is participating in.

Rosie Winterton (Regional Economic Development and Co-ordination Minister): Each regional development agency (except the London Development Agency - see table) participates in two statutory over-arching strategies: the regional economic strategy (RES) and the regional spatial strategy. The aim of the RES is to improve economic performance and enhance regional competitiveness, addressing market failures that prevent sustainable economic development, regeneration and business growth. It is drawn up and kept under review by the RDA.

The RSS (which incorporates a regional transport strategy) provides a spatial framework to inform the preparation of land-use programmes. It takes into account provision for new housing; priorities for the environment; transport, infrastructure, economic development, agriculture, minerals extraction and waste treatment and disposal.

RDAs may also lead the development of non-statutory strategies with regional partners. Examples of these are listed in the table.

Following the Government's 2007 Sub-National Review of Economic Development and Regeneration, RDAs are working with local authorities to prepare development of integrated regional strategies, replacing the current regional economic strategy and regional spatial strategy. The Local Democracy Economic Development and Construction Bill will enact this. The London Development Agency, working with the GLA, has its own arrangements in this matter.

The following table lists non-statutory strategies by region:

RDA	Regional strategies
AWM	Examples of external strategies that help deliver the RES are shown as follows. These are augmented by a series of tactical internal strategies and plans which relate to AWM's main areas of responsibility. Regional Marketing Strategic Framework International Business Action Plan Skills Action Plan West Midlands Manufacturing Support Strategy Regional Visitor Economy Strategy
EEDA	Regional Business Support Strategy Regional Women's Enterprise Strategy Regional Higher-level Skills Strategy Regional Strategic Framework for Manufacturing 2007-12 Regional Adult Skills and Employment Strategy Regional Social Strategy
Emda	Underpinning the RES and RSS are a number of sector based strategies and action plans that contain the activities required to implement the vision and aims of the two statutory strategies: East Midlands Innovation Strategy and Action Plan 2007-11 East Midlands Business Support Strategy 2008-11 East Midlands Tourism Strategy 2003-10 Employment Skills and Productivity Partnership Action Plan Regional Energy Strategy Regional Transport Strategy

RDA	Regional strategies
LDA	As part of London's unique governance arrangements, the Mayor of London produces a number of statutory and non statutory strategies, including the London Plan, the Mayor's Transport Strategy and the Mayor's Economic Development Strategy. As a functional body of the Greater London Authority, the London Development Agency is involved to varying degrees in the development and delivery of the majority of these strategies.
NWDA	NW Regional Housing Strategy
ONE	ONE and the region's local authorities have developed action plans to take forward the delivery of the RES and the Regional Spatial Strategy. ONE has worked with partners to develop the following: Regional Employment and Skills Strategy Regional Enterprise Strategy Regional Innovation Strategy Regional International Trade Strategy Regional Digital Strategy Regional Housing Strategy North East Environment Strategy North East Tourism Strategy Additionally, ONE has developed 'mini' strategies in relation to low carbon vehicles, off-shore wind power and printable plastic technologies in response to the Government's New Industry, New Jobs agenda.
SEEDA	Partner organisation sector based strategies which SEEDA participates in include two South East NHS Trust strategies for action on health, to achieve a healthy work force best placed to deliver smart growth.
SWERDA	Regional Skills Strategy Regional Enterprise Strategy Regional Innovation Strategy South West International Trade Strategy
YF	In addition to delivering the Regional Economic Strategy and the Integrated Regional Strategy that will replace it, Yorkshire Forward works with partners to join up other strategies to the RES in the interests of integration and effectiveness. These are listed as follows: Regional Innovation Strategy Regional Visitor Economy Strategy Regional Housing Strategy Regional Cultural Strategy Regional Major Events Strategy Yorkshire Gold Strategy (relating to the 2012 Olympics) Regional Forestry Strategy

Neill, R - Investment budget for regional development agencies

Robert Neill (Con Minister for Communities and Local Government): To ask the Minister of State, Department for Business, Innovation and Skills what recent changes there have been to the investment budgets of each regional development agency.

Rosie Winterton (Regional Economic Development and Co-ordination Minister): The RDAs' investment budgets are their Capital budgets. Changes were made to the RDAs' Capital budgets to take account of the following Government initiatives:

- HomeBuy Direct: RDAs' contribution was £25 million (2009-10);
- Fiscal Stimulus: RDAs bringing forward £100 million of their regeneration projects from 2010-11 to 2009-10; and
- Capital for Enterprise Fund: RDAs' contribution of £10 million in 2009-10.

The following table shows how individual RDA Capital budgets, given to them as indicative allocation following the Comprehensive Spending Review 2007 Settlement, were affected in 2009-10 by the above initiatives. All figures are in £ million.

2009-10 Indicative Allocation

RDA	Capital Budgets (£ million)	Change (£ million)
Advantage West Midlands	136	16
East of England Development Agency	57	4
East Midlands Development Agency	75	1
London Development Agency	186	-6
North West Development Agency	191	14
One North East	124	6
South East England Development Agency	68	4
South West Regional Development Agency	70	7
Yorkshire Forward	148	18

Spelman, C - Infrastructure Planning Commission legal budget

Caroline Spelman (Con Communities and Local Government Secretary): To ask the Secretary of State for Communities and Local Government how much the Infrastructure Planning Commission has budgeted for legal costs in its first full year of operation.

John Healey (Housing Minister): The IPC budget for its first full year will be agreed by winter 2009.

Jackson, S - Assessment on planning permission time limits

Stewart Jackson (Con Communities and Local Government Minister): To ask the Secretary of State for Communities and Local Government pursuant to the written ministerial statement of 18 June 2009 on planning, what assessment he made of the effects on local authorities of the provisions of the Planning and Compulsory Purchase Act 2004 on the time limits relating to planning permission.

Ian Austin (Communities and Local Government Minister): The Secretary of State's assessment is set out in the consultation stage impact assessment which forms part of the consultation document 'Greater Flexibility for Planning Permissions'. This is available at: -

<http://www.communities.gov.uk/publications/planningandbuilding/flexibilitypermissions>

Jackson, S - Communities and Local Government guidance on airports development rights

Stewart Jackson (Con Communities and Local Government Minister): To ask the Secretary of State for Communities and Local Government what guidance his Department issues on the permitted development rights which apply in respect of airports.

Ian Austin (Communities and Local Government Minister): No specific guidance has been issued concerning the permitted development rights at airports. However, general guidance on publicity for statutory undertakers, including airport operators, has been issued in DOE circulars 15/92 and 9/95. This makes it clear that although statutory undertakers are not required to submit a planning application when carrying out permitted development, they should inform the local planning authority and the public if they consider that their proposal is likely to have a significant effect on amenity and environment before the proposals are finalised.

Smith, J - Number of UK jobs dependent on aviation industry

John Smith (Lab) (Vale of Glamorgan): To ask the Minister for the Cabinet Office what estimate she has made of the number of jobs in the UK dependent on the aviation industry.

Ian Lucas (Business Minister): I have been asked to reply.

This Department does not produce estimates of the number of jobs in the UK dependent on the aerospace or aviation industries.

The Society of British Aerospace Companies - the national trade association for the aerospace sector - estimates that 100,740 people were directly employed in the aerospace sector in 2008. This includes those employed in manufacturing of aircraft, systems, engines and equipment.

Figures for the air transport industry are included in the Office of National Statistics employment figures in their Annual Business Enquiry. Their latest figures for total employment averaged over the year of 2007 indicate that 93,000 people were employed directly in the air transport industry and a further 48,000 people were employed in other activities supporting air transport. These figures relate primarily to those involved in transport of passengers or freight by air but do not cover all those employed at airports for retail, catering, baggage handling, etc.

Kramer, S - Estimate of area and people within the 43 and 57 decibel contour at Heathrow

Susan Kramer (Richmond Park) (Lib Dem): To ask the Minister of State, Department for Transport (1) what estimate he has made of the (a) surface area of and (b) number of people resident within the boundaries of the (i) 43-decibel and (ii) 57-decibel contour at Heathrow in each year since 1997; (2) what estimate he has made of the number of people resident within the boundary of the 43 decibel contour around Heathrow airport following the entry into operation of the third runway.

Paul Clark (Transport Minister): As explained in the written answer on 25 February 2009, daytime noise from aircraft is not normally assessed below 57 dBA or, for sensitivity analysis, below 54 dBA. Figures for 43 dBA are not therefore available.

Noise contour reports covering Heathrow from 1997 onwards are available on the Department for Transport's website: - <http://www.dft.gov.uk/pgr/aviation/environmentalissues/nec/>

Farron, T - Heathrow expansion effect on levels of NO₂ and particulate matter

Tim Farron (Lib Dem Environment, Food and Rural Affairs Secretary): To ask the Minister of State, Department for Transport what assessment he has made of the effect of a third runway at Heathrow on the Government's ability to meet the requirements of EU legislation for levels of (a) nitrogen dioxide and (b) particulate matter.

Paul Clark (Transport Minister): Our assessment of the nitrogen dioxide (NO₂) and particulate matter (PM10) impacts of adding a third runway at Heathrow was set out in the 'Adding Capacity at Heathrow Airport' consultation document and the relevant technical reports, published in November 2007.

Amess, D - Meetings with BA representatives

David Amess (Southend West) (Con): To ask the Minister of State, Department for Business, Innovation and Skills on what dates the Secretary of State met representatives of British Airways since June 2007; what issues were discussed; who attended each meeting; whether a record of each meeting was kept; and if he will make a statement.

Pat McFadden (Business, Innovation and Skills Minister): The then Secretary of State, my right hon. Friend the Member for Barrow and Furness (Mr. Hutton), met with Willie Walsh (Chief Executive) and Maria De Cunha (Director, Government Affairs), on 19 June 2008; and my noble Friend the Secretary of State met with them on 9 December 2008. They discussed a range of issues facing British Airways and the aviation industry.

Hendry, C - Carbon emissions from airports

Charles Hendry (Con Energy Minister): To ask the Minister of State, Department for Transport what recent estimate he has made of the volume of carbon dioxide emissions arising at each airport in the most recent period for which figures are available.

Paul Clark (Transport Minister): The Department for Transport published in January 2009 its assessment of the carbon dioxide emissions from each of the 31 UK airports included in the Department's UK air passenger demand and CO₂ forecasting framework. These airports accounted for 94% of total UK air traffic movements in 2005.

This assessment is reported for the year 2005 and can be found in Annex G, Table G10 of 'UK Air Passenger Demand and CO₂ Forecasts': - <http://www.dft.gov.uk/pgr/aviation/atf/co2forecasts09/>.

Carmichael, A - Discussions with the Climate Change Committee

Alistair Carmichael (Lib Dem Northern Ireland and Scotland Secretary): To ask the Minister of State, Department for Transport (1) what discussions his Department has had with (a) Lord Turner of Ecchinswell and (b) other members of the Committee on Climate Change on the effect on lifeline flights of proposed targets for aviation emissions;
(2) what recent discussions his Department has had with representatives of the Committee on Climate Change on the effect on plans to expand Heathrow Airport of the proposed aviation emissions targets.

Paul Clark (Transport Minister): The Committee on Climate Change will provide independent advice to the Government by December 2009 this year on the 2050 UK aviation carbon dioxide emissions target. The Committee is currently undertaking analysis of a range of factors that might contribute to meeting the target. The Department for Transport meets from time to time with the Committee on Climate Change at ministerial and official level in order to provide information in support of the Committee's analytical work on the 2050 target.

No discussions have taken place with the Committee on the effects of the target on specific aviation policy initiatives. The Government will develop their approach to achieving the target once they have received the Committee's advice.

Clarke, T - Prime Minister attendance at the Climate Change Conference in Copenhagen

Tom Clarke (Coatbridge, Chryston and Bellshill) (Lab): To ask the Secretary of State for Energy and Climate Change whether the Prime Minister plans to attend the climate change conference in Copenhagen in December 2009.

David Kidney (Energy and Climate Change Minister): It is a decision for the Danish Government, as hosts of the United Nations Climate Change Conference in Copenhagen this December, whether Heads of Government will be invited to attend. Currently there are no plans for Heads of Government to do so. The UK Delegation to the conference will be led by my right hon. Friend the Secretary of State.

Lazarowicz, M - G8 climate change progress at L'Aquila summit

Mark Lazarowicz (Edinburgh, North and Leith) (Lab/Co-op): Will my right hon. Friend give the House an update on the progress made yesterday and overnight at L'Aquila on climate change?

Edward Miliband (Energy and Climate Change Secretary): My hon. Friend will be pleased to hear about the G8 communiqué. This is the first time that the world has signed up to a 2° objective. The key issue for today, which is most important, is to get unity between the developed and the developing countries around that 2° objective. Why is that important? Because it will drive the action that countries need to take. Frankly, we need more ambition in the run-up to Copenhagen, but a 2° agreement will drive that action.

Paice, J - Business, Innovation and Skills Departmental staff air transport CO₂ emissions

James Paice (Con Agriculture Minister): To ask the Minister of State, Department for Business, Innovation and Skills what estimate he has made of the volume of carbon dioxide emissions arising from air travel by staff in his Department and its predecessors in (a) 2006-07 and (b) 2007-08 (i) in total and (ii) per full-time equivalent member of staff.

Pat McFadden (Business, Innovation and Skills Minister): For the period 2006-07 the volume of carbon dioxide emissions arising from air travel was 4,469 tonnes equivalent to 1.4 tonnes per full-time member of staff.

For the period 2007-08 the volume of carbon dioxide emissions arising from air travel was 5,933 tonnes equivalent to 1.7 tonnes per full-time member of staff.

These figures are for the main Department only and do not include the Department's agencies.

SCOTTISH EXECUTIVE QUESTIONS

Brow, Gavin - Plans to tackle aircraft noise pollution

Gavin Brown (Lothians) (Con): To ask the Scottish Executive what plans it has to tackle noise pollution caused by aircraft, particularly in residential areas.

Richard Lochhead (Rural Affairs and the Environment Secretary): The Scottish Government's view is that the noise impact of airport operations in Scotland is best dealt with locally and it is for the airport to provide adequate facilities for consultation and discussion with users of the airport, local authorities and local representative organisations. Both Edinburgh and Glasgow airports are designated under section 35 of the Civil Aviation Act 1982 and consultative committees, independent of the airports operator, are established at both for this purpose.

BAA as operator, is the competent authority for producing a noise action plan under the Environmental Noise (Scotland) Regulations 2006. Edinburgh, Glasgow, and Aberdeen airports have published noise action plans in December 2008 which are available on their websites. Further details on noise from the major Scottish airports can be found at <http://www.scottishnoisemapping.org/>.

Harvie, C - National Planning Framework for Scotland

Christopher Harvie (Mid Scotland and Fife) (SNP): To ask the Scottish Executive when it will lay the final National Planning Framework for Scotland 2 before the Parliament in accordance with the requirements of the Planning etc. (Scotland) Act 2006.

John Swinney (Finance and Sustainable Growth Secretary): I am pleased to announce that the final version of Scotlands second National Planning Framework was published and laid before the Scottish Parliament this morning, 25 June 2009.

The National Planning Framework for Scotland 2 builds on the first National Planning Framework (NPF), drawing on the analysis contained in the NPF monitoring report (September 2006) and the views of stakeholders following an extensive programme of public engagement and Parliamentary scrutiny. The framework takes forward the spatial aspects of the Governments Economic Strategy. It articulates the spatial consequences of policies for transport, energy, climate change, waste management, water and drainage, flooding etc, rather than making policy on these matters. It provides a means of efficiently delivering national policies and programmes and identifying key strategic infrastructure needs which support the Scottish Governments central purpose of sustainable economic growth.

Copies of the National Planning Framework for Scotland 2, the accompanying Participation Statement including Final Conformity Report, and a statement in response to the Views of the Scottish Parliament on the Proposed National Planning Framework are available from the Scottish Parliaments Information Centre (Bib. numbers 48492, 48493, and 48494).

Scottish Climate Change Bill Passed

The Scottish Climate Change Bill, which sets a target to reduce emissions by 80% by 2050, has passed through the Scottish Parliament. The Bill includes emissions from aviation and shipping and also includes an interim emissions reduction target of 42% by 2020.

Meanwhile the Scottish Government have also published their 'Climate Change Delivery Plan', which sets out how the emissions targets will be achieved, and the 'Climate Change in Scotland Annual Report 2008-09', highlighting current developments in climate change and achievements during the year. The documents can be found at: 'Scottish Climate Change Bill' (<http://www.scottish.parliament.uk/s3/bills/17-ClimateChange/index.htm>), 'Climate Change Delivery Plan' (<http://www.scotland.gov.uk/Resource/Doc/276273/0082934.pdf>) and 'Climate Change in Scotland Annual Report 2008-09' (<http://www.scotland.gov.uk/Resource/Doc/276140/0082901.pdf>).

NORTHERN IRELAND ASSEMBLY

Weir, P - Consultations with the DECC ahead of the Copenhagen Climate Change Summit

Peter Weir (North Down) (Democratic Unionist Party) asked the Minister of the Environment what consultation his Department intends to have with the Department of Energy and Climate Change, ahead of the Copenhagen Climate Change Summit.

Edwin Poots (Environment Minister): International negotiations are the responsibility of Whitehall. My Department has been kept informed of the Department of Energy and Climate Changes (DECC) plans in relation to preparations for the Copenhagen Climate Change Summit. I have asked that DECC continues to keep the devolved administrations informed.

FORTHCOMING EVENTS

Heathrow Noise Action Plan - Public Consultation Sessions, 3 August, 2 September

BAA will be holding three public sessions about the Noise Action Plan during the summer. These are open to anyone wishing to discuss the plan with members of Heathrow's Noise team. The sessions are being held at the Heathrow Academy (formerly the Heathrow Visitor Centre), Newall Road, Heathrow Airport TW6. The sessions will be held on the following days: 3 August at 14:00 - 17:00 and 2 September 17:00 - 20:00.

Gatwick Noise Action Plan - Public Consultation Sessions, 6 August

BAA will be holding two public consultation sessions on our draft noise action plan during the summer. These open sessions are being held at the Gatwick Conference and Business Centre, 7th Floor, Norfolk House, South Terminal, Gatwick Airport, RH6 0NP. These sessions are being held on the following dates: 9 July at 15:30 - 16:30 and 19:00 - 20:00 and 6 August 15:30 - 16:30 and 19:00 - 20:00. If you would like to attend one of these sessions please email: gatwicknoiseconsultation@baa.com.

'Aviation - The Catalyst for Economic Development (ACED)', Beijing, China, 14-15 September

'Aviation - The Catalyst for Economic Development (ACED)' will be held on 14-15 September in Beijing, China. The event will explore the positive contribution that international gateway airport cities make to regional development and economic growth using a series of industry case studies. The airport city is a major new business and employment generator but even more importantly, acts as a catalyst for regional economic growth and prosperity. More information is available at: <http://www.insightgrp.co.uk/aviation-the-catalyst-for-economic-development-aced.html>. To view the programme for the conference: <http://www.insightgrp.co.uk/aced-beijing-programme.html>.

'What is the future for regional planning and infrastructure?', 18 September

The Town and County Planning Association (TCPA) are holding a members seminar on the 'What is the future for regional planning and infrastructure?' in Town and Country Planning Association, 17 Carlton House Terrace, London SW1Y 5AS on 18 September. It will look at what the future is for regional and national planning. Regional and national planning faces change. Some Regional Assemblies have now been abolished as Parliament establishes a new role for Regional Development Agencies supported by Local Authorities Leaders' Boards. These will work together to devise any new Regional Strategies, combining both economic and spatial predecessor strategies. At the same time the Official Opposition in Parliament promises a new era of localism and the abolition of regional planning in general. National infrastructure too faces the same challenges. In Whitehall National Policy Statements on energy, ports and airports are urgently being prepared as the new Infrastructure Planning Commission (IPC) is rapidly set up to handle projects over a given size, while opposition parties talk of abolition of the IPC. Further details available at: <http://www.tcpa.org.uk/events.php?on=event&id=4>.

'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: <http://www.academie-air-espace.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 in central London (venue to be confirmed). 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 at: <http://www.westminsterforumprojects.co.uk/weetforum/events.html>.

'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, coordinated by the EAA Technical Committee Noise and organised by a national acoustical society on behalf of the European Acoustics Association (EAA). The programme will consist of key-note lectures, invited and contributed papers in structured parallel sessions, workshops and poster presentations. Further information is available at: <http://www.euronoise2009.org.uk/>

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

Marketforce Communication is holding an event on 'The Development of Competition in the UK Airports Market' on 5 November 2009 at the Institute of Directors, 116 Pall Mall, London. This event is part of the annual Beesley Lectures which 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 at: <http://www.marketforce.eu.com/beesley7/>

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

Marketforce Conferences are holding a conference on 'The Future of Air Transport' on 2 & 3 December, at Radisson SAS Portman, London. The 'Future of Air Transport 2009' 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 at: <http://www.marketforce.eu.com/airtransport/> and http://www.marketforce.eu.com/downloads/conferenceBrochures/The_Future_of_Air_Transport_EN.pdf.

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

The 'Airport Regions Conference' (ARC) is holding the 'Quality of Life in Airport Regions (QLAIR) Conference' on 3 & 4 December 2009. It will be held at the Krasnapolsky Hotel, Amsterdam, The Netherlands. 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 investments can address this situation and improve living conditions. For more details please see:

<http://www.airportregions.org/download/18.719d75b21201ab23bca8000386/QLAIR+Conference+2009+fin+3.pdf>

**'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 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 led. 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>.

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