

<b>SASIG NEWS.....</b>	<b>2</b>
2010 Meeting Dates.....	2
<b>REGIONAL NEWS.....</b>	<b>2</b>
Durham Tees Valley Airport seeks damages from bmibaby.....	2
Glasgow Airport to get a new hangar and develop a Landside Development Framework.....	2
Stansted Airport – US flights announced.....	2
London City Airport - Air Southwest scrap route.....	3
Kent Airport – Freight traffic increases by a quarter.....	3
Manchester Airport reports an increase in cargo.....	3
Cardiff Airport to Anglesey Airport air link resumes.....	3
<b>INTERNATIONAL TRAFFIC STATISTICS.....</b>	<b>4</b>
ACI traffic statistics (March 2010) - Worldwide airport traffic continues to improve.....	4
<b>UK AIRLINE AND AIRPORT STATISTICS.....</b>	<b>4</b>
EasyJet – April 2010 traffic hit by ash cloud.....	4
Ryanair passengers increase in April 2010 despite ash cloud.....	5
British Airways – Traffic and capacity affected by ash cloud in April 2010.....	5
BAA passenger numbers fall under ash cloud - April 2010.....	5
<b>INDUSTRY NEWS.....</b>	<b>6</b>
British Airways price-fixing trial collapses.....	6
CAA & Eurocontrol agree removal of safe fly buffer zone.....	6
BMI to cut domestic routes from Heathrow and shift focus to links with Lufthansa hubs.....	7
United Airlines and Continental Airlines merger agreement.....	7
<b>EUROPEAN NEWS.....</b>	<b>8</b>
EU agrees to speed up joint control of sky.....	8
AEA calls for further action on measures to ease impact of airspace closures.....	8
<b>PARLIAMENT NEWS.....</b>	<b>9</b>
General Election 2010 results in a Hung Parliament.....	9
UK Coalition Government cancels plans for proposed Heathrow third runway.....	9
Philip Hammond appointed as new Transport Minister.....	10
<b>FORTHCOMING EVENTS.....</b>	<b>11</b>
Technical Barriers and Progress Towards Electric Powered Small Aircraft –.....	
27 May 2010.....	11
Decarbonising Transport: Changing Attitudes and New Technologies – 9 June 2010.....	11
Clean Sky Conference 'The Aviation Industry Goes Green' – 18 June 2010.....	12
Regional and Low-Cost Air Transport: Opportunities and Challenges, 23-25 June 2010.....	12
LGA Group Annual Conference and Exhibition 2010, 6 – 8 July 2010.....	13
Westminster Energy, Environment & Transport Forum Seminar: Biofuels, 21 July 2010.....	13

This SASIG Bulletin does not contain any House of Commons or House of Lords commentary due to the dissolution of Parliament on 12 April 2010. These sections will resume again when Parliament is reinstated on 18 May 2010.

## **SASIG NEWS**

### ***2010 Meeting Dates***

SASIG meetings in 2010 will be on: Friday 20 August and Friday 26 November.

Meetings are held between 11am and 1pm, at Local Government House, Smith Square, SW1P 3HZ, with lunch provided afterwards; a location map is at <http://www.lga.gov.uk/lga/core/page.do?pagelId=27909>.

## **REGIONAL NEWS**

### ***Durham Tees Valley Airport seeks damages from bmibaby***

6 May 2010

Durham Tees Valley Airport will seek up to £12 million in compensation after winning a landmark legal battle with budget airline bmibaby. Lord Justice Patten, from the London Civil Appeal Court, has ruled that bmibaby breached its contract with the airport when it axed its services from Durham Airport in 2006. The court's decision means that bmibaby will now have to put the airport back in the same financial position it would have been in had bmibaby not breached their contract. The case will now go back to the High Court for an assessment of the damages due from the airline to the airport.

### ***Glasgow Airport to get a new hangar and develop a Landside Development Framework***

6 May 2010

Glasgow Airport will begin work on a new hangar and fixed base operation (FBO) at the airport later this month. Gama Aviation will break the ground on the new fully heated 2,000 square metre hangar, with associated office space and aircraft handling facility. This will be Gama Aviation's first FBO in Europe and is expected to be complete by May 2011.

Glasgow Airport has also appointed planning consultancy Halcrow to produce a Landside Development Framework (LDF) to co-ordinate the future strategic development of its airport. The review will consider a range of planning, environmental, property market and infrastructure issues to produce a practical development framework for growth up to 2040. The LDF will be a part of the Airport Master Plan, which is being updated this year. It will provide a focus for identifying development potential at the airport and the opportunities for wider economic benefits in the Glasgow region.

### ***Stansted Airport – US flights announced***

6 May 2010

US company Sun Country Airlines has announced that it will run a summer service from Minneapolis Airport to Stansted Airport. The flights will operate weekly from 13 June 2010 through to 13 August 2010 departing Stansted each Sunday with a return flight from Minneapolis each Friday. This new route will be the only transatlantic flight at Stansted Airport and will be primarily targeted at US visitors.

### ***London City Airport - Air Southwest scrap route***

5 May 2010

Plymouth based airline Air SouthWest is scrapping its service between Newquay and Plymouth and London City Airport. The twice daily route was launched just over a year ago, aimed mostly at business passengers, but the airline said it had not performed as expected and was making a loss.

A lack of passenger demand, the high cost of landing slots at London City Airport, disruptions caused by the cold weather at the start of the year, and the impact of the volcanic ash crisis have been given as reasons for the airline's decision. The last flights on the route will be on 12 May 2010.

### ***Kent Airport – Freight traffic increases by a quarter***

5 May 2010

March freight volumes at Kent International Airport (Manston) totalled 3,641 tonnes, which is a 25% increase on last year. Cargo traffic for the financial year ended 31 March 2010 showed strong growth with tonnages 57% ahead of the prior financial year with a total of 36,084 tonnes being transported through the airport. Scheduled traffic has increased markedly over the period supplemented by an increasing number of large charter flights. The airport continues to increase services with a launch of scheduled daily Flybe services to Edinburgh on 27 May 2010.

### ***Manchester Airport reports an increase in cargo***

6 May 2010

Manchester Airport has announced a sharp rise in cargo volumes for the first quarter of 2010. A total of 26,300 tonnes of imports and exports passed through the airport between January and the end of March; an increase of 16% on the corresponding period of 2009 and the airport's strongest quarterly cargo performance since the third quarter of 2007.

The airport is receiving increasing numbers of inquiries from airlines about new cargo routes as they look to add to their global networks. The strongest import market is Hong Kong but other destinations in the Far East and the Middle East have performed well in recent months. North America is the biggest single market for exporters using Manchester Airport.

### ***Cardiff Airport to Anglesey Airport air link resumes***

10 May 2010

Flights between north and south Wales resumed again after a two month break caused by the previous operator, Highland Airways, going in to administration. The Cardiff Airport - Anglesey Airport route has been taken over by Isle of Man-based Manx2 and will operate twice a day in both directions on weekdays.

The Cardiff to Anglesey air link started in May 2007, with two flights a day in both directions, attracting 40,000 passengers to date. Manx2, along with its partner carrier FLM Aviation, will run the route for seven months. The Welsh Assembly Government will run a tendering process during that period to appoint an operator for a further seven years.

## **INTERNATIONAL TRAFFIC STATISTICS**

### ***ACI traffic statistics (March 2010) - Worldwide airport traffic continues to improve***

4 May 2010

Airports Council International (ACI) has reported that worldwide passenger traffic rose by 7.6% in March 2010, compared to March 2009, and increased by 6.1% for the first quarter in comparison to the same period in 2009. Continued strong freight traffic resurgence was reported for March 2010, with a 25.6% rise in total freight compared to March 2009, boosted by international freight which increased by 32.4% and domestic by 14.6%, in contrast to the poorer results in the first quarter of 2009.

Commenting on the results, ACI Director General Angela Gittens reported that a steady improvement of this magnitude tells us that world markets continue to rebound and airport infrastructure serves as a lifeline for economic recovery. Freight figures in March 2010 have completed a remarkable first quarter and represent a stark, yet not surprising contrast to the first quarter 2009. As inventories are being replenished and global demand for goods is picking up, international freight in particular seems on track to full recovery.

However, traffic volumes in the first quarter 2010 are still below pre-recession levels. Compared to first quarter 2008, the global passenger numbers are still down by 3%. Global numbers also hide major differences among the regions. The two largest markets, Europe and North America, remain significantly behind volumes reached in 2007 particularly in the US domestic and the intra-European markets.

## **UK AIRLINE AND AIRPORT STATISTICS**

### ***EasyJet – April 2010 traffic hit by ash cloud***

7 May 2010

Budget airline EasyJet carried 7.6% fewer passengers in April 2010 year-on-year after a volcanic ash cloud swept over Europe, leading to a six-day shutdown of airspace. EasyJet reported that passenger numbers totalled 3.49 million in April 2010, down from 3.78 million the year before.

The company said, prior to the disruption, it had expected to carry around 4.3 million passengers, up 14% on the previous year. EasyJet was also expecting a bigger increase in load factor of 2%, however; only an increase of 1.1% was achieved during the month.

The disruption has also been reported to cost EasyJet between £50 million - £75 million. It means the budget airline has lowered its profit forecast for the full-year to the end of September to between £100 million - £150 million, down from its previous estimate of £175 million - £200 million. The airline reported a £78.7 million loss for the six months to the end of March, against a £129.8 million loss a year ago, as its revenues for the six-month period increased by 13% to £1.17 billion from £1 billion a year earlier. It has also increased its market share of short-haul flights over the past 12 months to 7.6%, up from 6.5% in the previous 12 months.

### ***Ryanair passengers increase in April 2010 despite ash cloud***

7 May 2010

Ryanair has reported that it carried 6.2 million passengers in April 2010, up 17% from the same period a year earlier. Its load factor improved to 83%, an increase of 1% on the previous year. In the year to the end of April the airline carried 67.4 million passengers with an average load factor of 82%.

However, the airline's figures are based on 'booked passengers' and includes up to 1.2 million passengers who were booked to fly between 15 & 22 April 2010 but whose flights were cancelled due to the closure of much of European airspace following the volcanic eruptions in Iceland. Removing 1.2 million passengers from the figures indicates that the airline would have carried 5 million passengers, 6% down on last year.

### ***British Airways – Traffic and capacity affected by ash cloud in April 2010***

6 May 2010

British Airways has reported being significantly impacted by the airspace closures in the UK and other parts of Europe following the volcanic ash cloud disruption. Passenger capacity, measured in Available Seat Kilometres (ASK), was down 20.9% on April 2009. Traffic, measured in Revenue Passenger Kilometres (RPK), fell by 22.4%. This resulted in a passenger load factor decrease of 1.5% versus last year, to 76.6%. Traffic comprised a 19.8% decrease in premium traffic and a 22.9% decrease in non-premium traffic.

### ***BAA passenger numbers fall under ash cloud - April 2010***

Passenger numbers at BAA's airports in the UK have fallen by nearly two million over the last month. The numbers travelling from Heathrow, Stansted, Southampton, Glasgow, Edinburgh and Aberdeen airports dropped by 22.7% to 6.9 million compared with April last year, the airport operator has reported. Passenger numbers at Heathrow Airport fell by 21% to 4.4 million in April 2010.

BAA, owned by the Spanish construction conglomerate Ferrovial, attributed nearly all the drop in passenger numbers to the eruption of the Eyjafjallajökull volcano, which caused British airspace to be closed for several days last month. It estimates that of the 22.7% fall, 21.5% was as a result of the eruption.

The airport operator has stated that the airspace closure was costing it £6 million a day, and also noted that the closure had cost it a total of £28 million. Its losses narrowed, though, to £196 million from £316 million a year ago. The disruption caused by the cloud has cost the European economy at least £1.3 billion and the aviation industry a further £650 million, experts have calculated.

## **INDUSTRY NEWS**

### ***British Airways price-fixing trial collapses***

10 May 2010

The trial of three former British Airways (BA) bosses and its present Global Director of Sales regarding price-fixing allegations with Virgin Atlantic collapsed after the Office of Fair Trading (OFT) prosecuting team failed to disclose key documents.

The men were accused by the OFT of scheming with Virgin Atlantic to fix fuel surcharges on transatlantic flights from July 2004 through to April 2006. The OFT, which was bringing the first such prosecution over allegations of dishonest collusion between the two airlines, failed to disclose key documents including thousands of relevant emails that were previously overlooked because they were corrupted, to the defence over several years. In particular, an email dated 21 March 2005 emerged which suggested that Virgin decided to increase its fuel surcharge to £6 instead of £5 before speaking to anyone from BA. In effect it suggested no price-fixing or dishonest collusion took place between the two airlines with regard to that increase, the court was told.

Prosecutors offered no evidence on 10 May 2010 after reconsidering their position over 8 – 9 May 2010, therefore the executives could only be found not guilty. British Airways' Global Sales and Marketing Director Andrew Crawley, ex-Commercial Director Martin George, former Head of Communications Iain Burns and ex-Head of Sales in the UK and Ireland Alan Burnett, had denied the charges. The failure to make a case has now thrown into doubt the ability of the OFT to prosecute this type of action. The trial has also been an expensive failure as the OFT has spent four years and millions of pounds on the investigation.

Virgin Atlantic originally blew the whistle on the conspiracy and was given immunity from prosecution while BA was fined £121.5 million by the OFT and a further \$300 million by the US Department of Justice. The OFT will now be reviewing the role played by Virgin Atlantic and its advisers in light of the airline's obligations to provide the OFT with continuous and complete co-operation. This may have consequences for Virgin Atlantic's immunity from penalties in the future.

### ***CAA & Eurocontrol agree removal of safe fly buffer zone***

12 May 2010

The European air traffic control body, Eurocontrol, and its UK counterpart, the Civil Aviation Authority (CAA), have agreed to remove the aviation ban requiring the need for a 60 nautical mile buffer zone between areas where volcanic ash remains and those designated safe for flights.

CAA Chief Executive Andrew Haines has stated that the buffer zone was always an added contingency and it was always the CAA's intention to review it once it had been properly researched. The CAA wants to be able to ensure that people can fly as much as they can without any compromise to safety and is now confident that this can take place with the buffer zone removed.

### ***BMI to cut domestic routes from Heathrow and shift focus to links with Lufthansa hubs***

7 May 2010

As part of its plans to stem losses that totalled £39 million<sup>1</sup> in the first quarter of 2010, BMI will cut frequencies on UK domestic routes in to Heathrow Airport and use the slots to add flights to parent airline Lufthansa and its fellow subsidiaries' hub airports across Europe. BMI's new CEO, Wolfgang Prock-Schauer, has stated he is confident that losses can be reduced this year as the airline applies stricter cost analysis to routes and a shift in its function.

The airline will focus on connecting to the main hubs of other Lufthansa Group airlines in continental Europe. Mr Prock-Schauer also noted that he would like BMI to be a Lufthansa tool for accessing the London market, explaining that BMI may reduce frequencies on some domestic routes from eight to five daily so it can add more capacity to Lufthansa hub routes.

Mr Prock-Schauer also believes the BMI brand is a weakness because it is not well known internationally and even people in the UK do not think of it as an international airline. The airline has recently been adding 'British Midland International' to its name to emphasise its international route network.

### ***United Airlines and Continental Airlines merger agreement***

4 May 2010

Star Alliance partners United Airlines and Continental Airlines have agreed a £2.2 billion<sup>2</sup> all stock merger to create the world's biggest carrier. The deal, which will result in savings of over £677 million<sup>3</sup> a year, is a further step in the consolidation of the global airline industry.

The combined group will adopt the United Airlines name but Continental's livery, with Continental CEO Jeff Smisek heading the company. Glenn Tilton, Chairman, President and CEO of United, will serve as Non-Executive Chairman of the combined company's board until 31 December 2012.

The two airlines, both part of the Star Alliance, currently fly 144 million passengers a year to 370 destinations in 59 countries worldwide. The joint airline will gain strength at Heathrow Airport where both airlines currently operate separate transatlantic services. Continental also runs a network of flights to the US from UK regional airports.

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<sup>1</sup> Reported at €45 million

<sup>2</sup> Reported as \$3.2 billion

<sup>3</sup> Reported as \$1 billion

## **EUROPEAN NEWS**

### ***EU agrees to speed up joint control of sky***

5 May 2010

European transport ministers have agreed to establish safety guidelines for flying in volcanic ash and to swiftly unify European airspace giving the project the "highest political priority". However, they are wary of granting financial aid to airlines grounded by such crises. The European Commission has won support for plans to push forward with its Single European Skies package at a meeting held on 4 May 2010. The move to unite the 27 national airspaces in the European Union (EU) into just nine blocks by June 2012 would help coordinate air traffic during future crises.

The European Council agreed on the need to establish binding limit values at EU level, which clearly define the safety tolerance of engines and aircraft in regards to volcanic ash. While standards are in the process of being set, it has been agreed that the Council will stick to the advice of Eurocontrol and the Volcanic Ash Advisory Centre.

In addition to the Single Skies initiative, the Commission proposed helping airlines ride out their cash-flow problems by deferring charges paid to air traffic controllers, however, this idea was not welcomed by the European Council with the suggestion that other methods need to be utilised first. The European Commission estimates the April disruptions to air traffic have cost the European aviation industry €1.5 - €2.5 billion (\$2 - \$3.34 billion).

Ministers of the European Council also had serious concerns about proposals to help airlines by granting them state aid to help cover the costs of caring for stranded passengers. Ministers from Finland, Sweden, Austria, Belgium and Romania have all stated that they were against the idea and had concerns it would damage competitiveness within the industry. EU Transportation Commissioner Siim Kallas reiterated his warning to airlines that their demands for compensation would not be easily granted stating a lack of available funds within EU Governments.

Support was however, given to Mr Kallas' plan to push forward the unification of European airspace. A number of mechanisms already planned in the Single European Skies package are now in the process of being accelerated. Such technical steps include nominating a coordinator for the nine airspace blocks and creating a "crisis coordination cell" of experts and politicians.

### ***AEA calls for further action on measures to ease impact of airspace closures***

The Association of European Airlines (AEA) has welcomed the statement of European Union (EU) Commissioner Siim Kallas at the Transport Council that a Task Force will investigate the financial consequences of the disruption caused by the Icelandic volcano and report by the end of June 2010. The aim is to provide clarity about the uniform treatment of airlines and their customers.

AEA Secretary General, Ulrich Schulte-Strathaus, felt that the report's remit covered a range of worthwhile proposals while correctly identifying shortcomings in the European decision-making process. As a consequence of the closure of air space, passengers must have assurances that their costs will be covered. Airlines should be granted non-discriminatory and fair compensation for the damage they incurred, and those concerned must improve the procedures.

AEA welcomed the consensus amongst the EU Ministers to expedite the implementation of the 'Single European Sky' programme to rationalise European airspace, and in doing so put in place a more effective crisis-management framework. This commitment to develop an aviation policy platform addresses the uncoordinated nature of European aviation regulation. Nevertheless, the AEA states that the Transport Ministers failed to address the economic impact of the airspace closures and no directions were given on improvements to the current procedures.



## **PARLIAMENT NEWS**

### ***General Election 2010 results in a Hung Parliament***

12 May 2010

The UK General Election was held on 6 May 2010, with the Conservative Party winning the largest number of votes and seats, however, falling short of the 326 seats needed for an overall majority under the 'first past the post' system. It was the first time since 1974, and only the second time since the Second World War, that the outcome of a British General Election has been a Hung Parliament. Labour Leader Gordon Brown, whose Party came in second place, announced his resignation as Prime Minister on 11 May 2010, with David Cameron taking up the position within hours. A coalition deal was "approved overwhelmingly" by the Liberal Democrats on 12 May 2010 meaning that David Cameron will now be leading the Coalition Government of Conservatives and Liberal Democrats.

### ***UK Coalition Government cancels plans for proposed Heathrow third runway***

12 May 2010

A final agreement has been reached on a range of issues between the Conservatives and Liberal Democrats in order to move forward with the formation of a Coalition Government. The differences between the two Party's policies as set out in their election manifestos meant that compromises had to be made during talks that lasted over 96 hours. A preliminary agreement document sets out the progress made as well as a range of policies that will be introduced under the new Government over the next five years.

One of the main transport policies is that the Coalition Government will cancel all plans for a third runway at Heathrow Airport during this Parliamentary term. Both Parties had previously made manifesto pledges to scrap the proposed third runway, which was supported by Labour for economic reasons. Business representatives have immediately warned that restricting London's transport capacity would hit the capital's competitiveness and that high-speed rail is not a viable resolution. However, environmental groups, residents and local councils have all welcomed the news with relief, particularly the residents of Sipson who stood to lose their homes under the plans.

Other policies to be introduced by the new Government relating to transport and energy are:

- the refusal of additional runways at Gatwick and Stansted;
- the replacement of Air Passenger Duty with a per-plane duty. A proportion of any increased revenues over time will be used to help fund increases in the personal allowance - a tax pledge that the Government will introduce in phases over its term;
- the establishment of a high-speed rail network;
- the creation of a green investment bank to support investment in low-carbon infrastructure;
- the provision of a floor price for carbon, as well as efforts to persuade the EU to move towards full auctioning of Emissions Trading Scheme (ETS) permits;
- mandating a national recharging network for electric and plug-in hybrid vehicles; and
- seeking to increase the target for energy from renewable sources, subject to the advice of the Climate Change Committee.

Both parties hope that the implementation of these measures will help to fulfil their joint ambition for a low carbon and eco-friendly economy.

## ***Philip Hammond appointed as new Transport Minister***

14 May 2010

Philip Hammond has been made Secretary of State for Transport in the Cabinet of the new Prime Minister David Cameron. The Member of Parliament for Runnymede and Weybridge (located near Heathrow) has built up a reputation as an "articulate and effective" Commons performer since being elected MP in 1997. A former Trade and Industry Spokesman, his last position was as Shadow Chief Secretary to the Treasury. Theresa Villiers, MP for Chipping Barnet, previously the Shadow Transport Minister, now has the junior position as Minister of State with responsibility for aviation.

Listed below are the confirmed appointments of Ministers at the Department for Transport and their respective responsibilities:

- **Philip Hammond MP - Secretary of State for Transport** with overall responsibility for the transport strategy, the spending review, transport security (including Transec), and high-speed rail;
- **Theresa Villiers MP - Minister of State** responsible for rail, London (including Crossrail), Olympics, Europe, and aviation (including Air Accident Investigation Branch - AAIB);
- **Norman Baker MP - Parliamentary Under Secretary** responsible for regional and local transport, buses and taxis (including concessionary fares), walking and cycling, accessibility and equalities, and alternatives to travel;
- **Mike Penning MP - Parliamentary Under Secretary** responsible for strategic roads and Highways Agency, motoring agencies, road safety and standards, freight and logistics (including lorry road-user charging), and maritime and dangerous goods (including Maritime and Coastal Agency).

Ministerial appointments at the Department of Energy and Climate Change:

- **Chris Huhne MP - Secretary of State for Energy and Climate Change;** and
- **Charles Hendry MP and Gregory Barker MP - Ministers of State for Energy and Climate Change.**

Ministerial appointments at the Department for Communities and Local Government:

- **Eric Pickles MP - Secretary of State for Communities and Local Government;**
- **Grant Shapps MP and Greg Clark MP – Ministers of State;** and
- **Bob Neill MP, Andrew Stunell OBE MP, and Baroness Hanham CBE – Parliamentary Under Secretaries of State.**

## **FORTHCOMING EVENTS**

### ***Technical Barriers and Progress Towards Electric Powered Small Aircraft – 27 May 2010***

The Royal Aeronautical Society (RAeS) presents an evening lecture on the technical barriers and progress towards electric powered small aircraft. Discussion will be based around replacing fuel with batteries or other energy sources and the piston engine by standard electric vehicle motors with explanations as to what these are and how they may be optimised.

Serious challenges remain despite the huge advances and these will be discussed along with promising research. Legislation, energy storage and the Government's need to maintain fuel tax revenues will be touched on. The aim is to inspire others to pursue this exciting new development in small aircraft.

Venue: Royal Aeronautical Society (RAeS) Headquarters, No.4 Hamilton Place, London, W1J 7BQ.

Time – Starts at 6pm, refreshments served from 5:30pm.

Delegate rates – Free for both members and non-members.

### ***Decarbonising Transport: Changing Attitudes and New Technologies – 9 June 2010***

This Westminster Forum Projects seminar will assess the next steps in decarbonising transport, looking across transport modes at new technologies and cleaner fuels, along with emerging strategies to promote lower carbon choices.

It comes as policy makers, industry and environmental campaigners consider the way forward in bringing the sector into line with the UK's and the European Union's sustainability targets.

Including keynote presentations from the Department for Transport, Honda, Network Rail, the Renewable Fuels Agency and Transport for London, planned sessions will examine:

- changing attitudes: shifting from private to public transport;
- integrating the transport system, and the role of rail in reducing the sector's carbon footprint;
- multimodal challenges: aviation, cycling, freight, rail, shipping and public transport;
- technological innovation: biofuels, hydrogen, electricity and solar power; and
- a case study: appraising the eco car.

Venue: Central London (TBC)

Delegate rates - General rates, including refreshments and PDF copy of the transcripts: £190

Concessionary rate places for small charities, unfunded individuals and those in similar circumstances: £80.

For those who cannot attend, copies of the briefing document, full transcripts of all speeches and the questions and comments sessions, and further articles from interested parties, will be available approximately 7 days after the event for £95; concessionary rate: £50.

<http://www.westminsterforumprojects.co.uk/forums/event.php?eid=106>

### ***Clean Sky Conference 'The Aviation Industry Goes Green' – 18 June 2010***

This conference by Clean Sky a "Joint Technology Initiative" to develop breakthrough technologies in transport to reduce environmental impacts will address the latest developments of the Clean Sky programme, highlighting the major technical steps to take in the near future. It is a unique opportunity for an update on Clean Sky and information exchange with the stakeholders.

Clean Sky is the main European research programme for greening air transport; its objective is to reduce significantly the impact of aviation emissions and noise. The Clean Sky Joint Undertaking aims to address the implementation of innovative, environmentally friendly technologies in all segments of civil air transport, including large commercial aircraft, regional aircraft and rotorcraft, and in all supporting technologies such as engines, systems and materials life-cycle. The Clean Sky Joint Undertaking will deliver full-scale demonstrators in all areas of research activities, which should be tested either in flight or on the ground, as a result of a fully integrated approach and monitoring of the technological progress and impact.

This is a conference for representatives from the aviation industry, EU institutions, non-Governmental organisations, national public authorities, the scientific and research community, and anybody interested in the Clean Sky programme.

Venue: Hotel Le Plaza Brussels, Boulevard A. Max 118-126, 1000 Brussels.

Delegate rates: Free of charge – pre-registration required, limited number of seats available.

[http://www.cleansky.eu/index.php?arbo\\_id=52&item\\_id=47](http://www.cleansky.eu/index.php?arbo_id=52&item_id=47)

### ***Regional and Low-Cost Air Transport: Opportunities and Challenges, 23-25 June 2010***

The University of Westminster is running this short course looking at the fastest growing sectors of the aviation industry in recent years - low-cost airlines, and regional carriers using small aircraft. These airlines are characterised by their use of less congested airports away from the major hubs. Such services are often underdeveloped in comparison with the trunk routes and many new markets are opening up. Good air transport links are of vital importance to the economy of a region. This seminar considers some of the roles that regional and low-cost air services can fulfil and addresses the challenges in realising this potential traffic. In particular, it aims to bring together airline and airport issues for mutual benefit.

A visit has been arranged to East Midlands Airport on Friday 25 June 2010. This is a regional airport located in the centre of England, handling a mixture of scheduled and charter operations. Scheduled passenger services are dominated by the low-cost airlines, Ryanair and bmibaby. It is also a major hub for the freight company DHL and other cargo carriers. A presentation will be accompanied by a minibus tour of the airfield and a viewing of the passenger terminal.

The course fees include return rail travel between Central London and East Midlands Airport.

Venue: The University of Westminster, 35 Marylebone Road, London, NW1 5LS, and East Midlands Airport.

Delegate rates: Early bird registration (24 May 2010): £845

Standard seminar fee: £895

[http://home.wmin.ac.uk/docs/SABE/Course\\_Brochures/regbr10.pdf](http://home.wmin.ac.uk/docs/SABE/Course_Brochures/regbr10.pdf)

## **LGA Group Annual Conference and Exhibition 2010, 6 – 8 July 2010**

The Local Government Association (LGA) Group Annual Conference and Exhibition brings together approximately 2,000 of the leading players in councils, central Government, partners and business. This year's conference is split into three themed days and has been built around themes that the LGA group feel are key to member authorities and the sector:

- Reputation;
- The Economy; and
- Total Place.

Key speakers will be involved in plenary, workshop and fringe sessions relating to each day's theme, and the exhibition will include more than 100 stands.

Venue: Bournemouth International Centre, Exeter Road, Bournemouth, BH2 5BH.

Delegate rates:            Non-member organisation rate £640.00  
                                     LGA member organisation rate £519.00

<http://annualconference.lga.gov.uk/>

## **Westminster Energy, Environment & Transport Forum Seminar: Biofuels, 21 July 2010**

This Westminster Energy, Environment & Transport Forum seminar will explore the latest thinking on the future of biofuels. It is timed as concerns emerge about the viability of biofuels and the challenges for innovation in the industry, with certain UK subsidies set to be cut, EU research raising concerns about the environmental damage caused by biofuels and the continuing food versus fuel debate.

Including a keynote presentation from the Renewable Fuels Agency, sessions will examine:

- biofuels progress and next steps;
- the prospects for innovation in the industry and the next generation of biofuels;
- cleaner fuels and the alternative options for sustainability and energy security; and
- the future of the food versus fuel debate.

Venue: Central London (TBC)

Delegate rates - General rates, including refreshments and PDF copy of the transcripts: £190  
Concessionary rate places for small charities, unfunded individuals and those in similar circumstances: £80

For those who cannot attend, copies of the briefing document, full transcripts of all speeches and the questions and comments sessions, and further articles from interested parties, will be available approximately 7 days after the event for £95; concessionary rate: £50.

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.

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