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SASIG MEETING DATES

2009 Meeting Dates

These are the meeting dates for 2009:

SASIG meetings: 27 March, 3 July, 6 November.

CAG (Chairman's Advisory Group) meetings: 6 March, 12 June, 16 October.

PARLIAMENTARY NEWS

Local Democracy, Economic Development and Construction Bill

The Local Democracy, Economic Development and Construction Bill aims to accelerate local economic development by increasing community and individual involvement, whilst making public services more transparent. It also aims to ensure a more level playing field for construction businesses, particularly smaller local ones, in construction contracts. The Bill includes a duty on local Governments to respond to public petitions, along with a variety of other measures to ensure that local and regional bodies and agencies do more to listen to their communities when making decisions. It also amends the Housing Grants, Construction and Regeneration Act 1996, in order to improve the cash flow and adjudication of construction contracts.

The Bill is currently in the Committee Stage. The fourth day (28 January) and sixth day (9 February) in the Grand Committee resulted in no amendments being made. During the fifth day (3 February) two amendments tabled by Lord Graham of Edmonton (Lab) and technical Government amendments (ensuring that the Boundary Commission's restriction on order making powers should be extended to all of the powers it exercised).were approved. Committee stage continues on 24 February when further amendments will be discussed.

Airport Expansion (Parliamentary Approval) Bill

The Ten Minute Rule motion below will be debated on 24 February.

Susan Kramer (Richmond Park) (Lib Dem): That leave be given to bring in a Bill to amend the Planning Act 2008 to require Parliamentary approval for proposals for the building of new major airports and additional runways at existing major airports; and for connected purposes.

Environmental Audit Committee inquiry into carbon budgets

The Environmental Audit Committee has heard evidence from members of the Committee on Climate Change (CCC) - Lord Turner of Ecchinswell, Chair and David Kennedy, Chief Executive.

Joan Walley, Labour asked if the CCC views would be taken into account by the planning committee on Heathrow and the Treasury. Lord Turner said that it was important that the CCC not be drawn into individual decisions. They may have a role in advising about allowing new landing slots. When questioned by Martin Horwood, Liberal Democrat, about whether expansion at Heathrow would be necessary if no additional landing slots were added; Lord Turner agreed that the airport would have spare capacity but suggested that it may become more **efficient** because of this.

HOUSE OF COMMONS QUESTIONS

Ancram, M - Flight hours and carbon dioxide released due to stacking of aircraft at Heathrow

Michael Ancram (Devizes) (Con): To ask the Secretary of State for Transport how many flight hours were expended by commercial aircraft in 2007-08 in stacking while awaiting clearance to land at Heathrow; and how much carbon dioxide was emitted by those aircraft while stacked.

Jim Fitzpatrick (Aviation Minister): The Department for Transport's report, 'Improving the Air Passenger Experience', provides appropriate estimates of aircraft stacking above Heathrow in Figure 27 on page 25. This report is available at:

- <http://www.dft.gov.uk/pgr/aviation/airports/improve-airpassenger.pdf>

Data for 2007-08 are not available, however in 2006-07, aircraft were held in aggregate for 18,679 hours. This is based on 56 % of arriving aircraft being held in a stack and an average 8.5 minute hold for those held. This equates to roughly 50,000 tonnes of carbon dioxide emitted by aircraft stacking at Heathrow.

Villiers, T - National Policy Statement on expansion at Heathrow

Theresa Villiers (Conservative Shadow Transport Secretary) : To ask the Secretary of State for Transport whether he plans to publish a national policy statement on expansion of Heathrow Airport.

Jim Fitzpatrick (Aviation Minister): We have stated our intention to publish a national policy statement on airports based on the Air Transport White Paper, which satisfies the requirements set out in the Planning Act.

Spelman, C - Airports National Policy Statement

Caroline Spelman (Conservative Shadow Communities and Local Government Secretary): To ask the Secretary of State for Transport when he expects the National Policy Statement on airports to be published (a) in draft and (b) in its final form.

Jim Fitzpatrick (Aviation Minister): We have yet to take decisions on the timetable for preparing a national policy statement (NPS) on airports, but it is expected to be published in draft by 2011. The draft NPS will then be subject to public consultation and parliamentary scrutiny as set out in the Planning Act 2008 before it can be formally designated.

Baker, N - Infrastructure Policy Statements

Norman Baker (Liberal Democrat Shadow Transport Secretary): To ask the Secretary of State for Transport when he expects the infrastructure policy statements for (a) ports, (b) surface networks and (c) aviation to be published.

Geoff Hoon (Transport Secretary): I expect to publish a draft National Policy Statement (NPS) for ports this summer for consultation, with a view to designation early in 2010; to publish a draft NPS for National Networks (strategic highways and railways, including strategic rail freight interchanges) for consultation this autumn, with a view to designation later in 2010; and to publish a draft NPS for airports by 2011.

Villiers, T - Cap on additional permitted flights at Heathrow Airport

Theresa Villiers (Conservative Shadow Transport Secretary): To ask the Secretary of State for Transport pursuant to the Statement of 15 January 2009, on transport infrastructure, when he plans to lift the cap of 125,000 on the number of additional flights permitted at Heathrow Airport.

Jim Fitzpatrick (Aviation Minister): We have made clear that our support for a third runway is subject to an aggregate limit of 605,000 annual movements, to be reviewed in 2020. That review will take account of a number of factors, as set out in the 'Adding Capacity at Heathrow - Decisions following consultation' document which can be found on the Department's website. It follows that, until that review, it is not possible to anticipate whether of [sic] not the cap might be lifted or the timing of any decision to lift the cap, subject to planning approval.

Baker, N - Population affected by noise (57 decibels) due to Heathrow expansion

Norman Baker (Liberal Democrat Shadow Transport Secretary): To ask the Secretary of State for Transport how many individuals he estimates will live within the 57 decibel contour when the Heathrow third runway is expected to open.

Jim Fitzpatrick (Aviation Minister): Estimates of populations within the 57 decibel noise contour with a three-runway airport were presented in the November 2007 consultation document and supporting technical report on noise. Around 242,000 people are predicted to be within the 57 decibel contour in 2020 with around 605,000 annual movements, the maximum capacity we have supported initially. The new runway could open sooner with a lower capacity, but the timing and capacity will depend on the planning process and the mechanism we are establishing to ensure that local environmental limits, including noise limits are met, and will continue to be met.

Baker, N - Recent estimates of noise levels in London boroughs after Heathrow expansion

Norman Baker (Liberal Democrat Shadow Transport Secretary): To ask the Secretary of State for Transport what recent estimate he has made of noise levels in each London borough resulting from the establishment of the Heathrow third runway.

Jim Fitzpatrick (Aviation Minister): Noise impacts of a three-runway airport at Heathrow were presented in the November 2007 consultation document and supporting technical report on noise, both of which are still available on the Department's website. The documents include a geographical presentation of noise contour details but do not provide figures by borough.

Breakdown of Heathrow Airport greenhouse gas emissions

SASIG Bulletin editor - below is a summary of the questions asked, not a verbatim transcript.

Michael Meacher (Oldham West and Royton) (Lab) and Norman Baker (Liberal Democrat Shadow Transport Secretary) asked the Secretary of State for Transport about the current and predicted greenhouse gas emissions.

(a) Nitrogen oxide; (b) Carbon dioxide; (c) Other greenhouse gases; and (d) The average emissions (nitrogen oxide and carbon dioxide) per passenger mile predicted to be for average aircraft using Heathrow Airport from 1990 to 2025 in 5 yearly intervals).

Jim Fitzpatrick (Aviation Minister) responded: The following sets out the information available:

(a) Nitrogen oxide (NO_x) emissions

The White Paper set out the following strict conditions from 2010, in line with the current European Union directive on nitrogen dioxide (NO₂) related pollutants (1):

- Hourly limit value for the protection of human health: 200micro/m³ NO₂, not to be exceeded more than 18 times in a calendar year; and
- Annual limit value for the protection of human health: 40micro/m³ NO₂ annual average.

The Department for Transport's 2007 'Adding Capacity at Heathrow Airport consultation' document concluded that these conditions could be met.

Further information is available in the following documents:

- 'Air Quality Studies for Heathrow: Base Case, Segregated Mode, Mixed Mode' and 'Third Runway Scenarios modelled using ADMS'-Airport, 15 November 2007, Cambridge Environmental Research Consultants, Table 4.5-4.7; Table 4.12-4.13

- 'Heathrow Airport Emission Summaries', October 2007, AEA Energy and Environment, Table 4.1.4-Table 4.8.4 Annual emissions by source category, available at:

<http://www.dft.gov.uk/consultations/closed/heathrowconsultation/technicalreports/emissionssummaries.pdf>

(b) Carbon dioxide (CO₂) emissions

Average CO₂ emissions from aircraft at Heathrow Airport in 2005 are estimated from DfT modelling to be around 114 grams of CO₂ per passenger km. This is in line with the air transport conversion factors published by DEFRA in 2008 and reflects the mix of aircraft used and flights made from Heathrow in that year.

Published emissions data from DECC are at the national level only; these are listed by source category, including breakdown by transport mode.

Published data at the UK national level can be found in Table 4a of 'Estimated emissions of carbon dioxide (CO₂ expressed as carbon dioxide) [sic] by IPCC source category: 1970-2006 - last published 31 January 2008 at the following link:

- <http://www.defra.gov.uk/environment/statistics/globalatmos/download/xls/gatb04.xls>

There is limited data regarding past CO₂ emissions at Heathrow Airport specifically. Published emissions data from DECC are at the national level only. Data based on fuel uplifted at Heathrow is reported - this is published in the Department for Transport's 2009 impact assessment 'Adding Capacity at Heathrow Airport', where aviation carbon dioxide emissions attributable to flights departing from Heathrow in 2005 are estimated at 17.2 MtCO₂ or 2.9 % of total UK CO₂ emissions.

Data are not available regarding CO₂ emissions released specifically into the air surrounding Heathrow so the percentages by source are not available.

(c) Other greenhouse gas emissions

Other greenhouse gas emissions are not currently reported specifically for the Heathrow area.

(d) For future years, the Government have announced a new target to get UK aviation carbon dioxide emissions in 2050 below 2005 levels for the UK as a whole.

Once aviation joins the EU Emissions Trading Scheme (ETS) in 2012, CO₂ emissions from all flights departing and arriving at airports in the EU will be capped at 97 % of average 2004-06 levels, with the cap tightening to 95 % of average 2004-06 levels from 2013 onwards (the cap applies at the EU level, and not at individual member state or airport levels). Any aviation emissions above this cap will need to be accounted for by airlines securing reductions from other sectors within the EU ETS. So any change in the capacity of Heathrow in future years will not lead to any net increase in CO₂ emissions.

(1) The revised directive provides for later compliance (up to 2015) in certain circumstances.

Baker, N - Schools with nitrogen dioxide level of 40 micrograms or greater in Heathrow area

Norman Baker (Liberal Democrat Shadow Transport Secretary): To ask the Secretary of State for Transport how many schools within the boundaries of areas surrounding Heathrow Airport currently have air quality with a nitrogen dioxide level of 40 micrograms/m³ or greater.

Jim Fitzpatrick (Aviation Minister): The technical report 'Population Exposure to Air Pollution', published as part of the 'Adding Capacity at Heathrow Airport' consultation in November 2007, shows (Table 3.4) 16 'sensitive receptors' (which includes schools) with nitrogen dioxide levels above the limit of 40 micrograms/m³ in 2002. Data for the current year is not available but no such exceedences are predicted in 2010 or future years, with or without airport expansion.

Sanders, A - Listed buildings demolished by Heathrow expansion

Adrian Sanders (Torbay) (Lib Dem): To ask the Secretary of State for Culture, Media and Sport what estimate he has made of the number of listed buildings which will be lost as a result of the construction of a third runway at Heathrow Airport.

Barbara Follett (Culture Secretary): Based upon the information provided by the Department for Transport from its consultation document 'Adding Capacity at Heathrow Airport' (2007), English Heritage estimates that six listed buildings will be lost as a result of the construction of a third runway at Heathrow Airport. The consultation document is available at

- <http://www.dft.gov.uk/consultations/closed/heathrowconsultation/consultationdocument>

Additional road movements due to Heathrow expansion

SASIG Bulletin editor - below is a summary of the questions asked, not a verbatim transcript.

Theresa Villiers (Conservative Shadow Transport Secretary) and Norman Baker (Liberal Democrat Shadow Transport Secretary) asked the Secretary of State for Transport what estimate he has made of the additional road vehicle movements associated with the third runway at Heathrow.

Jim Fitzpatrick (Aviation Minister) responded:

Forecasts of surface access demand at Heathrow are set out in BAA's 'Surface Access Report', published alongside the 'Adding Capacity at Heathrow Airport' consultation document. This is available at the following link:

<http://www.dft.gov.uk/consultations/closed/heathrowconsultation/technicalreports/surfaceaccess.pdf>

Table 36 reproduced below shows the daily traffic composition for the main road corridors (A4, M4 and M25) with a third runway in 2020 and 605,000 air transport movements a year, which is the limit we are supporting initially.

Table 36: Traffic composition at air quality hotspots for the R3/T6 core scenario in 2020

Air quality hotspot	Road	Map ref	Percentage					Buses	Annual average daily traffic
			Car: air passengers	Cars: business	Cars: non business	Light goods vehicles	Heavy goods vehicles		
A4 corridor	Northern perimeter road (E of Spur)	1	4	14	32	7	3	40	5,900
	A4 (E of Spur)	2	1	7	73	10	6	2	31,800
M4 corridor	A312 S of M4	3	6	5	59	22	8	1	60,700
	M4 Spur	4	78	2	15	2	2	2	99,800
	M4 J4b-5	5	8	12	63	8	8	0	165,300
	M4 J4-4b	6	36	6	45	6	8	0	164,400
	M4 J3-4	7	27	7	51	8	8	0	147,800
	M4 J 2-3	8	35	7	46	8	5	1	103,800
M25 corridor	M25 J13-14	9	12	12	61	8	7	0	224,600
	M25 J14-T5 Spur	10	8	14	62	8	8	0	174,100
	M25 T5 Spur-J15	11	21	12	53	7	7	0	236,800
	M25 J15-16	12	21	12	51	7	9	0	210,400

The figure of 122 million passengers assumes around 702,000 flights a year in 2030, whereas we are initially supporting a maximum of 605,000 (an additional 125,000 a year). The additional number of passengers accessing the airport by road is therefore expected to be around 14 million, around half the number previously assumed.

Kumar, A - Number of jobs created due to Heathrow expansion

Ashok Kumar (Middlesbrough South and East Cleveland) (Lab): To ask the Secretary of State for Transport what estimate has been made of the number of new jobs which would be created by the expansion of Heathrow Airport.

Jim Fitzpatrick (Aviation Minister): The assessment of additional jobs from a third runway are set out in the recently published 'Adding Capacity at Heathrow Airport-Impact Assessment'. This is available at:

<http://www.dft.gov.uk/pgr/aviation/heathrowconsultations/heathrowdecision/impactassessment/>

Table A1, page 92 shows the incremental impact of a third runway relative to the base case of no third runway. Additional capacity is likely to lead to around 8,000 additional on-site jobs by 2030.

Villiers, T - Use of green landing slots at Heathrow Airport

Theresa Villiers (Conservative Shadow Transport Secretary): To ask the Secretary of State for Transport which models of plane will qualify to use the green landing slots at Heathrow Airport.

Jim Fitzpatrick (Aviation Minister): As stated in the document 'Adding Capacity at Heathrow - Decisions Following Consultation' the Department intends to consult on the green slots approach to additional capacity at Heathrow. Details of how 'green slots' will work will be developed in the consultation process which is expected to begin later in 2009. It is the Government's intention that green slots will incentivise the use of the most modern aircraft available at the time.

Villiers, T - Estimate of extra passengers due to increase of flight movements at Heathrow

Theresa Villiers (Conservative Shadow Transport Secretary): To ask the Secretary of State for Transport what estimate he has made of the number of additional passengers using Heathrow Airport each year which would result from an increase of 125,000 in the number of flight movements from the airport each year.

Jim Fitzpatrick (Aviation Minister): The 'UK Air Passenger Demand and CO₂ Forecasts 2009', page 131, shows the forecast passenger demand for Heathrow under several scenarios, including a third runway with an additional 125,000 air transport movements (ATMs) per year. This is available at the following link:

- <http://www.dft.gov.uk/pgr/aviation/atf/co2forecasts09/>

The number of additional passengers in 2030, compared to a base case of no third runway at Heathrow and Stansted second runway in 2015, is 28 million.

Forecasts of additional passengers from the opening of a third runway in 2015 up to 2030 are detailed in the following table.

	Additional passengers (Million)
2015	0
2020	17
2025	23
2030	28

Note: This assumes that Stansted second runway (2015 opening) in the base case.

Villiers, T - Finance of Heathrow expansion

Theresa Villiers (Conservative Shadow Transport Secretary): To ask the Secretary of State for Transport (1) whether the Government plans to provide guarantees in relation to the financing of construction of a third runway at Heathrow; (2) what estimate he has made of the cost to the public purse of construction of a third runway at Heathrow.

Jim Fitzpatrick (Aviation Minister): The Government will not be providing guarantees for the financing of the construction of a third runway at Heathrow. The financing of new infrastructure at Heathrow Airport is a matter for the airport operator, subject to economic regulation.

Heathrow is a designated airport for the purposes of price control. These controls are set by the independent regulator the Civil Aviation Authority. Part IV of the 1986 Airports Act requires the CAA, when setting price controls, to (among other things) - 'encourage investment in new facilities at airports in time to satisfy anticipated demands by the users of such airports.'

Villiers, T - Planning permission for Heathrow expansion

Theresa Villiers (Conservative Shadow Transport Secretary): To ask the Secretary of State for Transport whether a planning application for a third runway at Heathrow would fall to be decided by the Infrastructure Planning Commission.

Jim Fitzpatrick (Aviation Minister): The decision to submit a planning application for a third runway at Heathrow and the timing of such an application are matters for the airport operator. The Government envisage that the Infrastructure Planning Commission (IPC) will be established and able to start giving advice to potential applicants this autumn and ready to begin receiving applications from spring 2010. Whether or not the IPC would act as the decision maker on such an application is also dependent on the availability of a designated national policy statement on airports, which is planned for publication in draft by 2011.

Greening, J - Transport Secretary meetings with BAA representatives

Justine Greening (Conservative Shadow Communities and Local Government Minister): To ask the Secretary of State for Transport what (a) meetings and (b) correspondence on Heathrow expansion (i) he, (ii) other Ministers in his Department and (iii) officials in his Department, have had in an official capacity with representatives from (A) BAA, (B) trades unions, (C) airlines using Heathrow, (D) other corporate bodies and (E) residents from communities affected by Heathrow expansion, since 3 October 2008; when each meeting took place; who attended each meeting; and what the subject of each meeting was.

Jim Fitzpatrick (Aviation Minister): Since October 2008, Ministers and officials have not met BAA, trade unions, airlines using Heathrow, corporate stakeholders or residents around Heathrow to discuss Heathrow Airport development issues.

The Department has received a high number of letters about Heathrow Airport from local residents during this period and two from the Chief Executive of BAA. The first one on 28 November 2008 concerned the monitoring of the environmental impacts of expansion of Heathrow Airport, the second one, dated 16 January 2009, related to the Secretary of State's decisions on Heathrow which he announced to Parliament on 15 January 2009.

Greening, J - Environment Secretary meetings with BAA representatives

Justine Greening (Conservative Shadow Communities and Local Government Minister): To ask the Secretary of State for Environment, Food and Rural Affairs what (a) meetings and (b) correspondence (i) he, (ii) other Ministers in his Department and (iii) officials in his Department have had with representatives from BAA since 3 October 2008; when each meeting took place; who attended each meeting; and what the subject of each meeting was.

Huw Irranca-Davies (Environment Minister): DEFRA Ministers have had no meetings with BAA since 3 October 2008.

DEFRA officials attended a meeting on 13 November 2008 with the Heathrow Airport Consultative Committee at which representatives of BAA were present, and in which DEFRA officials made a presentation about the public consultation on the guidance for airport operators to produce action plans under the terms of Environmental Noise Regulations 2006.

In relation to correspondence, Richard Norman replied on behalf of BAA to the DEFRA Consultation on the Guidance for Airport Operators to produce action plans under the terms of the Environmental Noise Regulations 2006. There has not been any subsequent correspondence from DEFRA to BAA.

Pritchard, M - Transport Secretary meetings with Mayor of London about Heathrow

Mark Pritchard (The Wrekin) (Con): To ask the Secretary of State for Transport if he will hold discussions with the Mayor of London on the future expansion of Heathrow Airport.

Jim Fitzpatrick (Aviation Minister): My right hon. Friend the Secretary of State for Transport, has regular meetings with the Mayor of London. These cover a broad range of London transport issues. It is likely that this could include the development of Heathrow Airport.

Neill, R - Infrastructure Planning Commission accessing applications

Robert Neill (Conservative Shadow Communities and Local Government Minister): To ask the Secretary of State for Communities and Local Government when the Infrastructure Planning Commission will start assessing planning applications; and what the target time is for the Commission to process such applications.

Iain Wright (Local Government Minister): Our expectation is that the Infrastructure Planning Commission (IPC) will be ready to begin receiving applications in spring 2010. In most circumstances, cases will be decided within a year from application.

HOUSE OF LORDS QUESTIONS

Lords debate Climate Change

During a debate on Climate Change on 29 January, Lord Hunt of King's Heath (Climate Change Minister) agreed that action was needed urgently, and said that this would be a momentous year, leading up to the Copenhagen Summit. He outlined four areas in which the Government was 'determined to drive forward progress'. The Minister said that the UK needed to establish robust mechanisms to secure a global deal in Copenhagen, create ambitious targets, show that it was 'pro-growth and pro-fairness', and needed to carry public opinion.

Baroness Wilcox (Con) asked what had been done to ensure that countries such as China and the US were to be engaged in the next Copenhagen negotiations. She pressed the Government on their failure to meet their 2010 emission reduction target and on the performance of individual departments.

Lord Redesdale (Lib Dem) welcomed the fact that none of the speakers in the debate had questioned that climate change was happening, saying that this was a step forward for the House of Lords. Although he accepted that targets were important at an international level, but said that there should be more focus on infrastructure. He stated that "we must seriously change how we live our lives".

Lord Giddens (Lab) said that the Government's policy on climate change was inconsistent. He welcomed the Climate Change Act and the Energy Act, but said that he was not in favour of expanding Heathrow or investing in coal power stations "in the hope that CCS technology will prove effective". (SASIG Editor's note – CCS is carbon capture and storage).

SCOTTISH EXECUTIVE QUESTIONS

Aviation and Scotland's Climate Change Bill - Motion 3392

The following motion on Aviation and Scotland's Climate Change Bill was lodged in the Scottish Parliament by Patrick Harvie (Glasgow region) (Green) on 5 February 2009: That the Parliament acknowledges the recent report from the World Development Movement, which found that airport expansion in Scotland could create 20,000 climate refugees worldwide by 2050 due to the damage caused by increased climate change emissions; welcomes the plea from some 21,000 people that Scotland's share of international aviation emissions should be counted in a Climate Change (Scotland) Bill from the start; notes that campaigners will bring this message to the Parliament on Thursday 5 February 2009 in order to highlight the case for the Climate Change (Scotland) Bill to explicitly commit to action on international aviation emissions from the outset; further notes the views of those campaigners that MSPs must not allow the second National Planning Framework for Scotland to support aviation expansion without full and proper public and environmental scrutiny, and believes that aviation expansion remains economically unjustified, especially given that the majority of businesses in the United Kingdom plan to reduce their flying in the next 10 years. The motion has been signed by 4 MSPs.

EUROPEAN NEWS

Airlines prepare for EU carbon trading scheme as aviation directive comes into force

A directive incorporating aviation into the European Union Emissions Trading Scheme (EU ETS) has entered into force, obliging member states to put in place appropriate legislation within a year. All flights landing or taking off from EU airports will have to buy CO₂ allowances under the bloc's cap-and-trade system under the new directive. Trading officially begins in 2012, while member states have a year to transpose the directive into national law. Furthermore, each carrier operating flights to or from the EU will now have to submit a plan describing how it intends to monitor and report on emissions.

Delays under current European Union Presidency

Negotiations to produce a successor to the National Emissions Ceiling Directive stalled in 2008 and are unlikely to resume under the current Presidency of Václav Klaus (Czech Republic). President Václav Klaus is a vocal climate change sceptic and shows little enthusiasm for environmental legislation. The next rotation of the European Union presidency begins July 2009 and moves to Sweden.

INTERNATIONAL NEWS

United Nations Climate Change Conference, Poznań, Poland, December 2008

The United Nations Climate Change Conference in Poznań, Poland, was held from 1-12 December 2008. The conference involved a series of events, including the fourteenth Conference of the Parties (COP 14) to the UN Framework Convention on Climate Change (UNFCCC) and fourth Conference of the Parties serving as the Meeting of the Parties to the Kyoto Protocol (COP/MOP 4).

The outcomes from the meetings at this event covered a wide range of topics, including the Adaptation Fund under the Kyoto Protocol, the 2009 work programmes of the Ad Hoc Working Group on Long-term Cooperative Action under the Convention (AWG-LCA) and the Ad Hoc Working Group on Further Commitments for Annex I Parties under the Kyoto Protocol (AWG-KP); outcomes on technology transfer, the Clean Development Mechanism (CDM), capacity building, national communications, financial and administrative matters, and various methodological issues. The main focus was on long-term cooperation and the post-2012 period, when the Kyoto Protocol's first commitment period expires. In December 2007, December 2009 was set as the deadline for agreeing on a framework for action after 2012.

Reuters has reported that recession and the change of U.S. administration make meeting the 2009 deadline unlikely. Environmental Protection UK (EPUK) believes that little progress was made on emissions reduction targets and clean technology transfer mechanisms for developing countries. The next major UNFCCC gathering will take place from 29 March to 8 April 2009 in Bonn, Germany.

REGIONAL NEWS

Shannon Airport - Ryanair job losses

Ryanair is to cut 100 jobs at Shannon and reduce the number of routes from 30 to 25 in an effort to reduce losses. There will also be a reduction in the number of aircraft based at Shannon, which is to be reduced from 6 to 4 in the summer months. Weekly flights from Shannon Airport by Ryanair will now drop from 136 to 116 flights from March 30.

Edinburgh Airport - Expansion plans unveiled

Airport operator BAA has unveiled details of its £40 million expansion plan of Edinburgh Airport. The terminal expansion project - the first phase of a planned £100 million investment over the next five years - will increase the airport's passenger capacity and include new shops, bars and restaurants. The airport handled nearly 9 million passengers in 2008, nearly double the 4.5 million passengers that used the facility in 1998.

Robin Hood Airport - Armthorpe Parish Council objects to lifting restrictions

Armthorpe Parish Council has objected to plans to lift restrictions on night-time cargo flights at Robin Hood Airport. The airport wants to overturn a ban on noisier aircraft such as Boeing 747s flying at night to bring it in line with other airports that accept cargo flights. During Armthorpe's February Parish Council meeting, Councillors unanimously objected to the plans citing an increase in noise during the night. A consultation period into the proposals closed on January 30. The application is now due to go before Doncaster Council's planning committee in March.

INDUSTRY NEWS

Schipol Airport, Netherlands - Low frequency noise barrier

Schiphol Airport in Amsterdam, Netherlands has announced it will construct a very innovative barrier to protect a neighbourhood close to the fifth runway from low frequency noise. The barrier is a tent parallel to the runway that is open for noise waves on one side and closed on the other side, to trap the noise inside. Local residents are very happy that finally something will happen. But how effective the barrier will be is not completely clear. Low frequency noise is difficult to stop and the effectiveness of the tent design has not been proven yet. The idea is that the tent will be used as a greenhouse to grow algae in shallow basins. The algae should be harvested for bio-fuel production. The airport even suggested pumping de-icing fluid waste water into the basins. This fluid is biodegradable and might add to the production of bio-fuel.

MEDIA NEWS

Sale of Gatwick Airport

Janes Information Group has reported that the Managing Director of Gatwick Airport, Andrew Flower, has stated that completion of the sale of London Gatwick is on track for March or April. Ferrovial President, Joaquin Ayuso, has said that the deal may even be completed sooner. The company hoped to finalise the sale of Gatwick in late March or early April.

Reuters has reported that the consortium comprising the infrastructure arm of private equity group 3i and two Canadian pension schemes (the Ontario Teachers' Pension Plan and the Canada Pension Plan) have pulled out of the bidding for Gatwick Airport. 3i Group claimed that it had dropped the Gatwick bid because it did not want to meet the price being asked (believed to be in the region of £2 billion).

The withdrawal of this group leaves four potential bidders. Three confirmed bidders: Deutsche Bank's RREEF Infrastructure in partnership with Babcock & Brown, Global Infrastructure Partners (GIP), and Lysander Gatwick Investment Group (GIP). GIP is a joint venture between General Electric and Credit Suisse (owner of London City airport). Lysander Gatwick Investment Group is a consortium made up of Citigroup Infrastructure, Vancouver Airport Services and the John Hancock life insurance group. The fourth potential bid has been made by Manchester Airports Group and Borealis (a Canadian pension fund).

TRAFFIC STATISTICS

AEA -Traffic and Capacity Data

The Association of European Airlines has released traffic and capacity data for its members in December 2008. The December figures gave an indication of just how much the market has weakened. Passenger traffic was 3.5% down on December 2007, with every route area showing a decrease except Europe-Middle East, which posted a plus 6.3%. Cargo traffic showed a catastrophic decline of 21.4%, by far the steepest on record. Members of the AEA boarded almost 366 million passengers in 2008, 5.4 million fewer than in 2007. However, as AEA points out, the decrease was triggered by a restructuring in some domestic markets. Using the standard industry measure of passenger-kilometres, traffic registered a small increase, of 1.2%.

FORTHCOMING EVENTS

'The Aviation Debate: Can the Growth Continue?', 25 February

Waterfront Conferences are hosting 'The Aviation Debate: Can the Growth Continue?' on 25 February in central London. This conference will focus on the challenges ahead for the industry. The conference plans to tackle the following questions; can aviation growth be delivered whilst meeting climate change and air quality targets, where can the growth be accommodated and what will be the impact of the current economic downturn on the industry. The conference will also look at how the Planning Bill will affect future aviation expansion, and whether or not the National Policy Statement (NPS) on aviation will mirror the growth agenda of the 2003 Aviation White Paper. Further information is available at:

<https://www.eventsforce.net/waterfront/frontend/reg/homepage.csp?eventID=36>.

'ACI Europe (SMAG) Regional Airports Conference', 2-4 March

The ACI Europe Small and Medium-Sized Airports Action Group (SMAG) will be holding a conference and exhibition bringing together leading expert speakers to address the most important issues facing small and regional airports. The event's title is 'Strategies for success – How to weather the economic crisis and secure a profitable future', and is a new annual meeting place for this rapidly growing demographic of airports to exchange knowledge, share best practice and discuss issues of common interest. The conference will be held 2-4 March, at the Design Centre, Linz, Austria.

In addition to the SMAG conference, delegates are invited to attend the ACI Europe/anna aero 'Airport Network Planning Course' in partnership with anna.aero and The Route Shop. Further details: <http://www.aci-europe-events.com/smag-conference/>

'Infrastructure Planning Commission: End of Delay or Potential Disaster?', 4 March

This Royal Town Planning Institute conference will examine the Infrastructure Planning Commission, Nationally Significant Infrastructure Projects, and National Policy Statements. This conference will be held at Gravesham Borough Council, Gravesend on 4 March. Further details at: <http://www.rtpi.org.uk/ct/EVENT/711/11/events/711>.

'Omega Dissemination Conference: Strengthening the Knowledge Base', 4 & 5 March

Latest academic understanding will be shared on some 40 Omega studies and activities addressing science, technology and economic issues ranging across the aviation sustainability debate. Further information is available at: <http://www.omega.mmu.ac.uk/omega-dissemination-conference-royal-society-london-4-5-march.htm>

'Marketing & Market Research for Air Transport: Practical Techniques & Strategies', 4-6 March

Department of Transport Studies from University of Westminster are hosting a seminar entitled 'Marketing and Market Research for Air Transport: Practical Techniques and Strategies' on 4-6 March at Westminster University, London. This seminar aims to create a forum to discuss the key elements of marketing strategy for airlines and airports, to explain how to effectively conduct market research and to address some of the current and future challenges. It will be of interest to marketing and commercial managers of airlines and airports, staff involved with passenger surveys and market research, aviation specialists in Government departments, suppliers of air transport products and consultants who are working in the field of air transport. For more details: <http://home.wmin.ac.uk/transport/tsgshort.htm>.

'Managing Noise in Low Carbon Neighbourhoods', 10 & 11 March

This noise workshop will look at balancing priorities to ensure that measures to manage noise are not neglected in the race to reduce carbon emissions. With increasing intensity of development and the drive to address climate change, joined up thinking at local, national and European level is required to ensure that measures to tackle climate change have due regard to the impact of noise on local communities and our remaining quiet rural areas. This event plans to examine best practice and policy that will help local and national Government achieve this, with practical case studies and latest policy developments. Further information at: <http://www.environmental-protection.org.uk/events/details/?id=1742>.

'Delivering Regional Spatial Strategies: A Map around the Maze', 12 March

Waterfront Conferences are hosting this event at Bircham Dyson Bell, London on 12 March. It seeks to help attendees to navigate and learn how to make the most of the system to deliver effective Regional Spatial Strategies (RSS). Key issues will include if the RSS is succeeding, if they provide sufficient detail to function as part of the Development Plan alongside LDFs, and if RSS policies are worded to allow that. For more information please see : <https://www.eventsforce.net/waterfront/frontend/reg/homepage.csp?eventID=40>.

'Connecting the Northern City Regions: The Crucial Role of Transport', 17 March

Waterfront Conferences are hosting this conference at Bridgewater Hall, Manchester on 17 March. This conference examines the implications for transport and regeneration of the move to statutory city regions and looks at how the North's transport links can be improved helping to reduce the North-South gap by improving links between the North's city regions and providing better links into the core cities. Further details at : <https://www.eventsforce.net/waterfront/frontend/reg/homepage.csp?eventID=43>.

'The Future of European Rail', 17 & 18 March

Marketforce Conferences are hosting 'The Future of European Rail' on 17 & 18 March, at The Imperial Riding School, Vienna. Rail is one of Europe's most important growth areas, integral to the delivery of larger political and economic objectives including greater integration, environmental protection and internationally competitive markets. Despite a bright future for the sector, not all companies will prosper. The European Commission's emphasis on competition will inevitably produce both winners and losers and this conference provides an opportunity to consider how the continent's rail market is developing and what strategies will give operators the best chance of success. Further details at: <http://www.marketforce.eu.com/eurail/>.

'Airport Economics and Finance Symposium', 30 March-3 April

Department of Transport Studies from University of Westminster are hosting a seminar entitled 'Airport Economics and Finance Symposium' on 30 March - 3 April at Westminster University, London. This seminar intends to provide an insight into the key economic and financial issues that are crucial to airport managers and planners around the world. For more information see: <http://home.wmin.ac.uk/transport/tsgshort.htm>.

'Aerospace 2009: Facing up to the Future', 21-23 April

The Royal Aeronautical Society is hosting their annual conference with the title of 'Facing Up to the Future' on 21-23 April at the Royal Aeronautical Society, London. This conference will consider the strategic relevance of air power, the availability of novel, future-proofing technologies and the need to take a holistic but sustainable approach to the transport needs of tomorrow. For more details see: <http://www.aerosociety.com/annual>.

'The ENDS Report's 5th Annual Corporate Carbon Reduction Conference', 22 April

Haymarket Events are hosting the ENDS Report's 5th Annual Corporate Carbon Reduction Conference at the Ibis Hotel, London on 22 April. The event will focus on the environmental and economic benefits of committing to reducing your business's carbon emissions. The conference will focus on the following issues; standards and legislation (e.g. Climate Change Act, ISO 14064/14001); cutting costs (economic case for carbon reduction); accurate measurement and reporting (accurate data collection and footprint calculation); and communicating the footprint reduction agenda to stakeholders. Further details at: <http://www.haymarketevents.com/conferenceDetail/316/the-ends-reports-5th-annual-corporate-carbon-reduction-conference>

'High Speed Networks', 23 April

Waterfront Conference in partnership with First Class Partnerships Rail Consultants are hosting 'High Speed Networks' on 23 April at Stephenson Harwood, London. This seminar will explore the case for the construction of high-speed links in the UK and will discuss these in the context of UK and wider European networks. The seminar will provide a forum for the consideration of the key policy and funding issues that will need to be addressed if Britain's high-speed links are to be delivered. Further details are available at: <https://www.eventsforce.net/waterfront/frontend/reg/homepage.csp?eventID=29>.

'Airport Cities World Conference & Exhibition', 27-29 April

The Airport Cities World Conference & Exhibition is to be held in Athens, Greece on 27-29 April. Airports have become powerful engines of local economic development, attracting aviation-linked businesses of all types to their environs. Along with incorporating a wide variety of retail and consumer services into passenger terminals, many airports are developing their landside areas with hotels, conference and exhibition centres, office and shopping complexes, recreation facilities and logistics and free-trade zones. Such commercial development is substantially and positively impacting the financial bottom line of airports. It is also transforming them into airport cities as they become significant employment, shopping, business and leisure destinations in their own right. For further information at: http://www.insightgrp.co.uk/Conference_ACE-ATHENS.html

'Public Transport '09', 30 April

Public Service Events are hosting 'Public Transport 09' at Clarendon Suites, Birmingham on 30 April. This conference will look at the new role of Passenger Focus, the independent rail consumer watchdog. Following a consultation with the Government and the Department for Transport, it was decided to increase the remit of Passenger Focus from just rail to include bus and coach passengers. It will also look at modern transport system, such as Crossrail, Local Transport Act and also High Speed 2. Further details at: <http://www.publicserviceevents.co.uk/main/overview.asp?ID=83>

'Noise Action Week' 18-22 May

Noise Action Week (18 – 22 May) is being co-ordinated by Environmental Protection UK (EPUK). The event gives everyone involved in managing noise problems the opportunity to focus public and media attention on the difficulties excessive noise can cause. Whether you decide to carry out activities throughout the week, or just for one day, Noise Action Week provides the perfect opportunity to promote new or existing services, raise awareness of the impacts of noise, carry out educational work with schools, or focus on a particular theme such as noise from licensed premises or barking dogs. For further details see: <http://www.noiseactionweek.org.uk/>

'Railway Improvement 09', 21 May

'Railway Improvement 09' is a conference hosted by Public Service Events on 21 May at The Barbican, London. Rail travel has never been under the public spotlight as it is today. With increased passenger fares, crowded carriages and line work, the modern commuters are facing tough decisions, and do they keep travelling by rail or move to other modes of transport, which again lead to questions surrounding sustainability and the environment. 'Railway Improvement 09' will look at the key area 'passenger travel', how passenger travel can be improved without causing further hindrance to the customer and the future for rail travel in the UK. For more information see: <http://www.publicserviceevents.co.uk/main/overview.asp?ID=75>

'European Conference for Aviation Campaigners', 30 & 31 May

A 'European Conference for Aviation Campaigners' is to be held in Siena, Italy on 30 - 31 May (to be confirmed). This conference is being held by the Union Européenne contre les Nuisances des Avions - European Union against Aircraft Nuisances (UECNA). This conference will allow campaigners to converse with each other, giving them the chance to learn from and exchange ideas with each other, and to think about how they can work more closely together. This

conference will examine the following areas: noise, climate change, economics and jobs, and alternatives to flying.

'The Future of Rail', 24 & 25 June

Marketforce Conferences are hosting 'The Future of Rail' on 24 & 25 June, at One Whitehall Place, London. The UK rail system's struggle with capacity constraints and under-investment has been widely discussed. However, the ongoing economic downturn adds another problematic dimension to the list of difficulties the industry faces. The threat of falling passenger numbers and reduced funding could undermine the emerging optimism around the industry and it is essential that regulators, operators and infrastructure managers devise some intelligent and innovative strategies to push the industry forward. This conference will discuss how the rail industry will both handle the next twelve months and also shape its long-term future. Further details at: <http://www.marketforce.eu.com/ukrail/>.

'Euronoise 2009', 26-28 October

The '2009 Euronoise' event will be held at the Edinburgh International Conference Centre, Edinburgh from 26 to 28 October. Euronoise is the European conference on noise control, co-ordinated by the 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/>

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.

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