

**10 to 16 December 2011 – Regional and Industry News**

STRATEGIC AVIATION SPECIAL INTEREST GROUP  
of the Local Government Association

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## SASIG 2011/12 Meeting Date

The forthcoming SASIG meeting in 2011/12 will be on:

**Friday 24 February 2012**

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?pageld=27909>.

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## Regional News

### Government support vital to help Durham Tees Valley Airport

16 December 2011

The Institute of Civil Engineers North-East has called for more Government support for the struggling Durham Tees Valley Airport following the announcement by majority owner, Peel Airports, that it is selling up. A spokesman from Peel Airports said the company was confident it could find a buyer, but said the airport no longer fitted in with the company's strategic plan.

The latest passenger figures released by the Civil Aviation Authority (CAA) further demonstrate the problems of the airport, with the rolling 12-month figure for Durham Tees Valley dropping another 7,000 to 192,000, its lowest figure in more than 35 years.

Stephen Larkin, Director of the Institute of Civil Engineers North-East, criticised the extent of focus on airports in the South-East in the debate around additional runway capacity in the UK. Mr Larkin promoted the valuable surplus capacity in regional airports, including at Durham Tees Valley Airport, which can be put to good use.

Responding during Prime Minister's Question time, David Cameron said the key to the future of the airport was whether it was being invested in and expanded, rather than its ownership.

[http://www.thenorthernecho.co.uk/news/9423534.Government\\_support\\_vital\\_to\\_help\\_save\\_Durham\\_Tees\\_Valley\\_Airport/](http://www.thenorthernecho.co.uk/news/9423534.Government_support_vital_to_help_save_Durham_Tees_Valley_Airport/)

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## Industry News

### **Slight drop in BAA Ltd. airport passenger numbers**

12 December 2011

There was a slight drop of 0.9% in passenger numbers at BAA Ltd.'s six UK airports in November 2011 compared with the same month in 2010. The company said 7.8 million passengers used its airports - Heathrow, Stansted, Southampton, Edinburgh, Glasgow and Aberdeen - during the month.

The figures included a slight drop at Heathrow with 5.2m passengers passing through the airport, 0.5% down on the same month in 2010. BAA Ltd. said it had expected a drop in figures because of bad weather and the UK Border Agency strike at the end of the month.

The number of domestic travellers using BAA Ltd.'s airports continued to decline - a fall of 12.3% compared with November 2010, due mainly to a cut in the number of domestic flights operating to and from Heathrow.

BAA Ltd. did, however, report growth in the number of passengers travelling to and from the North Atlantic region - rising by 3.6%. Also, passenger numbers at BAA Ltd.'s three Scottish airports were boosted by a 10.8% rise in travellers flying to European hubs such as Amsterdam, Paris and Frankfurt. This more than offset the decline in numbers to Heathrow.

A 3.2% increase in passenger numbers at Edinburgh airport was reported, with gains of 5.4% in European scheduled traffic and 9.1% on North Atlantic services.

A recent runway extension at Aberdeen airport had enabled the opening of new routes and a new service to Frankfurt, which had helped drive growth of 21.6% in European scheduled traffic. Passenger numbers at Aberdeen airport increased by 16.1%, continuing recent strong performance at the airport.

Air and Business Travel News <http://www.abtn.co.uk/news/1216704-slight-drop-baa-airport-passengers>  
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### **International Union of Railways (UIC) reports high-speed rail is far cleaner than cars or planes**

12 December 2011

The carbon footprint of high-speed rail (HSR) can be 14 times less than that from cars and 15 times less than that from planes, two new reports have claimed.

The two studies, 'High Speed Rail and Sustainability' and 'Carbon Footprint of High Speed Rail Lines' were commissioned by the International Union of Railways (UIC). The organisation said that for the first time, these studies had measured the full lifecycle of a high-speed rail project including planning, construction and operation.

The main study, 'High Speed Rail and Sustainability', looks at the social, economic and environmental aspects of high-speed rail travel. The supporting study, 'Carbon Footprint of High Speed Rail Lines', looks at four case studies of high-speed rail projects measuring their carbon emissions at each stage of their development.

By encouraging a shift from both air travel and cars, the report said HSR was helping to cut congestion and reduce pollution, whilst offering many of the desirable attributes of any mode of travel – speed, comfort, reliability and safety.

Press release: [http://www.uic.org/com/IMG/pdf/111208\\_high\\_speed\\_rail\\_study.pdf](http://www.uic.org/com/IMG/pdf/111208_high_speed_rail_study.pdf)  
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## **United Nations climate negotiations – international aviation still excluded**

13 December 2011

More so than in recent years, international aviation received some high-profile attention at the United Nations' climate negotiations<sup>1</sup> held in Durban, 28 November – 9 December 2011. The now familiar pattern of a last-minute balancing act between success and failure did at least result in some decisions being taken that will lead the process through the rest of the decade.

This outcome was mainly due to discussions about sources of long-term funding for the Green Climate Fund (GCF) and an attempt by India to raise the issue of unilateral trade measures imposed by richer countries at the expense of the developing world. This move by India was partly aimed at heading off the inclusion in the European Union's Emissions Trading Scheme (ETS) of airline operators in non-Annex I countries.

Negotiations over action to deal with emissions reduction from international aviation and shipping (based on consumption of bunker fuel) did not reach conclusions. These difficulties will be further exacerbated by the winding up of working group concerned (AWG-LCA), to be replaced by another by the time of the next set of negotiations in Qatar.

This round of negotiations secured a decision by the Parties involved to adopt a universal legal agreement on climate change by no later than 2015; however, difficulties remain around how to deal with conflicting UN principles.

<http://unfccc.int/2860.php>

<http://www.greenaironline.com/news.php?viewStory=1386>

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## **Virgin Atlantic criticises Government for disregarding responses to recent APD consultation**

16 December 2011

Virgin Atlantic has led criticism of the Government for disregarding the “vast majority” of responses to the recent Air Passenger Duty (APD) consultation. The Treasury published its response to the consultation in December 2011, after it confirmed plans to increase APD by some 8% in April 2012.

The 27-page document acknowledged that there had been calls for changes to APD, largely around the current banding and the inclusion of premium economy in the higher rate. These were dismissed by the Treasury, however, as being too costly or complicated. The Government also stated that a “substantial minority” were in favour of retaining existing rules.

Chloe Smith, Economic Secretary to the Treasury, identified that it was clear from consultation responses on class of travel that premium economy products vary significantly between airline operators. 16% of respondents to the consultation called for the current rules on Premium Economy to stay the same, while on the matter of whether or not to retain the existing four-band structure, just 6% were in favour.

Air and Business Travel News

<http://www.abtn.co.uk/news/1616718virginaccusesgovernment%E2%80%99Cignoring%E2%80%9D-apd-consultation>

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<sup>1</sup> UNFCCC COP – United Nations' Framework Convention on Climate Change, Conference of the Parties.

## Traffic Statistics

### Civil Aviation Authority (CAA) traffic statistics (October 2011)

The Civil Aviation Authority (CAA) provides monthly UK aviation statistics.

The total terminal and transit passenger (PAX) figures for October 2011 compared with October 2010 are summarised below:

- for all reporting UK airports in October 2011 - **18,371,494** compared with **18,525,269** in October 2010, a decrease of **0.83%**;
- for all reporting regional airports in October 2011 - **6,659,871** compared with **6,769,421** in October 2010, a decrease of **1.64%**; and
- for all reporting London airports in October 2011 - **11,711,623** compared with **11,755,848** in October 2010, a decrease of **0.38%**

The total air transport movement (ATM) figures for October 2011 compared with October 2010 are summarised below:

- for all reporting UK airports in October 2011 - **157,712** compared with **161,568** in October 2010, a decrease of **2.39%**
- for all reporting regional airports in October 2011 - **70,387** compared with **73,915** in September 2010, a decrease of **4.77%**; and
- for all reporting London airports in October 2011 – **87,325** compared with **87,653** in October 2010, a decrease of **0.37%**

A selection of the CAA figures for passengers (terminal and transit) and air transport movements (ATMs) for October 2011 are given in the following table for the larger English airports, showing the percentage change from a year earlier.

Reporting Airport Name	Total ATM Oct 2011	Total ATM Oct 2010	ATM % change	Total PAX Oct 2011	Total PAX Oct 2010	PAX % change
Gatwick	21,199	21,202	-0.01%	2,923,271	2,851,370	2.52%
Heathrow	41,018	40,824	0.48%	6,023,140	6,108,756	-1.40%
London City	5,972	5,946	0.44%	262,667	252,566	4.00%
Luton	6,819	6,705	1.70%	865,421	821,907	5.29%
Stansted	12,317	12,976	-5.08%	1,637,124	1,721,249	-4.89%
<b>London total</b>	<b>87,325</b>	<b>87,653</b>	<b>-0.37%</b>	<b>11,711,623</b>	<b>11,755,848</b>	<b>-0.38%</b>
Birmingham	7,390	7,841	-5.75%	763,478	793,357	-3.77%
Blackpool	823	984	-16.36%	16,578	16,863	-1.69%
Bournemouth	608	777	-21.75%	62,835	81,368	-22.78%
Bristol	4,707	4,992	-5.71%	532,558	551,419	-3.42%
Cardiff	1,442	1,581	-8.79%	113,755	135,999	-16.36%
Coventry	145	0	0.00%	0	0	0.00%
Doncaster Sheffield	659	794	-17.00%	86,818	95,432	-9.03%
Durham Tees Valley	473	615	-23.09%	13,408	20,374	-34.19%
East Midlands	5,252	5,201	0.98%	411,952	402,032	2.47%
Edinburgh	9,718	9,874	-1.58%	868,563	853,539	1.76%
Exeter	1,151	1,232	-6.57%	68,448	73,183	-6.47%
Glasgow	6,429	6,780	-5.18%	664,209	664,260	-0.01%
Humberside	1,102	1,273	-13.43%	22,572	26,912	-16.13%
Leeds Bradford	2,652	3,204	-17.23%	245,935	273,472	-10.07%
Liverpool (John Lennon)	4,117	4,033	2.08%	489,201	482,054	1.48%
Manchester	13,806	13,624	1.34%	1,683,901	1,638,541	2.77%
Newcastle	4,049	4,524	-10.50%	407,772	434,728	-6.20%
Newquay	405	1,014	-60.06%	13,576	28,985	-53.16%
Norwich	1,758	1,784	-1.46%	38,290	40,157	-4.65%
Southampton	3,526	3,713	-5.04%	151,997	156,746	-3.03%
Southend	175	75	133.33%	4,025	0	0.00%
<b>Regional total</b>	<b>70,387</b>	<b>73,915</b>	<b>-4.77%</b>	<b>6,659,871</b>	<b>6,769,421</b>	<b>-1.64%</b>
<b>TOTAL</b>	<b>157,712</b>	<b>161,568</b>	<b>-2.39%</b>	<b>18,371,494</b>	<b>18,525,269</b>	<b>-0.83%</b>

CAA Statistics for October 2011 (published December 2011).

<http://www.caa.co.uk/default.aspx?catid=80&pagetype=88&pageid=3&sqlid=3#Data>  
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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: ABTN Air & Business Travel News, ACI Airports Council International, AERBT An Executive Review of Business Travel, Airwise.com, Anna Aero, Aviation International, BAA Ltd, ENDS Environmental Data Services, Financial Times, IATA International Air Transport Association, BBC, The Guardian, The Independent, Planning Portal, The Telegraph, Transportinfo, United Kingdom Parliament.

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