

## Report to Partnership Meeting 3<sup>rd</sup> June 2011

### Strategy Development

#### Department for Transport Consultation – Sustainable Framework for Aviation

##### Purpose of Report

To introduce the Department for Transport Consultation Exercise launched in March 2011 entitled, "A Sustainable Framework for Aviation" and to seek approval for a HITRANS response to be submitted to the consultation.

##### Background

Secretary of State for Transport Philip Hammond launched the scoping consultation on a new UK aviation policy in March. This begins a process that will lead to the eventual publication of a 'sustainable framework policy' in early 2013.

The statement sets out the coalition Government's priorities for aviation and labels the current Air Transport White Paper as "fundamentally out of date because it fails to give sufficient weight to the challenge of climate change".

##### Scoping Document

The scoping document reiterates the Government's decision not to build new runways at Heathrow, Gatwick and Stansted, while challenging the industry to ensure any growth is consistent with environmental goals and "protecting the quality of life of local communities".

The consultation seeks comment and supporting evidence in three key areas:

- aviation's economic contribution,
- aviation and climate change, and
- protecting the local environment.

The aim of the scoping document is to define the debate as Government develops the long-term policy for UK aviation. The document sets out strategic questions which have been compiled following a short period of informal engagement with a representative sample of stakeholders across the aviation sector, wider business groups, local government, and environmental organisations.

The scoping document does not focus on aviation policies where work is already being taken forward elsewhere, for example, airport economic regulation, aviation safety, and aviation security regulation. This approach is intended to provide clarity for stakeholders and avoid the need for them to duplicate their responses to the Government on different aviation policy initiatives.

## **Consultation**

The consultation will be open for 6 months and will close on 30<sup>th</sup> September 2011 to give people sufficient time to respond to the detailed questions set out in the scoping document. ‘Developing a sustainable framework for UK aviation: scoping document’ can be viewed at:

[www.dft.gov.uk/consultations/open/2011-09/](http://www.dft.gov.uk/consultations/open/2011-09/)

## **HITRANS Response to Consultation**

The scoping consultation was included on the agenda of the HITRANS Aviation Advisory Group meeting to establish the approach HITRANS should follow in responding to the consultation. It was agreed that there would be value in responses being submitted by a number of organisations including HITRANS. Where possible the responses should be coordinated to ensure a clearly focused response is provided to give a consistent voice on the really important issues. The Scottish Government / Transport Scotland advised that they will host a stakeholder event to discuss the scoping consultation in July and this will help them compile their response. It was agreed at the Aviation Advisory meeting that HITRANS should consider responding to the Scoping Consultation and that our response should be closely coordinated with other responses such as those from the Scottish Government, Highlands and Islands Airports and HIE (if they are responding).

A number of key issues relating to the case to be made by HITRANS through the response to the consultation were identified at the Aviation Advisory Group and these included the following items:

- Need to have a consistent message in Highlands and Islands responses to consultations of this type.
- High Speed Rail 2 needs to deliver slots at London Hub Airports for the UK’s remoter Regions
- London’s World City Status should reflect its role as a hub for the rest of the UK.
- Action is needed on the development of Air Passenger Duty which should be devolved to the Scottish Government.

## **Recommendation**

1. Members are asked to note the report.
2. Members are asked to approve the submission of a HITRANS response to the consultation with the content to be approved under powers delegated to the Chair, Vice Chair and Partnership Director.

Risk	Impact	Comment
RTS delivery	✓	The proposed response supports delivery of the RTS aviation horizontal theme and the outputs from the Review of Air Services in the Highlands and Islands by endeavouring to ensure Government aviation policy is fit for purpose in the Highlands and Islands.
Policy	✓	As above
Financial	-	
Equality	-	

**Report by:** Ranald Robertson  
**Designation:** Partnership Manager  
**Date:** 18<sup>th</sup> May 2011