

**COMING EVENTS**

- 3 March** SPOKES Election Forum for the Scottish Parliament, Friends Meeting House, Victoria Terrace, Edinburgh 7.30 pm (details from Tom Rye 0131 229 3057 evenings)
- 4 March** RUCC(S) Quarterly Meeting in Glasgow. This is open to members of the public; for details, contact Bill Ure, RUCC(S) Secretary, 0141 221 7760
- 13 March** Talk by A MacPherson, ScotRail Manager, 'ScotRail into the Millennium' to SAPT AGM at Atholl Palace Hotel, Pitlochry, 12 noon (guests wishing to attend should contact John McCormick, SAPT Chairman 0141 639 3697)
- 19 March** CIT/RTPI Scottish Conference, Inchyra Grange Hotel, Falkirk 'Prospects for Integrating Transport Policy, Land Use Planning and Logistics Management in a Devolved Scotland' - includes speakers from the four principal political parties (£95 plus VAT for CIT/RTPI members, £110 for non-members) - further information from John Saunders 0131 469 3728 or Dave Reid 01383 825510
- 26 March** Scottish Forum for Transport and the Environment, Conference on major new Report from SFTE on Transport Policy Options for a Sustainable Scotland, Falkirk Town Hall, varied fees up to £90 (including copies of the 120 page report), for details contact Brian Weddell, SFTE Secretary at Redwood House Fax 0131 455 5141
- 26 May** STSG Conference on Transport and Tourism, Keynote Speaker, Lord Gordon of Strathblane, Chairman, Scottish Tourist Board - details from Brian Weddell, STSG Organiser at Redwood House Fax 0131 455 5141
- 26 May** West Lothian Council/TRANSform Scotland Conference on Slower Speeds, Linlithgow - details from Colin Howden 0131 467 7714
- 10 June** TR&IN Community Railways for Scotland, North Berwick - details from Paul Salvesson 01484 549737

**How to get your copy of Scottish Transport Review**

Single copies of the Scottish Transport Review can be obtained for £8 including postage. One year's subscription to the quarterly Review costs £25 including postage if UK or EU residents (£30 if resident elsewhere). Cheques should be made payable to the Scottish Transport Studies Group and orders should be sent to Brian Weddell, STSG Organiser, Redwood House, 66 Spylaw Road, Colinton, Edinburgh EH10 5BR.

Discounts are also available for bulk orders - fax Brian Weddell at 0131 455 5141.

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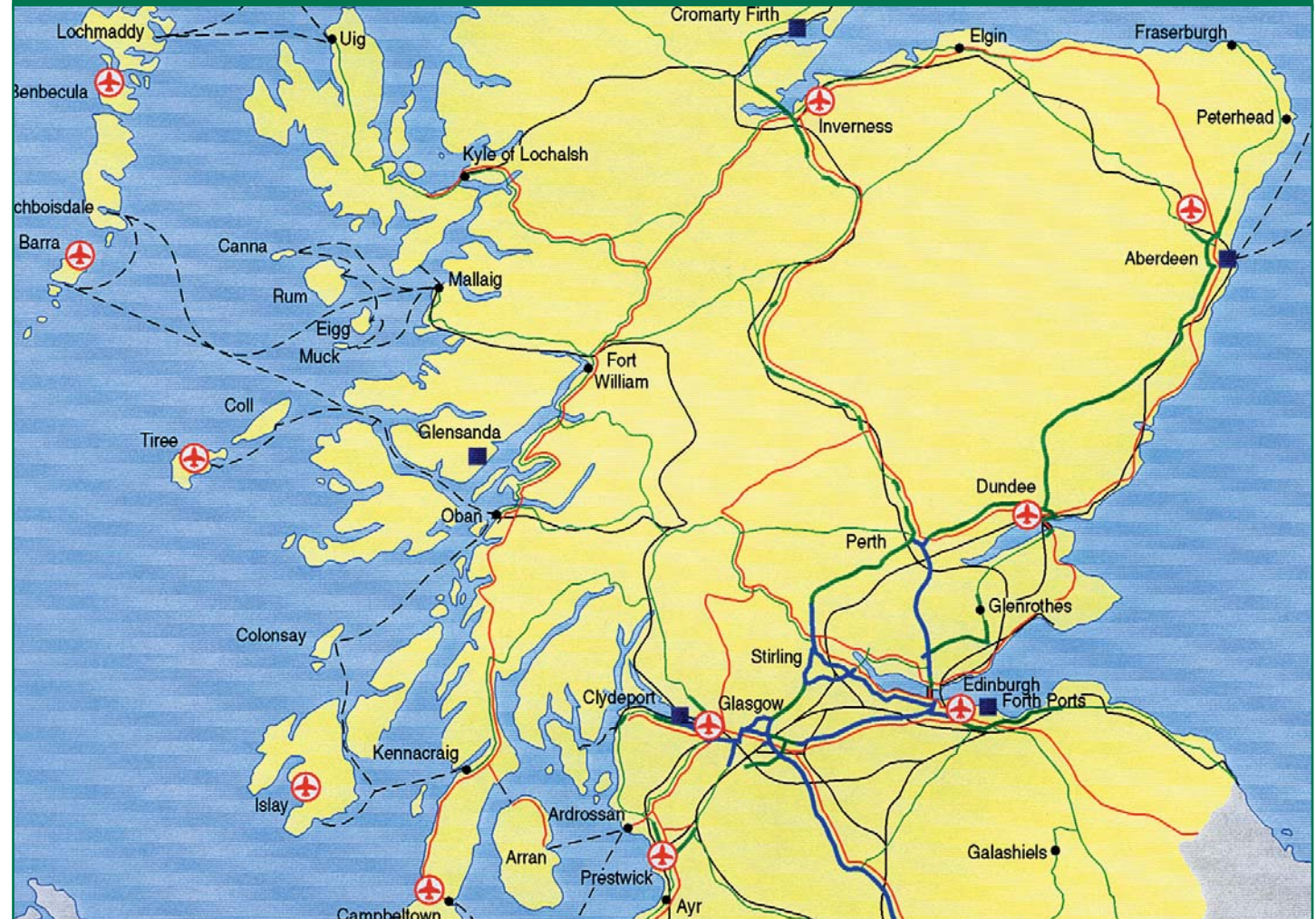
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**SPECIAL THEMES**  
**REGIONAL TRANSPORT PARTNERSHIPS**  
**LONG DISTANCE FREIGHT**



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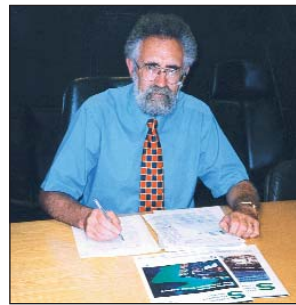
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**EDITORIAL**

This is the last issue to appear before the elections to the Scottish Parliament and it is appropriate that it should include major features on Regional Transport Bodies and on the future of the National Transport Forum for Scotland. Many organisations and individuals will wish to respond to the Scottish Office consultation on these issues and on Land Use Planning and the Scottish Parliament. Hopefully, the consultation period on the former document will be extended from 12 March to coincide with responses on the latter document, sought by 31 March.



The other major articles deal with research which is proceeding on prospects for improving longer distance freight links to and from Scotland - particularly a direct ferry link to continental Europe and opportunities for the rail 'piggyback' operation of road trailers within the UK and through the Channel Tunnel. Rail and ferry services, of course, also have potential for long-distance tourism. Led by SPT, a debate is emerging on mechanisms for introducing direct, daytime rail passenger services to Scotland through the Channel Tunnel. Expensive rolling stock has been built for such services but has been lying unused for more than two years. Irrespective of rail and ferry developments, there are also improving prospects for international air services to and from Scotland. The statistics presented in this issue again confirm strong growth in air travel though the main momentum has come from outgoing leisure travel rather than from business and inwards tourism. This is an area which will receive further consideration in the newly announced Scottish airports and air services study looking forward into the new millennium.

**Tom Hart**, Editor

**Editorial Board**

T Hart, B Weddell, D Halden, I McMahon, S Lockley, Prof H Kirby and Dr A Sieker

The aims of the Scottish Transport Studies Group are "to stimulate interest in, and awareness of, the transport function and its importance for the Scottish economy; to encourage contacts between operators public bodies, users, academia and other organisations and individuals with interests in transport in a Scottish context; to issue publications and organise conferences and seminars related to transport policy and research".

TRI Mission Statement is "To develop in Scotland a Research Institute renowned throughout Europe and the World for the quality and breadth of its work in transport and related issues".

Contributions for the next issue should be sent to the editor at Redwood House by **16 April 1999** or by e-mail to [stsgroup@aol.com](mailto:stsgroup@aol.com).

**Cover Picture** : based on Map of Scotland's Main Transport Links at p. 19 of the Scottish Transport White Paper, July, 1998.

**TRI NEWS**

The TRI has appointed **Professor Austin Smyth**, from the University of Ulster, to a Professorship in Transport Economics. he joins Dr Stephen Stradling at the TRI as the second appointment to be made through the Scottish Higher Education Funding Council development grant.

**Professor Marcus Wigan**, formerly Chief Scientist at the then Australian Road Research Board, Principal of Oxford Systematics and Visiting Lecturer at Monash University and Victoria University of Technology, Australia, has been appointed to a part-time Professorship in Transport Systems.

TRI's capabilities in the areas of data collection and management will be strengthened through the appointment of a Survey and Data Co-ordinator. **Ms Mary Strode** will take up her position in mid February and will be based at Redwood House.

**Derek Swan** has been appointed to the position of Research Assistant in the EPSRC supported project 'Auditory Location Finder (ALF) for elderly, blind and disabled people'. He is based in the Dept. of Electrical Engineering at Napier's Craiglockhart Campus.

**David McGuigan**, formerly of the City of Edinburgh Council, is assisting Dr Tom Rye in a Scottish Office/DETR funded project: Green Commuter Plans - Do they work?

**New Research Projects at the TRI**

The TRI has successfully applied to the EPSRC under it's new 'Partnerships for Public Understanding' scheme. The project, entitled '**An Electronic Guide Dog - How new technology can help the mobility impaired**', will encompass a series of action days for the general public, in particular school children. It will introduce new equipment which guides blind and visually impaired people in the urban environment, and participants will be encouraged to try it for themselves. An involvement in the Edinburgh Science Festival is planned. Children from Edinburgh and Lothian schools will be invited alongside children from the Royal Blind School to help an understanding of what problems people with visual impairment face every day (Contact: Dr Julian Hine at 0131 455 5140)

The EPSRC is also funding a new project under it's '**Structural Integrity**' programme. Dr Neil Hay from Napier's Dept. of Mechanical, Manufacturing and Systems Engineering will develop and test a new approach in this project, 'Structural Integrity validation through virtual simulation testing ' (Contact: Dr N Hay 0131 455 2200)

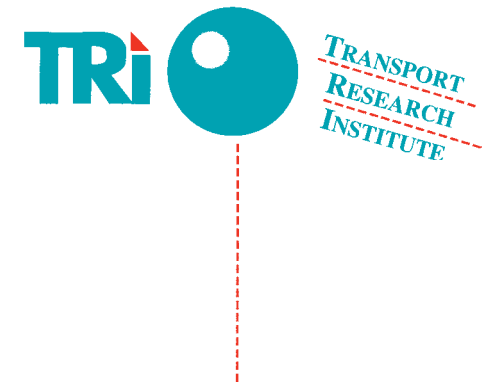
**LATE NEWS**

**Scottish Public Transport Fund** 14 January 1999 was the last date for the first round of applications. Several councils, including Argyll and Bute and Perth and Kinross, did not apply due to the shortage of time and other priorities. However, applications submitted have included:-

**Aberdeen City Council** £8 million over 3 years in association with First Group for park+ride, bus priorities, real time information and bus shelters, **Dundee City Council** £600,000 for bus priorities at traffic lights and real time information, **Glasgow City Council** and SPT £10 million over 3 years in association with First Group to establish a high-quality east-west bus route (with extensive bus priorities) plus other bus priorities on principal roads; improvements at Partick interchange; **Edinburgh City Council** £10.6 million over 3 years for east-west Crossrail services, extending services from Fife and West Lothian into east Edinburgh (with costs trimmed by deletion of proposed station at Portobello) **Clackmannanshire** £330,000 for a new Alloa bus station; **Falkirk Council** £500,000 for cycle lockers, improved pedestrian access and park+ride at stations; **Fife Council** £1 million for interchange improvements at Inverkeithing and a dedicated bus link to **Edinburgh Airport**; **Stirling** and **Scottish Borders Councils** - various projects for improved rural bus services; **East Lothian Council** (on behalf of South-east Scotland Partnership) £590,000 over 3 years towards establishing a South east Scotland Travelticket; **Highland Council** renewal of Corran Ferry

**Volvo** has confirmed closure of the Irvine bus and truck plant. German-owned **Continental Tyres** is seeking a reduction from 1000 to 800 jobs at the Newbridge tyre plant outside Edinburgh

**House of Commons Transport Committee** in a new report has urged government to give close attention to Virgin's proposals for direct continental passenger services to the north of England and Scotland (Herald 28 January).



First ScotRail Unit in New Livery at Glasgow Queen Street, (ScotRail).

**Planning and Sustainable Development : Towards Better Practice**, £25, HMSO, 1998 (based on research by Arup Economics and Planning; argues in favour of higher minimum densities and the development of high-quality public transport corridors/inter changes; suggests that non-residential parking standards should be related to the degree of public transport accessibility)

**Sustainable Urban Development : EU Framework for Action** <http://www.inforeg10.-cec.eu.int/urban/form>

**Passenger Interchanges : Report on Practical Way of achieving Passenger Transport Integration**, CIT, November 1998 (reviewed in LTT 3 December)

Feature article on **Airport Access Strategies**, LTT 3 December

**Land Use Planning under a Scottish Parliament : Consultation Paper**, Scottish Office, January, 1999

**Regional Transport Partnerships and the National Transport Forum for Scotland : A Consultation**, Scottish Office, January, 1999

**Transport Policy Options for a Sustainable Scotland, 2000-2020**, Scottish Forum for Transport and the Environment, £10, 120 pages, February 1999 - copies available from Brian Weddell, Forum Secretary, Redwood House, 66 Spylaw Rd, EDINBURGH EH10 5BR Fax 0131 455 5141 (this Report assesses three policy scenarios for Scotland and their impact with respect to the economy, sustainable development, social inclusion, the environment and quality of life – see Conference notice in "Coming Events", 26 March)

**Breaking the Logjam : The Government's Consultation Paper on fighting Traffic Congestion and Pollution through Road User and Workplace Parking Charges**, DETR, December, 1998

**Road Pricing**, Journal of the Institute of Economic Affairs, Vol 18 No 4, December 1998 (a 'theme' issue dealing with the case for road pricing)

**Changing Trains : A Commercially Sustainable Railway Passenger Policy for Canada**, M Bunting, M Bunting Associates, \$20 (US dollars) 1998 phone/fax 613-531-8788 e-mail pmb<bunting@istar.ca>

**Opportunities for a new Ferry Service between Scotland and the European Continent**, Scottish Enterprise, 1998

**A Comparative Study of the Ferry Industry in Japan and the UK**, Alf Baird, Director, Maritime Transport Research Unit, Napier University Business School, in Transport Reviews, Vol 19, No 1 p.33-55, 1999

**Blueprint for the Next Round of Foresight**, Office of Science and Technology, 1998

**EU Results of Targeted Transport Projects : ANTARES, ENTRANCE, JUPITER, THERMIE Project SUP 198/95**, June, 1998

FTA Review of **Research on Freight Transport and Logistics**, June, 1998 (in association with Forward Trust)

FTA **Business Finance for Road Transport**, August, 1998 (in association with Forward Trust)

FTA **Taxing Truck Fuel - Diesel: The Facts**, Briefing Note, 1998

FTA **No-Car Lanes**, Briefing Note, December, 1998

AA **Clearing the Air**, Information Pamphlet, November, 1998

AA **Our Agenda for Scotland : AA Priorities for the new Scottish Parliament**, AA Scotland, January 1999 (this brief leaflet outlines six priorities for infrastructure, including Regional Transport Bodies and long-term maintenance programmes; it seeks early completion of six 'missing links' in the road network, better road management, a fail deal on taxation, town centres that work and a Motorists Charter for Scotland)

**Climate Change and the Scottish Parliament**, Friends of the Earth(Scotland), 8 page leaflet, 1998

**Stagecoach**, C Wolmar, Orion Books, November 1998, £18.99 hotline 01733 324324 (surveys the amazing growth of Stagecoach since the 1980s including interviews with Brian Souter)

**Walking and Cycling in the City**, World Health Organisation (Europe) 24 pages,) 1998 (stresses advantages of cycling and walking for exercise and for cutting local air pollution)

**Transport and Health : A Briefing for Health Professionals and Local Authorities**, Health Education Authority, Trevelyan House, 30 Great Peter St; LONDON SW1P 2HW, 16 pages, 1998 (written for English authorities but with implications for Scottish practice)

**The Right Track**, Newsletter of the Paths for All Partnership (sponsored by SNH, SE, STB, HEBS, HIE and STV) Issue 5, Autumn, 1998 (includes articles on Countryside Access and Integrated Transport in Clackmannanshire, Sustainable Transport in Falkirk and the Fife Millennium Cycleways)

**Edinburgh Travelmap**, revised map issued by Edinburgh City Council, November, 1998

**Winners and Losers : Company Car Tax Reform**, available from Transport 2000, £10 0171 388 8386 (This report estimates that reform could cut car use by 2.4%)

**Will the Waverley (Rail) Route Reopen?**, feature article in 'Rail' magazine, No 347, 30 December 1998, p22-27

### Keeping up the Momentum on Road Casualty Reduction

A Comment by Derek Halden on Road Accidents Scotland 1997, Scottish Office, October, 1998)

The new statistics in the annual survey of road accidents reinforce the message of recent years that very significant improvements have been made in improving road safety over the past decade. While the 4,423 fatal and serious casualties which occurred still represent a major problem, 1997 was the second lowest year on record for these casualties.

However, since the 1997 casualties are 17% below the 1981-85 average, it appears increasingly unlikely that the Government's one third reduction target by 2000 will be met. Nevertheless, the costs of these casualties to society, estimated using the national values used in cost benefit analysis, have already fallen by over 40% which is equivalent to nearly £900 million.

1997 was the first full year for which casualty statistics were available since local government reorganisation in 1996. Given the many concerns



which have been expressed since then about reduced levels of spending on road safety schemes, casualty figures are being watched carefully. One year does not provide a basis on which to make conclusions but the 4% rise in all casualties between 1996 and 1997 is the largest percentage increase since 1989. The new statistics therefore reinforce the message that there is no room for complacency in programmes to reduce road casualties.

### The Scottish Office/Scottish Parliament

When the next issue of the Review appears, the Scottish Parliament will have been elected and decisions will have been taken on setting up ministerial responsibilities and establishing the Scottish Executive. Meantime, the Scottish Office has been publishing 'daughter' documents of the **Scottish Transport White Paper** and other material relevant for decisions by the Parliament. Three of the 11 'daughter' documents to the Scottish White Paper have now been published. These are:-

- Draft NPP Guidance on Transport and Planning (August 1998)
- Consultation on the Appraisal of Trunk Road Investment (August 1998)
- **Consultation on Regional Transport Partnerships and the National Transport Forum for Scotland** (January, 1999) (summarised at p. 8) - responses to Ewan Cameron, Transport Division 1, Area 2-D, Victoria Quay, EDINBURGH EH6 6QQ e-mail ewan.cameron@scotland.gov.uk by **Friday 12 March 1999**

**Draft Guidance on Local Transport Strategies and Road Traffic Reduction** is imminent with documents to follow being:-

- UK Sustainable Distribution
- GB Bus Policy Consultation Document
- UK Walking Strategy
- New Road Safety Targets for Great Britain for 2010
- Consultation on Road User and Workplace Charges in Scotland
- Strategic Review of the Trunk Road Programme in Scotland
- Review of Trust Ports. ( Editor: Now published by DETR)

Other recent published documents have included **Land Use Planning under a Scottish Parliament** and proposals relating to the working of the Parliament and its relationships with local government (**The Commission on Local Government and The Scottish Parliament : Consultation Paper 2**). The latter paper in concerned with issues of access (in terms of contacts and procedures), information and democratic responsibility. There are no direct references to transport and responses have been sought by **14 February 1999** (to Steve Kerr, Commission Secretary, Area 3-H, Victoria Quay, EDINBURGH EH6 6QQ, 0131 244 7047; fax 0131 244 7058; e-mail steve.kerr@ig-scot-commission.gov.uk)

The Consultation Paper on Land Use Planning derives from prior discussions with COSLA and RTPI and further responses are being sought by **31 March 1999**. These should be sent to John O'Brien, The Scottish Office : Development Department, Planning Division, 2-H47, Victoria Quay, EDINBURGH EH6 6QQ 0131 244 7061. The Paper reviews the planning system and the role of Structure Plans and Planning Policy Guidelines. It seeks closer relationships between land use planning and other aspects of government policy, with particular reference to consistency in the pursuit of sustainable development.

### Sustainable Development and Transport

The Scottish Office has been a party to two further consultation documents on sustainability, both with a response date on 29 January 1999. Responses to the first document, **The UK Climate Change Programme**, should go to Climate Change Team, Environment Group, Area 1H-98A, Victoria Quay, EDINBURGH EH6 6QQ e-mail kathleen.mcaulay@scotland.gov.uk. Responses to the second document, **Sustainability Counts**, should go to Ian Murdoch, Sustainable Development Team, Area 1H, Victoria Quay, EDINBURGH EH6 6QQ 0131 244 1750 e-mail sustainable@scotland.gov.uk.

The **Climate Change** document outlines possible UK progress on reducing greenhouse gas emissions to 2010 on a sector by sector basis. Transport accounted for 39 MtC of emissions (mainly CO<sub>2</sub>) in 1990 and is expected to rise to 42 MtC by 2000 and to 42.4 MtC by 2010. Under revised measures to move towards government targets of a 20% overall cut in greenhouse gas

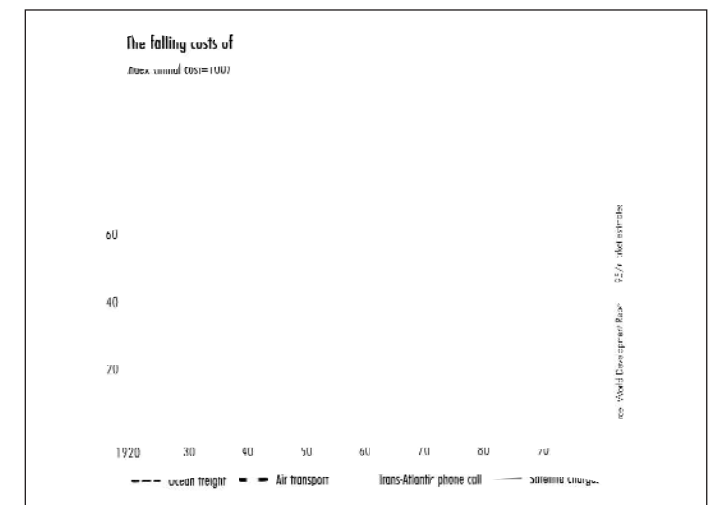
emissions by 2010, the document outlines options which could reduce transport emissions to between 36.4 and 38.4 MtC by 2010 exclusive of international air travel. The commitment to extend measures to include international aviation is noted at para. 124 of the document. Scottish Environment Minister, Lord Sewel, has announced a Forum to develop a strategy for reducing greenhouse gas emissions in Scotland.

**Sustainability Counts** outlines possible indicators of sustainability paralleling existing estimates of GDP. Road traffic levels are suggested as one indicator and others include *emissions of greenhouse gases, days of air pollution and new homes built on previously developed land*.

The Scottish Office has issued new draft regulations for **Environmental Assessment**

### The Network Strategy : Scottish Enterprise

This document, published by Scottish Enterprise in January, develops a Scottish strategy to create and sustain jobs, prosperity and a high quality of life (free copies available from SE Customer Service Desk 0141 248 2700 e-mail scotentcd@scotent.co.uk or on website <http://www.scotent.co.uk>). The document stresses the importance of a value-added, knowledge based and entrepreneurial economy accompanied by a higher priority for social inclusion. It highlights the importance of education, training and a high quality of external links related to a market where physical products were blurring into international services. This is likely to reduce the physical volume of goods movement while increasing the importance of quality of service in the global market and within Scotland. Reference is made to the rapid fall in transport costs since 1920 and, particularly, to recent falls in long-distance phone calls and satellite charges (see Graph).



With the important exception of international links, transport does not figure prominently in future strategy but listed measures of success include:

- the number and frequency of international air and sea links
- availability of modern information and communication networks
- visitor numbers
- a quality of life index capturing a range of economic, environmental and social measures
- levels of derelict land brought back into use in priority areas

### Business Agenda for the Scottish Parliament

The Scottish Office has created 10 'pathfinder' groups to set a business agenda for the Scottish Parliament (Herald, 21 January). The Transport Group will be headed by Brian Souter, Chairman, Stagecoach. All groups have been asked to report on 'half-a dozen' priority concerns by mid-March.

## Transport Taxation and Pricing Issues

Indications of fundamental changes of thinking in this area continue to emerge from the EU and UK and in the preparation of party views in the lead up to the Scottish Parliament. The EU is ploughing a path towards transparency and direct pricing (see inset) while DETR has published a detailed consultation paper on road pricing, **Breaking the Logjam** (December 1998). This deals with congestion tolls, workplace parking charging, motorways tolls and hypothecation and will be followed by a separate Scottish document.

Anticipating the Budget, the FTA has launched a major campaign against continuation of the road fuel tax escalator and there is considerable sympathy in other quarters for a shift to more differentiated pricing and taxation. FTA has also been seeking exemption of delivery lorries from congestion charging and recognition of the case for 'no-car lanes' either for lorries only or shared with buses. Such lanes have been introduced in England but, as yet, there are no Scottish examples. Chancellor Gordon Brown has stated that he is examining a sliding scale of VED related to CO<sup>2</sup> emissions though diesel cars may face a supplement as sources of particulates. Goods vehicle duties were altered on 1 January to discourage vehicles with 11.5 tonne axle weights and other details of VED changes will be announced in the March Budget. Proposals for company car reform have been delayed though research for Transport 2000 suggests that reform could cut yearly car miles by 2.4% (LTT 5 Nov). DETR is consulting on an increase in the permitted length of rigid trucks from 12 metres to 15 metres. The latter already applies in the Netherlands, Germany and Spain.

The Scottish Parliament may move quickly to legislate for both congestion and motorway tolling (Donald Dewar speech quoted in Scotsman, 23 January). Labour, Liberal Democrats and Conservatives are now in broad agreement on such policies though the SNP position is ambivalent. It appears to accept congestion pricing (ISSUE 3 STR, p4) but Alasdair Morgan MP, the new SNP transport spokesman, has floated the idea of raising Scottish income tax by 1p in support of the Scottish road programme (Scottish Daily Express, 21 January). The real debate will be on whether transport will have priority amongst other pressing issues for the Parliament and on the mechanisms and structures used to handle extra funding from differentiated pricing. There could be a significant role for Regional Transport Bodies yet there is disagreement on the extent to which new income should be divided between road schemes and projects aiding modal shifts to public transport, walking and cycling and/or supporting social inclusion.

**Rural petrol stations** are to receive capital grants of £1.2 million via Scottish Enterprise and HIE. These grants will compensate for the cost of meeting higher environmental standards. Filling stations more than 30 minutes drive from a major centre and over 16 kms from the next available station will be eligible.

**Railtrack** The House of Commons Transport Committee has attacked Railtrack for excess profits and weaknesses on safety. Chris Bolt, Acting Rail Regulator has urged Railtrack to increase investment and assume higher risks or face the prospects of a downward review of access charges. Government has been criticised by the National Audit Office for selling Railtrack a price substantially below its value.

**Local Authorities and Transport** Despite some easing of overall funding, local councils in Scotland are still placing severe constraints on road maintenance and allocating little capital to new projects. No transport schemes gained approval in public/private partnership submissions to the Scottish Office and there has been concern at bus tender costs rising ahead of inflation - though only by around 2% in Scotland compared to 7% in England (LTT 3 December). Aberdeen City Council is considering walking allowances for employees and help to relocate nearer to public transport (LTT 18 November). Lothian and Borders Police has adopted a target of cutting serious and fatal road injuries by two-thirds compared to 1981-85 levels (Herald 16 December). For information on the Public Transport Development Fund, see Late News.

## Developments in EU Policy

*Neil Kinnock, EU Transport Commissioner, paid a two-day visit to Scotland in December. Speaking to a seminar at Edinburgh University, he stressed the new momentum for change in EU policies.*



*Under an agreement just concluded with Switzerland, heavier lorries would be allowed to operate through Switzerland subject to charges which would contribute to Swiss funding of new Alpine rail tunnels and modal shifts to rail. The EU aim was full liberalisation of movement in conjunction with application of differential charging including environmental costs. He looked towards substantial progress in opening up rail competition, private/public partnerships and the development of through rail freight services and shipping. The EU was also studying the expansion of GPS (Global Positioning by Satellite) and was working on global partnerships in this area - including the development of air navigation systems. Transport safety was receiving high priority while peripheral areas such as Scotland could continue to benefit from EU grants towards transport and other schemes of proven value in helping areas with below average incomes. In discussion, reference was made to the poor quality of through rail services from Scotland to the Continent. Reliability was dreadful. Neil Kinnock felt that the way forward lay in breaking down entrenched attitudes in national rail systems and developing competition within rail freight. In response to queries from the road haulage sector, he felt that some flexibility on driving time regulations could be retained.*

In December, EU published **A Framework for Sustainable Mobility COM(1998)716 final2**. This seeks greater efficiency and competitiveness in transport operations but with a review of TEN(Trans-European Network) projects to make them more environment-friendly. Results are expected by the summer of 1999. Progress towards marginal social cost pricing in transport (i.e differentiated pricing) has been slower than expected but remains a key issue in conjunction with rail reforms to open up competition.

The **EU Fifth Framework Research Programme** has been approved with priority in transport research for research bids 'promoting competitive and sustainable growth'. Within the UK, it appears likely that total areas qualifying for regional aid will fall with new areas such as Cornwall and South Yorkshire being accompanied by reductions in qualifying areas within Scotland (Herald, 10 December and 18 January)

Transport within **The Scottish Office : Development Department** has been re-organised from two to three Divisions. Planning remains a separate Division. The new Transport Divisions are:-

**TRANSPORT: DIVISION 1** Head R(Bob) Tait 0131 244 7269

**Section 1** (Transport Policy) This Section has John Dowie (0131 244 0840) as Chief Officer and covers:-

- Overall Transport Policy in Scotland (including interaction with other policies e.g. sustainable development, environmental, planning, rural, economic, etc.)
- implementation of Integrated Transport White Paper (including legislation other than road charging)
- National Transport Forum for Scotland and Sub-groups; secretariat
- Green Transport Plans
- EU Transport Policy issues
- Regional Transport Bodies; policy and consultation on their development
- Local authority transport partnerships
- Local Transport Strategies; liaison with COSLA and local authorities
- secretariat to Scottish Transport Strategy and Transport Policy Boards

**Section 2** (Strategic Roads Review) This Section has D M(David) Hart (0131 244 7377) as Chief Officer and covers:-

- trunk roads policy, legislation and correspondence/meetings
- Strategic Roads Review
- all non-technical aspects of road charging and legislation on charging

**Section 3** (Finance and Operations) This section is awaiting appointment of a Chief Officer and covers:-

- Financial Management and Systems, budgets and monitoring
- Toll Bridges(Erskine, Skye) and tolls policy including VAT
- Projects and briefings; BCL0, TLO

**Section 4** (Network Planning) This Section has G M(Graham) Laidlaw (0131 244 7259) as Chief Officer and covers:-

- Network Planning Review and Development
- Project Briefs and Research
- Setting Forth; Edinburgh-Glasgow Transport Links Study; transport appraisal
- Technical aspects of Road Charging and Transport Taxes
- Traffic and Transport Models; multi-mode analysis
- Structure Plans and Liaison on Local Authority Schemes

**TRANSPORT : DIVISION 2** Head W R J(Bill) McQueen 0131 244 0862

**Section 1A** This Section has Ms F F(Fiona) Harrison (0131 244 0843) as Chief Officer and covers sponsorship of Caledonian MacBrayne and Transport Piers and Harbours in the Highlands and Islands

**Section 1B** This Section has A C(Andrew) Maclaren (0131 244 0825) as Chief Officer and covers all other shipping matters including port privatisation, assistance to Northern Isles services and the Highlands and Islands Transport and Tourism Forum

**Section 2** This Section has Ken Crawford (0131 244 0867) as Chief Officer and covers:-

- Bus policy and Scottish Transport Group residual interests
- Light rail
- Civil aviation, Highlands and Islands Airports and aid to islands air services
- Scottish Airports and Air Services Study
- Public Transport Policy on Taxis

**Section 3** This Section has D J(David) Eaglesham (0131 244 0868) as Chief Officer and covers:-

- Public Transport Fund and Rural Transport Funding; inland waterways
- Local authority roads and transport capital spending
- Concessionary Fares and transport for the elderly and disabled
- administration of grants under Sect. 3 of Industrial Development Act, 1982
- Civil Emergencies (Roads and Transport)

**TRANSPORT : DIVISION 3** Head J A(Adam) Rennie 0131 244 0147

**Section 1** This Section has Paul Smart (0131 244 0865) as Chief Officer and covers:-

- Railways and rail policy, RUCC(S)
- Freight Facility Grants
- Rail aspects of SPT
- Co-ordination of devolution for transport matters

**Section 2** This Section has Alan Brown (0131 244 0836) as Chief Officer and covers:-

- road safety policy and initiatives; Scottish Road Safety Campaign
- speed limit policy and pedestrian crossings
- traffic calming

Liaison is maintained with the Scottish Road Safety Campaign, Director, Miss Fiona Murray (0131 472 9202) at Heriot-Watt Research Park, Riccarton, EDINBURGH EH14 4AP

**Section 3** This Section has J C(Jonathan) Moore (0131 244 0866) as Chief Officer and covers:-

- non-trunk roads and traffic issues (except road safety)
- application of New Roads and Streetworks Act; liaison with road authorities
- traffic signposting and signs authorisation
- vehicle emissions and air quality
- Roads(Scotland) Act and EU directive on environmental assessment
- Cycling policy, walking policy, travel in Scotland
- Scottish National Travel Timetable

(For *TRI Napier Appointments*, see inside rear cover)

**Bank of Scotland** has launched a joint venture with Guernsey-based **Exxtor** to develop **Corporate Aircraft Leasing Ltd (CALL)** in the burgeoning market for executive jets. Business Jets were being seen as an extension of the office with US patterns spreading Europe and in the Far East (Herald 7 January) Lower fuel costs have helped boost the profits of FDX Corporation, the parent company of Federal Express (Herald 18 December)

**Forth Ports** has announced that the **Bank of Scotland** is to be its joint venture partner in the Ocean retail and cruise-liner terminal at Leith (Scotsman 12 November) **Peter Green** of Coats Viyella is moving to be Finance Director at Clydeport from 29 March. **Euan Davidson** will move from being Operations Director to Commercial Director and Sales Director **John Hodgkinson** will return to his original discipline at Operations Director (Herald 22 January)

**Railfreight Distribution** has been re-named **EWS International**

‘**Rail**’ magazine has been running a series of articles on the performance of franchised rail passenger companies. Some, such as Prism Rail, are being hit by the inability to improve net revenue to compensate for reductions in government support under franchise conditions. **ScotRail** (Rail No 348 13 January 1999, p26-27) is seen as performing comparatively well - helped by a slow rate of rundown in annual government support and good opportunities for passenger traffic growth in Scotland. Accounts for the year to March 1997 show an operating loss of £3.8 million on a turnover of £367 million. In the following 9 months, the operating loss was £3.1 million. Income in 1997/98 included £136 million net from OPRAF and £153 million (£110 million net)from SPT. Payments from OPRAF are due to fall from £136 million in 1997/98 to £95 million by the end of the present franchise in 2003/04. Net payments from SPT (after deducting ticket income paid to SPT as part of the franchise agreement) are stated as falling from £110 million in 1997/98 to £70 million in 2003/04 (or less if income in the SPT area is higher than forecast). To turn present operating losses into surplus as annual support declines will be a major challenge but could be helped by appropriate investments, marketing, re-structuring and political support for modal shift.

**ScotRail** is aiming to improve on its existing performance as the most punctual railway in Britain. **Alan Chaplin** has been appointed to a new post of Production Director with responsibility for the Operations Manager (**Donald Macpherson**), Engineering Manager (**Raymond Johnstone**), Health and Safety Manager (**Tom Douglas**) and a Sleeper Services Manager (**Jacqueline Dey**). **Jerry Farquharson** (based at Glasgow Central) will now oversee services in the SPT area and in Dumfries and Galloway while **Steve Montgomery** (based at Glasgow Queen St) will oversee all other Scottish operations (ScotRail Press Release 14 January). **Jarvis** has pulled out of the bidding for Scottish rail maintenace company, **First Engineering** (Herald 8 December).

**Mouchel** and **Mott MacDonald/Balfour Beatty** have gained two Scottish road maintenance contracts in competition with local authority consortia (see p.6) **Babtie Group**, the Glasgow-based engineering consultancy, has been successful in taking over the engineering services of Kent County Council as part of a five year contract (Herald 24 December). **Alan Craig**, Managing Director, Babtie Infrastructure, has been elected as one of the new Fellows of the Transport Research Foundation

**Brian Souter**, Chairman, **Stagecoach**, has gained the Scottish Businessman of the Year Award and the Entrepreneurial Exchange’s special award for enterprise (Herald 27 November). He has also been appointed chair of the transport ‘pathfinder’ group by the Scottish Office (see p. 3). Stagecoach has acquired Hong Kong based Citybus and has expressed interest in plans by the Canadian government to privatise the Via Rail passenger train company (Herald 19 January and Scotsman 9 December). Stagecoach owned Southwest Trains has doubled first half profits to 31 October despite declining government subsidy. Overall, Stagecoach half-year profits rose 36% to £96 million of which £37.4 million (up 12%) derived from British bus operations (Herald and Scotsman 11 December). **Mike Kinski**, the new Chief Executive appointed in 1998, has commenced an internal restructure of Stagecoach aiming to reduce overheads and take fuller advantage of new technology. Stagecoach

Scottish Chairman, **Neil Renilson**, and Fife Scottish Managing Director (**Jim Moffat**) and Operations Director (**Ken Smart**) have left the organisation. UK business groups have been reduced from five to three with **Malcolm Howitt** becoming Managing Director of the Scotland and North-East England area. **Robert Ballantyne**, formerly Assistant Editor of the Scotsman, and **Alastair Smith** (formerly of East of Scotland Water) have been appointed to the Perth Head Office as Head of Corporate Communications and Head of Information Technology. **Tom Wileman**, moving from Aberdeen, has become Managing Director of Fife Scottish (Transit, 12 November)

**First Group** bus profits rose by 5% to £44.2 million in the six months to September 1998. Profits had been affected by stiff competition from Stagecoach in Glasgow and central Scotland and by static fares (Herald 18 November)

**Arriva** has named the Head of East Midlands Electricity, **Bob Davies**, as the new chief executive to replace the retiring George Hodgson. Arriva has also added two further Dutch companies to its operations in the Netherlands, giving it 20% of the bus market. The group may also be interested in forthcoming Dutch rail privatisation (Herald 28 November)

**Metroline**, the new London-based owners of **Scottish Citylink**, is planning a marketing push and new services. Pre-tax profits had risen by 38% to £5.9 million. Metroline is aiming to expand in niche markets in Britain as the bigger bus groups, Stagecoach, First Group and Arriva, turn their attention overseas (Scotsman 10 December)

**Alexander of Falkirk** has won a second £15 million order from First Group for Hong Kong buses in addition to orders for UK buses (Scotsman 13 November) There are fears that restructuring pressures in **Volvo** may lead to the end of bus production at the small Irvine plant (Herald 10 December)

**Angus Macinnes**, SPT Planning Department Leader, is moving to the Scottish Office as a Transportation Planner. **Paul Smart** has been appointed as a rail specialist in the Scottish Office.

**Ian Docherty** has moved from **Oscar Faber** to the Urban Studies Department at **Glasgow University**. He will be involved in a study of changing spatial and travel patterns in Scotland as part of wider research for ESRC. He has gained a doctorate for his comparative study of Strathclyde and Merseyside PTEs and PTAs between 1986 and 1996.

**Sir Alistair Morton** (ex Eurotunnel) has been tipped as a possible chair for the **Strategic Rail Authority** and DETR has invited nominations for the Chair and membership of the **Commission on Integrated Transport**. The Chair is expected to have a salary in the region of £25,000.

**Michael Graham** has been appointed Head of Projects for Railtrack(Scotland) and **Ian McPherson** has replaced Tony Cruddas as Project Director for the Railtrack WCML modernisation.

**Alistair Dalton** has become the Scotland on Sunday Transport Correspondent

**The Rail Users Consultative Committee (Scotland)** [RUCC(S)] has moved from 249 West George St, GLASGOW to Corunna House, Fifth Floor, 29 Cadogan St., GLASGOW G2 7AB. The telephone and fax numbers are unchanged at 0141 221 7760 and Fax 0141 221 3393

**CBI (Scotland)** has created four new posts to handle work arising from the Scottish Parliament. The new positions are head of policy, assistant head of policy, head of membership services and head of media. **Allan Hogarth** becomes head of media, **Matthew Farrow** head of policy and **Craig Campbell** assistant head of policy(seconded for two years from the Bank of Scotland).

**Ken Munro** has retired as EU representative in Scotland but a replacement appointment is not expected for several months while recruitment is widened.

**Sail Scotland** and **Sail Northern Ireland** have joined in a joint venture to attract yachting enthusiasts throughout Europe. The Sail Scotland base is at Largs.

## EXTERNAL

**AIR Lufthansa** is soon to re-enter the Scottish market with a double-daily flight between Edinburgh and **Frankfurt**. From April, **Jersey European** will introduce a Glasgow to **Paris** service while partner **Air France** will expand services on the Edinburgh-Paris route (Herald 4 January and Scotsman 24 November). **British Airways** has announced that Glasgow-New York flights, suspended for the winter, will not resume in 1999. However, **Continental Airlines** have reported promising results on their new service from Glasgow to New York(Newark) and **Virgin Atlantic** is examining the possibility of providing services (Herald 19 November). Delayed abolition of duty-free could help airlines providing services within the EU but there is growing concern at delays in finalising plans for a new UK air traffic control system (Herald 30 December). **Glasgow Prestwick International Airport** is on track for a major expansion of air freight services, aiming to triple goods movement to 180,000 tonnes within a decade. An £8 million freight and logistics complex opened in December and should be helped by moves to ‘open skies’ policies. Passenger prospects are being explored via holiday charters, attractive ticketing and new routes. In addition to direct rail services, agreement has been reached with **Scottish Citylink** on a standard £10 return fare to most parts of Scotland (Herald 7 and 20 January). **Suckling Airways** plans to introduce new services from **London City Airport** to **Dundee** in the spring, tapping the business market and the premium in-tourism market to north Fife and Tayside. **Atlantic Airways** will resume flights from Scotland to the Faeroes in March. (Herald 23 December).

**SHIPPING** The Stena, P&O merger and intense competition is producing shake-out on short ferry crossings. **Stena** has withdrawn its Newhaven-Dieppe route but is understood to be considering options for new high-speed services from Northern Ireland. A possible service to Port **Glasgow**, using Clydeport land, was mentioned in December (Herald 7 December) and investigations have been made at various ports in England. Nevertheless Stena/P&O see good prospects for the existing high-speed service from **Loch Ryan** to **Belfast** and reported record traffic levels of 75,000 passengers over the Christmas/New Year period (Herald 6 January). **Seacat**, the earlier high-speed operator with a smaller vessel unable to take lorries, has come under greater pressure. It plans to introduce a twice daily summer service from Belfast to **Troon** from late April while retaining one trip between Belfast and **Stranraer**. The main base will be shifted from Stranraer to Belfast (Herald 16 December and 6 and 20 January). As a result of partnership between **AB Ports**, **South Ayrshire Council** and **Enterprise Ayrshire**, four major cruise vessels will visit **Ayr** in 1999. **Scottish Enterprise** has been active in promoting prospects for new ferry services between Scotland and the European Continent. An explanatory brochure is available from Mary McLaughlin, Head of Transport, Scottish Enterprise 0141 228 2265 Fax 0141 221 3217 e-mail m.mclaughlin@scotent.co.uk. This project has EU support under the PACT (Pilot Area Combined Transport) Programme. (see p.11 to 13)

**RAIL** The **Piggyback** Consortium has complained at Railtrack’s back-peddalling on a major freight upgrade of WCML south from Mossend Eurocentral and Braehead due to conflicts with increasing passenger traffic (Herald 1 December; see article on p.14 to 16). The **Eurostar Consortium** (now including British Airways) has concluded that through passenger daytime services north from London would not be viable in the next five years. Instead, the consortium is proposing direct services from **Paris** to **Heathrow Airport** plus services from Watford (with easy WCML interchange) through the Channel Tunnel. **Virgin** still consider that through rail services north of London may be feasible within a year, depending on the cost of leasing the unused Eurostar sets built for day services to the north of England and Scotland (Herald 14, 16 and 17 December). A Surrey-based businessman, Graham Steele, has announced plans to restore **Motorail** services. His firm already carries road vehicles across the border and is introducing rail services from Scotland to London with services to Bristol and Southampton following in 2001. Car-owners would travel by air or normal train but some combined operation of passenger carrying car trains are being considered (Herald and Scotsman 28 December) **Virgin** and **GNER** have introduced their lowest ever Scotland-England special purchase rail fares but, overall, non-controlled longer distance rail fares are being increased by more than the inflation rate (Herald 30 November and 28 December).

## INTERNAL

**FERRIES** Scottish Office has announced that the summer service from **Portavadie** to **Tarbert** is to be permanent, replacing its present experimental status. A decision has still to be taken on the status of the newly introduced winter service. It is anticipated that developments in high-speed shipping could lead to internal services on the Clyde (e.g. to Arran) and, later, to Ullapool and Lerwick (Herald 22 January)

**RAIL** The **Edinburgh-Falkirk-Glasgow** service will rise to quarter-hourly from 27 September, providing extra stops at **Falkirk** and **Linlithgow** plus a regular hourly service from **Croy(Cumbernauld)** to **Edinburgh**. An improved **Glasgow-Stirling** service (additional to trains for Aberdeen) will be introduced on the same date and the **Glasgow-Cumbernauld** service will be extended to Falkirk Grahamston. The operating hours of the **Glasgow Circle Underground** are to be extended. SPT is increasing the present flat fare to 80p but discounts for ticket booklets are being increased and consideration is being given to lower off-peak fares. Scottish Office has agreed to a £680,000 rail freight facility grant to **Safeway** to allow five stores around **Inverness** to be supplied by rail. This is expected to remove 49,000 tonnes a year and 10 lorries per day from the A9 between Perth and Inverness. At present, distribution is by road from the Safeway Bellshill depot (Herald 24 November)

**BUS** Delivery of the first low-floor articulated single deck buses for use on local urban services is expected soon by **First Group**. Plans include modification of existing services to develop a premium route between **Faifley/Clydebank** in west Glasgow and **Parkhead /Easterhouse** via the city centre. Reductions are expected in off-peak fares. Decisions are expected soon on applications for improved services through the Rural Transport Fund and other projects have been submitted under the Public Transport Development Fund. **Travel Dundee** has reduced on-vehicle bus fares and increased the discount on off-vehicle tickets. Following the introduction of **Stagecoach** competition with **Citylink** on the Edinburgh-Glasgow express corridor, both companies have now reduced service frequency over the winter period.

**INTEGRATED SERVICES AND TICKETING** Under obligation to report back to OPRAF, Virgin held the first of eight regional seminars on integration in Glasgow on 14 January. There was strong operator and local authority support for practical integration as a means of encouraging shifts from car use and promoting social inclusion. Anticipated developments include:-

- guaranteed bus links to designated railheads e.g. Stranraer - Dumfries - Carlisle/Lockerbie (with supporting connections in England e.g. to Milton Keynes and Rugby on WCML)
- modification of existing local bus routes to give better connections at railheads
- introduction of simple add-on fares to coach and rail tickets including local travel and expansion of zonedcard fares linked into long-distance fares

**QUALITY OF SERVICE ISSUES** New controversy has arisen over **petrol prices** in the rural Highlands and Islands. Evidence of excess profits being made in rural areas has been strongly refuted by **Esso** but the Scottish Office is inquiring into the situation (Herald 21, 22 and 23 January). **Lothian Region Transport** and **First Group** have announced separate plans for systematic training of staff to make their companies more customer friendly. In Railtrack’s Best of British Stations awards, **Glasgow Central** has won the top-award as the most passenger-friendly station. **Stirling** station gained the top award in Scotland while **Aberdeen** gained the less coveted, but no less important, ‘loveliest loo’ award (Scotsman and Herald 14 October) Conflicts between water-based leisure activities and the environment have arisen over proposals for an extra slipway at **West Loch Tarbert** (Herald 19 January). On **Loch Lomond**, there has been the first prosecution for speeding. The Scottish Road Safety Campaign (sponsored mainly be the Scottish Office) has launched the ‘**Foolspeed**’ initiative, aimed to reduce road speeds through intensive TV and cinema advertising. The success of the campaign is being monitored by the Centre for Social Marketing at the University of Strathclyde (LTT 19 November).

**PORTS** In the face of downturn in the oil industry, **Peterhead Bay** cargo port has enjoyed a dramatic increase in oil-related traffic following a £2million investment in improved facilities (Herald 26 November)

**RAIL** The new **Dunfermline East(Queen Margaret)** station is expected to open in September. **Railtrack** has eased speed limits through Fife. As part of a package of M8/M74 corridor improvements, SAPT has urged early electrification of the **Edinburgh-Shotts-Glasgow Central** route, the associated **Whifflet-Rutherglen** link and the introduction of electric services from **Edinburgh to Glasgow Central, Ayr and Glasgow Airport** (Herald 18 January). RDS(Scotland) favours early electrification of the **Edinburgh to Glasgow Queen Street** route with journey times cut to 30 minutes. **Edinburgh Park** station in West Edinburgh has gained planning approval and will be served by existing trains from Dunblane and Bathgate. **Edinburgh City Council** is also pressing for some of Edinburgh-Glasgow express services to stop at this station. **SPT** is hopeful that a direct link to **Glasgow Airport** could be open by 2002 or 2003 and is continuing work on plans for improved north-south links through Glasgow. A light rail strategy for Glasgow is also being developed with services ultimately reaching places such as Castlemilk, Easterhouse and Kirkintilloch (Herald 7 December). PFI plans by SPT for new rail links from **Hamilton to Larkhall** and from **Maryhill to Anniesland** are stated to be very close to approval but technical difficulties have still prevented final authorisation by the Scottish Office. The aim is to have these services in operation by 2000 (Herald 4 and 5 December). SPT also has plans for a major up-grading of **Partick** interchange (Herald 9 January). The **Scottish Office, Railtrack** and **Virgin** are to join in a £400,000 study into the reopening, in part or in full, of the former Waverley route from **Edinburgh to Carlisle** via **Galashiels** and **Hawick**. This may also have a role as a relief route for through freight to and from the south (Scotsman 11 December). To assist steam rail operations, **Highland Council** has invited tenders for a locomotive turntable and observation platform at **Fort William**. The £2 million refurbishment of **Aviemore** station has gained a National Railway Heritage Award (Herald 21 December).

**BUSWAYS** The final round of bidding for the £50 million CERT busway in west **Edinburgh** has been narrowed to two contenders - the **First Group** consortium and **Go-Ahead/Govia**. Construction work is now expected to be completed by 2001 with the franchise period running for 25 years. Assistance from the Public Transport Development Fund is anticipated. The scheme includes links with the proposed Edinburgh Park rail station, South Gyle and Edinburgh Airport. Substantial park+ride facilities would be provided at Ingliston and Hermiston (Herald 13 January)

**ROADS** The **Scottish Office** has approved a £3 million dualling of a 2 km section of the **A1** between Oswald and Dean east of Haddington and approval has also been given to a £3 million inner relief road in **Hawick**. A new pressure group (**JAM 74**) has launched a campaign against completion of the M74 through Glasgow (Herald 30 November and Scotsman 1 December). SAPT has called for a downgraded link between the M8 at Shields Road and the M74 as part of corridor packages for modal shift and improved east-west links across Glasgow (Herald 18 January) The Scottish Office has approved further work on a £70 million bridge and associated **Kincardine** relief roads. The new bridge would be to the west of the present bridge, improving access to **Clackmannanshire**. A public inquiry is now virtually certain (Scotsman and Herald 1 December). The 900 metre causeway linking **North Uist** with **Berneray** has been completed (Scotsman 16 December). **Midlothian Council** is developing a PFI project to construct a new dual carriageway **A701** from Penicuik to the Edinburgh Bypass. The existing road would remain as a local distributor, aiding access to the new IKEA store and other planned developments. FTA has expressed concern at slow progress in strengthening bridges to allow operation of lorries at EU permitted weights. It has also called for action to introduce 'no-car' lanes in Scotland to assist essential road goods movement (FTA Briefing Note, December 1998). **Scottish Borders Council** is concerned that the Trunk Roads Review may lead to de-trunking of the **A68** from Leaderfoot(near Melrose) across Carter Bar into Northumberland. Existing maintenance budgets for non-trunk roads were very tight and extra funding was needed to make-up maintenance backlogs and compensate for extra costs arising from any trunk road transfers (Scotsman 22

December). Local authority consortia have lost 2 of the 5 trunk road management contracts. **Mouchel** will now handle north-east Scotland and **Mott MacDonald/Balfour Beatty** central Scotland. Contracts run for 2 years from 1st April. The north-west, south-west and south-east contracts remain with local council consortia (LTT 1 January)

**WALKING AND CYCLING** The Lottery Sports Fund has awarded £174,000 towards a £527,000 up-grade of the popular **West Highland Way**. Other funds will come from EU, SNH and local councils. **South Lanarkshire Council** has reached agreement with **Historic Scotland** to replace the unsafe David Livingstone Memorial Footbridge (closed in December 1997) between Blantyre and Bothwell with a new bridge, to open in August 1999 (Herald 15 December)



Bus/Taxi lane, in Central Glasgow. (First Group)



Lorry/Bus lane in London (Wandsworth), FTA

(For TRI Napier Research, see inside rear cover)

**University of North London** has begun an 8 month study for DETR on links between social exclusion and the level of public transport provision (LTT 14 January). **Transport Research and Information Network (TR&IN)** is studying bus/rail integration to provide best practice advice for DETR, the Rural Development Commission (which has no role in Scotland) and the Association of Train Operating Companies(ATOCs). The study will include assessment of ScotRail/Midland Bluebird through ticketing (contact Paul Salveson 01484 549737)

**Heriot-Watt University** has reported the results of a 1998 food distribution study to DETR. This follows on from a similar 1997 study. Lorries were found to have 55% utilisation by weight and 77% by value. Empty running ranged between 12% and 26% (LTT 3 December)

**TRL Report 336** deals with research surveys of accidents on modern rural single carriageway trunk roads. It concludes that 'wide' roads (10 metres including safety margins) have levels of accidents 20% to 25% below normal accident rates on standard 7.3 metre wide rural trunk roads. **Lower Speeds** Studies in **West Lothian** have shown that cuts in speeds outside schools can have a dramatic impact on reducing casualties. **Edinburgh City Council** is adapting this research and introducing an innovative £100,000 plan to cut road accidents involving children. 20 mph speed limits will be phased in adjacent to schools at a cost of around £1000 per primary school. The city is planning three trial sites with 20 mph limits in addition to special measures at schools (Herald 27 November)

**Scott Wilson** is to study intermodal prospects on the **Inverness-Elgin-Fochabers** corridor for the Scottish Office at a cost of £100,000. The Northern Ireland Office has also commissioned Scott Wilson to undertake a £700,000 traffic and route condition study of the Belfast-Larne road. Fife has appointed **Scott Wilson** with **MVA** to investigate public transport improvements in south Fife and a separate assessment is being made of the **corridors north to Aberdeen and Inverness**.

The **Scottish Office, DETR, HIE** and **Scottish Enterprise** have appointed **ERM** and **Steer Davies Gleave** to investigate surface access to Scottish airports and the future demand for air travel and airport development over the next 30 years. Report is due in July, 1999 (This project is linked with five other regional airport studies as part of the development of a National Airport Policy promised in the Transport White Papers) (LTT 3 December and Herald 28 November). The **Scottish Office, Virgin** and **Railtrack** have announced a major £400,000 study into the feasibility of reopening the Waverley route (see p. 6)

**Economic Impact of Rural Transport** SNH investigation has concluded that the **West Highland Walkway** generates around £3.5 a year of consumer spending in the area served, supporting 126 jobs (Herald 26 November). The former Chief Executive of the Scottish Tourist Board, Dr David Pattison, has queried whether the proposed £10 million publicly funded **Cairngorm funicular railway** would give good value for the local economy. In a report commissioned by the Landmark Centre at Carrbridge, he concludes that patronage of around 90,000 passengers a year would be 50,000 short of viability. He argues that HIE had overstated the economic benefits of the project but this has been vigorously denied by HIE who say the project is supported by the Scottish Office, SNH and local interests (Herald 16 December).

In a partnership with the **British Oxygen Foundation** for the **Environment and the City of Edinburgh, Forward Scotland** is to examine the social, economic and environmental impact of travel patterns in Edinburgh. The programme will develop a computer-based traffic flow model including information on air pollution. Phase 1 has started and includes an interactive exhibition to be further developed as part of environmental and science festivals in 1999.

**PACT (EU Pilot Actions for Combined Transport)** has called for further projects and ideas to improve the competitiveness of combined transport and encourage shifts from road to other modes. Proposals can cover operational measures or feasibility studies (European Information Service, December). Transport and Travel Research Ltd has reported on the results of the EU Antares, Entrance and Jupiter Targeted Transport Projects (contact 01543 416416)

**Technology Foresight : Next Round** The Office for Science and Technology and the Department for Trade and Industry has published, **Blueprint for the next round of Foresight**. Suggestions for Panel members and task force participants have been invited (by 29 January and 31 March). Three thematic panels have been identified plus 10 Sector Panels and 2 Underpinning Themes (Education and Sustainable Development). One sector panel covers the Built Environment and Transport while others include Energy and the Natural Environment, Retailing and Materials. **Foresight** has also published the papers presented at the 6 March 1998 Seminar on **Technological Change and Resource Productivity : The Case of Hypercars** (having very high energy efficiency) Contact: e-mail elizabeth.enthoven@osct.dti.gov.uk

The **XIth World Productivity Conference** is to be held in Edinburgh on 3-6 October 1999. The conference theme is 'Revitalising the Organisation : achieving excellence through productivity and people'. The programme includes consideration of productivity by sector, of which transport and logistics is one. A call for papers has been issued and further information is available from Concorde Services/WPC, Suite 325, The Pentagon Centre, Washington Centre, GLASGOW G3 8AZ - congress details on website at <http://www.wpcxi.napier.ac.uk>

**Colin Buchanan and Partners** have been commissioned by **Fife Council** to conduct a comprehensive Travel Diary Study in Fife; the results will be used to encourage more sustainable travel (Contact: Iain Macdonald, Colin Buchanan and Partners 0131 226 4693 Fax 0131 220 0232)

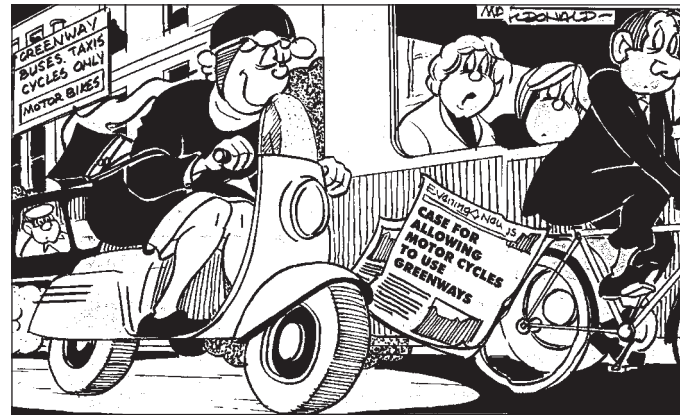


EU Project-Aided Low Emission buses in Italy

Road Traffic

Overall, GB levels of road vehicle miles were stable in the third quarter of 1998 with a continuing 2% growth in motorway traffic being balanced by reductions in local traffic (Road Traffic in Great Britain : Quarterly Data, DETR 0171 890 3095). Scottish traffic data points to higher growth on trunk and principal roads with local traffic stabilising rather than falling. Annual sales of motor cycles and scooters ran at their highest level for 13 years in 1998. Sales have tripled since 1993 but the UK total sales in 1998, at 120,416, were still low compared to pedal cycle and car sales (Herald 14 January) Scottish traffic figures show motor cycle use below 1% of traffic though it is possible that some use may not be recorded by automatic counts.

"She reckon's it's doubled her shopping potential"  
Evening News



SCOTTISH ROAD FLOWS December 1998 and December 1997  
(thousand vehicles per day Monday to Friday daily averages)

	DECEMBER 1998				December 1997		% change
	Bus	Cars	LGVs	HGVs	TOTAL	TOTAL	
<b>Anglo-Scottish</b>							
M74 Crawford	data affected by technical problems but flow around 30,000 vehicles per day						
A1 Grantshouse	.02	4.1	.5	1.6	6.2	5.6	9.7%
<b>Scottish Core Area</b>							
M8 Claylands	.10	40.6	4.4	5.2	50.3	48.3	4.1%
M8 Harthill	.34	39.2	3.9	7.0	50.4	45.3	11.2%
M8 Hillington	.61	76.4	7.4	6.7	91.1	91.7	-0.6%
M80 Bankhead	.13	22.8	2.4	4.6	29.9	29.5	-1.3%
A9 Blackford	data affected by technical problems						
M90 Kelty	.09	19.2	2.0	3.2	24.5	20.7	18.3%
M9 Linlithgow	.07	20.1	1.8	2.6	24.6	23.1	6.5%
M73 Gartcosh	data affected by technical problems						
M74 Uddingston	.42	51.3	5.2	8.5	65.4	63.2	3.5%
A77 Kilmarnock	.11	17.4	1.8	2.0	21.3	19.8	7.6%
A90 Forfar	.07	9.6	2.0	3.6	15.2	14.9	2.0%
<b>Rural Trunk(North)</b>							
A9 Tomatin	.05	4.8	0.5	1.2	6.5	6.0	8.3%
A9 Kessock Bridge	.18	18.2	1.9	1.8	22.1	20.8	6.2%
A9 Berriedale	.01	.8	.1	.3	1.2	1.1	9.0%
A82 Crianlarich	data affected by exceptional circumstances						
A830 Lochailort	data affected by exceptional circumstances						
A87 Kyle	.02	1.7	.2	.2	2.1	2.1	nil
<b>Rural Trunk(South)</b>							
A7 Langholm	.02	2.4	.3	.5	3.2	3.3	-3%
A75 Carsluith	.03	2.5	.4	.9	3.8	3.7	2.7%
A77 Glenapp	.04	1.9	.2	.5	2.6	2.4	8.0%

Source: The Scottish Office - Automatic Road Counts

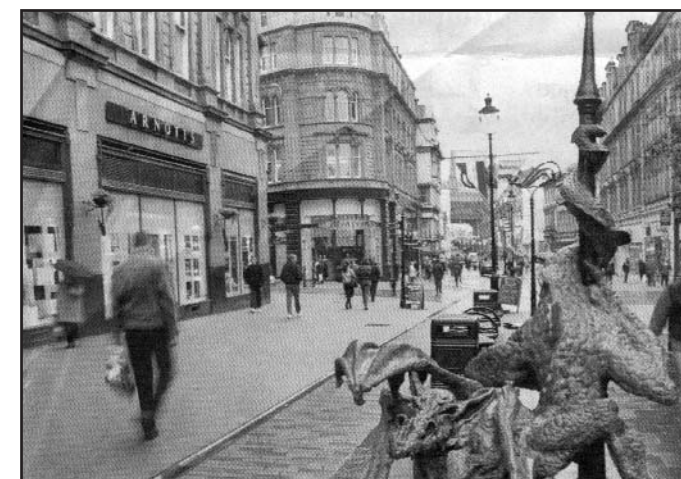
**Comment:** While monthly averages distort longer-term trends, the data above shows high traffic growth in the eastern Highlands but stability near the Skye crossing at Kyle of Lochalsh. Road traffic appears fairly stable in the Borders and Galloway, possibly reflecting economic problems in agriculture and textiles. Growth at Glenapp may relate to increasing movement between Scotland and Ireland via Loch Ryan. In 'core' Scotland, the data confirms slower growth to and from Aberdeen and there is a distinct difference between the higher growth rates of East Central Scotland and lower growth in West Central Scotland (apart from the A77 at Kilmarnock gaining from opening of the Dumbreck-Malletsheugh link).

**Land Use Planning under a Scottish Parliament** This Scottish Office Consultation Paper seeks to make land use planning more responsive to competitiveness, social inclusion, sustainable development and other government priorities. It seeks answers to 13 questions, including:-

- should planning legislation make explicit reference to sustainable development?
- should NPPGs (National Planning Policy Guidelines) be prepared in a different way or consolidated in a single document?
- in the context of 'best value', is there a continuing need for Structure Plans and, if so, should current areas and arrangements be changed to improve co-ordination of transport and planning policies?

**Town Centre Developments** In Aberdeen shortage of retail space has become apparent in Union St and the City Council is examining opportunities for expansion in the city centre. Railtrack/Stannifer have lodged application for a £120 million shopping and leisure development on a central site adjacent to the rail and bus station. This is likely to receive favourable consideration but the City Council has opposed an application for retail development on a derelict site close to the beach but outwith the city's central area. Dundee has won an award for the quality of pedestrianised street space in the city centre and work has begun on replacement of sub-standard 1960s facilities. In Edinburgh, the City Council and the Cockburn Association have launched formal petitions against the Railtrack proposal to increase permitted building height above Waverley station by 2 metres. These petitions are designed to secure more information on Railtrack's actual proposals for increased station capacity and property development. Some development could be acceptable but would require integration with controversial City Council proposals for a new shopping mall under Princes St. The latter has now been called in by the Scottish Office for public inquiry (Herald 27 November, 7 December & 8 January). Following its expansion from London to Leeds, Harvey Nichols has selected the Edinburgh Bus Station as the site for its Scottish store. This £50 million development should be complete by 2002 and includes an enclosed airport-style bus station alongside (Herald 11 December). However, this would maintain the separation of the existing bus and rail stations and there is a possibility that redesign of Waverley could incorporate access for coaches and further reduction in conflict between pedestrian and vehicle movement. The large Buchanan Galleries shopping complex in central Glasgow is due to open in March and, alongside, the Scottish Media Group, has commenced construction of new offices to integrate the Herald in the TV complex at Cowcaddens (Herald 21 December)

**Suburban and Fringe-of-town Development** Paisley and District Chamber of Commerce is joining forces with the Braehead Retail Park to identify opportunities when Braehead opens later in 1999. There are fears of an adverse impact on Paisley town centre. Employment growth continues at Edinburgh Park. Scottish Equitable is expanding its office in this area.

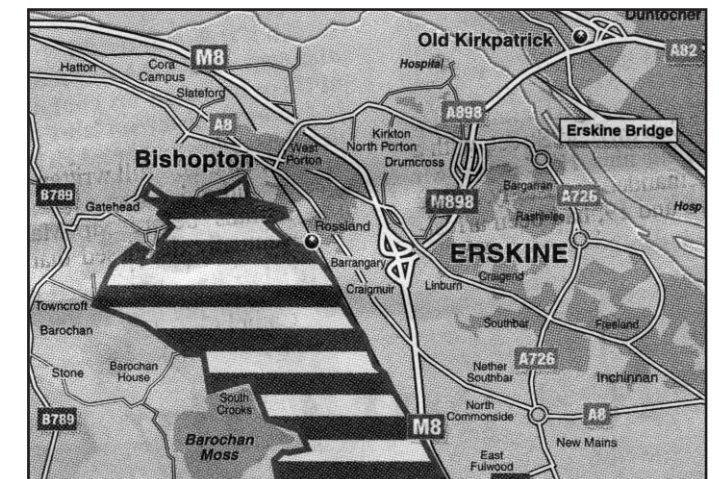


Prize winning City Centre Street, Dundee (Herald)

Established in 1990, the 144 acre Business Park now employs 3500 with further growth in 1999 (Herald 11 and 14 January). The rail station on the southern edge of the site may now open in 2000 with the CERT busway following in 2001. Though offering overall benefits to central retailing, it has been accepted that the Edinburgh Greenways have created difficulties for some shopkeepers, as in the Haymarket area. Morrison Homes and the Farningham McCreadie Partnership have produced proposals to redevelop the 58 acre site of the former Edinburgh City Hospital at Craiglockhart. A Traffic Impact Assessment is being made and a network of linked pedestrian and cycle routes is planned. Prof. Ivan Turok, Urban Studies, Glasgow University, has drawn attention to the need for urban regeneration policies including increased opportunities for lower income residents and a reversal of population decline (Herald 14 January). Glasgow City Council is seeking to take a stronger line against new suburban 'supercentres' which could weaken existing suburban retailing centres. Preference is being given to 18 existing district shopping centres and 36 local centres (Herald 29 December)

**Planning, Parking and Transport** Edinburgh City Council is consulting on a review of parking standards with a view to imposing upper limits and extending the practice of 'commuted payments' earmarked to encourage greener transport. It is being proposed that Travel Plans would be required for all major developments and that there be reductions in the minimum parking required for private housing (contact Phil Noble 0131 529 3598). Closure of the former Royal Ordnance site at Bishopton will release 2600 acres for other uses alongside existing and underused railway and motorway. Disputed claims have been made about the costs of decontaminating the site but it is expected that a significant part could be used for business park, housing and other purposes (Herald 6 January). RICS(Scotland) has stressed the need for major tax and pricing changes, with earmarked funding for public transport, to encourage shifts away from car use in congested areas and corridors. Development of retailing and business 'nodes' was required along high-quality public transport routes rather than at random sites (Herald, 14 January)

**Rural Issues** South Ayrshire and North Ayrshire Councils are seeking partners to develop further golf courses at Greenan and at Gales on the Ayrshire coast but insufficient business has plunged the five-year old Loudoun Castle Leisure Park in East Ayrshire into liquidation (Herald 6 & 26 November). Freeport Leisure is maintaining pressure for expansion of retail factory outlets in rural areas. Their present Scottish site at Westwood, West Lothian, has 100 acres available for development but government policy towards such sites has been cooling due to the strong impact given to car traffic generation (Herald 2 January). Commissioned by Scottish Coal, the Farningham McCreadie Partnership is working on proposals for the development of derelict industrial land at Westfield, Fife.



The site at Bishopton (The Herald)

### Regional Transport Partnerships and the National Transport Forum for Scotland : A Consultation

This important Consultation Paper was issued by the Scottish Office in January with a response date set at **12 March, 1999** (it is understood that several organisations have complained at the brief consultation period and have requested that this date should be extended at least to 31 March to coincide with the response date for the associated consultation on **Land Use Planning and the Scottish Parliament**). The issues raised in the regional partnership paper were, to a large extent, anticipated in the discussion at the **Third STSG Round Table on Scottish Transport** which is summarised at pages 8 to 10. A view of the activities of one existing partnership, that of South-east Scotland, is given on page 10.

The Regional Consultation Paper asks 50 far-reaching questions which divide into three groups:-

- 17 questions relating to the future of the National Transport Forum for Scotland
- 29 related to the nature of regional bodies and
- 4 relating to democratic accountability and relationships with the Scottish Executive and the Scottish Parliament.

The role of the National Transport Forum will require to be reviewed by the new Parliament. Its function could be absorbed by a Transport Committee of this Parliament but the questions lean towards a significant continuing role for a reshaped Forum with clear functions and, possibly, a smaller membership, a research capability and an independent secretariat. On the other hand, the Scottish Executive will have direct responsibilities for transport.

Compared to the Scottish Transport White Paper, which talked of Regional Transport Authorities as well as partnerships, the Consultation Paper reveals a greater leaning towards looser partnerships with an implicit enlarged role for the Scottish Executive. Four possibilities are outlined:-

- an extension of the Strathclyde Passenger Transport model
- Statutory Joint Boards
- looser Partnerships
- a 'mix' of the above varied according to local needs and conditions.

There is some discussion of the need for links between regional transport bodies, Structure Plan areas and bodies concerned with economic development. The section dealing with democratic accountability is thinner but highlights the need for 'the Scottish Parliament and the Scottish Executive to be able to set the overall framework within which any regional bodies operate - - - to ensure that key policy goals on the environment, social inclusion and other matters are achieved'. There is mention of the need for partnerships to be able to submit evidence to the **Commission for Integrated Transport** on issues falling within the UK wide responsibilities of the Commission and also reference to the need for suitable information on partnerships (and on the Parliament) to be available on the basis of open government.

There is much meat here yet some issues, touched on in the Round Table, are omitted or considered only obliquely. These include matters such as:-

- policies and programmes affecting external links to and from Scotland
- the extent to which the Commission for Integrated Transport should operate within Scotland or be replaced by alternative arrangements
- the nature of a statutory body, or bodies, for transport regulation
- the urgency for close links between transport and land use policies at regional level within Scotland
- the growing pressure for introducing full transparency and internalisation of transport costs in transport accounting, including regional bodies with direct responsibility for income raising and transport related expenditure.

The last of these issues is almost certainly the one which will attract most comment and focus attention, once again, on the arguments for a review of UK Treasury policy to separate the 'pure tax' and 'charge' elements in road taxation with accelerated shifts to differentiated taxation and an extension of direct road charging.

### Third STSG Scottish Transport Round Table

(sponsored by Scottish Enterprise and held at the Scottish Enterprise office, Glasgow, 27 November 1998)

Tom Hart, Chair STSG, noted that the first Round Table had been held in December 1995 and the second in February, 1998. The appearance of **the UK and Scottish Transport White Papers** and related documents (which were still appearing) provided the justification for holding the Third Round Table before the end of 1998. Previous Round Tables had indicated considerable agreement on the need for fundamental reforms in the objectives of transport policy and in transport financing. At the STSG AGM in Aberdeen in September, concern had been expressed at the risk of further consultation and added delays arising from the Scottish Parliament leading to a 'blackhole' of inertia and inadequate funding despite wide support for early decisions on the policies and programmes required to adapt Scottish transport to current and future needs. The Queen's Speech to the UK Parliament had contained no reference to substantial transport legislation in the coming session, making it even more important that a Scottish Parliament was well prepared to tackle the transport agenda and to give priority to appropriate legislation. Turning to a final introductory theme, Tom Hart noted that it was very important to see transport, not only in the internal Scottish context, but with respect to the European and international dimension. Quality links between Scotland and the rest of the world had to be an issue at the forefront of Scottish thinking on trade, tourism and communication.

#### Priorities for 2000-2004

A report was given on the questionnaires returned in advance of the Round Table. The collated responses supported early moves towards **hypothecation and direct pricing in road transport** related to **transparent or 'earmarked'** accounting under which income streams would no longer be part of general Treasury receipts. Income streams would come under the supervision of the Scottish Parliament, including arrangements for new streams of (public) income to be used within regional partnerships also involving private finance. The prevalent view was that a significant part of arising income should be available to reduce congestion and to increase the attraction of public transport, walking and cycling as part of sustainable and integrated transport strategies reducing the demand for car use. Income could also be available for road financing though there was disagreement on the extent to which it should be used to expand road capacity. Preferences were expressed for early action to:-

- a) reform **rail track access charges** to encourage fuller usage and modal shift
- b) reforming **motor taxation and road pricing** to establish a fairer deal for road users, including moves from a blanket fuel price escalator to more differentiated pricing
- c) integration of the above reforms with the early creation of **Regional Transport Authorities** within Scotland, able to implement practical integration and to operate on more commercial with potential responsibility for most trunk roads as well as other roads and traffic management

(Fuller information on stated priorities can be obtained from Brian Weddell, STSG Organiser)

#### Longer-term Requirements and Other Comments

Responses indicated a desire to ensure that longer-term studies were related to actual needs with good prospects for informing, and assisting, future political decisions. This pointed to a need to review research programmes to ensure 'best value'. Several corridor studies would clearly involve programmes moving into the period after 2004. Relevant issues included:-

- improved public understanding of the funding and management of transport (including the principle of 'full cost' pricing) and of linkages between transport and environmental issues
- identifying issues of strategic importance for Scotland as a whole (notably international links, including a review of shipping , long-distance rail and airport and air service prospects to 2020)

#### ROUND TABLE DISCUSSION

##### (A) Preliminary Comments on Priorities

While there was agreement that general sources of public funding for transport were likely to be constricted for the foreseeable future, attention was drawn to some continuing opportunities for the use of EU funding through contacts with Brussels and with MEPs. This source of funds was coming under pressure but it was not disappearing. Secondly, extra private finance could be induced by

**Scottish Economy and Transport** Mackay Consultants estimate that the Scottish economy grew by 2.1% in 1998 compared to UK growth of 2.7%. Scottish growth of 1.0% is forecast for 1999 compared to 0.4% for UK. Mackay blames problems in agriculture, some difficulties in electronics and a disappointing tourist season for lower Scottish growth in 1998 but expects improvement relative to England in 1999 though with lower, or negative, growth in north-east Scotland and the Borders (Herald 7 January). Falling oil prices were expected to continue to have adverse effects on the north-east (Herald 13 January). Recent retailing performance has been patchy though with some evidence that the downturn in shop spending reflected structural shifts in spending patterns rather than cyclical slowdown. Consumer spending is shifting towards mobile phone rental, satellite, Internet and leisure club subscriptions, private pension and health payments and a continuing preference for foreign holidays (Herald 4 December). This tends to slow internal movement relative to GDP while Scotland also experienced a fall in inwards tourism in 1998. Scottish Youth Hostel booking were down 3% while Caledonian MacBrayne figures reflect a depressed year.

#### Air Passengers (thousands) 1998 and October to December 1998 (with % change on 1997)

	1998			October to December 1998		
	ABERDEEN	EDINBURGH	GLASGOW	Aberdeen	Edinburgh	Glasgow
Domestic	1,716 2.0%	3,563 7.4%	3,487 6.4%	426 1.5%	883 6.3%	870 4.6%
Internat. Sch.	351 10.4%	701 22.4%	279 4.1%	88 7.1%	170 24.6%	196 11.9%
Internat. Charter	97 9.5%	279 4.1%	2,136 8.8%	20 8.3%	43 -2.5%	401 9.8%
Helicopter	485 1.3%				119 -2.9%	
<b>TOTAL</b>	<b>2,649 3.2%</b>	<b>4,543 9.3%</b>	<b>6,481 7.8%</b>	<b>652 1.6%</b>	<b>1,096 8.4%</b>	<b>1,467 7.0%</b>
	PRESTWICK	INVERNESS	OTHER H&I	Prestwick	Inverness	Other H& I
<b>TOTAL</b>	<b>547 - 3.5%</b>	<b>341 - 10%</b>	<b>616 - 1.6%</b>	<b>137 - 2.1%</b>	<b>79 - 16.8%</b>	<b>153 - 4.4%</b>

Source:Scottish Airports, Glasgow Prestwick International and Highlands and Islands Airports

Note: Prestwick also reports a 20% rise in flown freight in 1998

#### UK Air Passenger Forecasts 1995-2015 (millions)

	International			Domestic			TOTAL		
	Low	Mid	High	Low	Mid	High	Low	Mid	High
1995		102 (actual)			28 (actual)		130 (actual)		
2000	120	132	143	34	36	37	154	167	181
2015	189	252	314	53	58	64	242	310	378

Source: DETR Higher growth(though from a lower base) is expected at regional airports compared to London airports. These figures are due for revision as part of the government strategy for integrated strategy and sustainable development

#### Caledonian MacBrayne Ferries (Source: Caledonian MacBrayne)

	1998	1997	% change	Oct. to Dec. 1998	1997	% change
Passengers (thous)	4,817	5,109	-5.9%	749	794	-5.7%
Cars	905	930	-2.7%	163	165	-1.4%
Commercial vehicles	83	83	nil	20	20.3	-0.2%
Buses and coaches	12.07	12.2	-1.0%	1.3	1.6	-15.2%

Note : Though commercial vehicles were static, there was a slight increase in overall length

#### Rail

GB rail passengers were up 3% in the summer quarter of 1998 but rail freight traffic now appears to be stabilising after strong growth between 1995 and early 1998 (Quarterly Bulletin of Rail Statistics, DETR 0171 890 3000). Separate Scottish figures are not available but there are indications of continuing growth in freight and passenger movement in excess of 3%. In 1997/98, ScotRail passenger trips rose 6.2% to 56.7 million.

#### Bus and Coach

Up-to-date overall data is unavailable but there is evidence of tourism-related downturn in the Highlands and Islands and other parts of rural Scotland being compensated by growth of 10% to 30% on urban and inter-urban routes receiving improved vehicles and benefiting from the spread of bus priorities, improved marketing and fares initiatives. The 30% growth figure applies to the **First Group** Kennishead-Glasgow City Centre-Auchinairn route which received new buses in July, 1998. First Group bought 450 low-floor buses in the six months to September 1998 and 1500 out of a fleet of 9000 vehicles are now of this type. Passengers have shown a strong preference for low floor, single deck vehicles (Herald 18 November) In Britain, **Stagecoach** bus patronage is reported up 1.5% but no Scottish figures have been issued(Scotsman 11 December)

3. Upgrading of two or more routes to a more limited loading gauge, most likely to allow standard carriage of 9'6" containers but allowing piggyback traffic using specialised equipment.

The latter two strategies require an evaluation of the other Anglo-Scottish routes which could be targeted for rail freight traffic. The main problem is that there are only three routes available from Central Scotland to the English border, these being the WCML, the ECML and the route from Glasgow to Carlisle via Kilmarnock and Dumfries. There is a similar limitation on choice through Northern England.

The second strategy, a single alternative piggyback trunk route avoiding the WCML, provides very little scope for flexibility on the choice of route. It also suffers from the same problem regarding the lack of a diversionary route in the event of a line blockage. In any case, the ECML is likely to suffer from similar constraints to the WCML. Recent growth in rail traffic is already highlighting key pinchpoints along the route, with further expansion in daytime passenger services likely to take place in the future. Significant overnight capacity does exist on this route. Railtrack has identified alternative freight routes around the most critical locations (Modern Railways, 1998c), but on the section between Newcastle and Edinburgh no diversionary route is available. The most likely option for increasing capacity will be the provision of additional freight loops, but this is far from satisfactory for the provision of relatively high speed piggyback freight services running to tight schedules.

This leaves a trunk route from the Glasgow area to the Channel Tunnel via Kilmarnock and Dumfries as the most likely alternative for a single spinal route. South of the border, it would then use the Settle and Carlisle route to Leeds and the Midland Main Line south from there. Using existing rail routes, piggyback traffic would then travel from Bedford across to Oxford and towards the Channel Tunnel via Reading and Redhill. For much of this route, freight would be the major type of traffic so conflicts with passenger trains would be minimised. However, this route is extremely circuitous when compared with the WCML and ECML and is non-electrified (McKinnon, 1994). The lack of electrification is unlikely to be a major problem as both EWS and Freightliner are investing heavily in diesel locomotives to meet their future requirements for freight growth. More of a problem is the circuitous nature of the route. This means that average speeds would have to be higher than on the WCML in order that a similar end-to-end journey time could be obtained. Much of the route, particularly through Southern Scotland and Northern England, has been starved of investment and treated as being primarily for secondary passenger services for the last 30 years, so would require substantial levels of investment to bring it up to the required standard for modern high speed freight trains.

Potential bottlenecks may still be a problem, not least between Gretna Junction and Carlisle where traffic would have to share the WCML which is only double track in places. In Carlisle itself, the station area may prove to be problematic, unless the freight lines avoiding Carlisle railway station are resurrected. Furthermore, unlike the direct WCML routing which serves London and the M1/M6 corridor through the Midlands, this alternative route does not serve these main domestic industrial and population centres. Domestic intermodal traffic, of which piggyback is a part, is a potentially large market for rail and one which is vital if the targets for a significant modal shift from road to rail are to be met. Finally, while the problem of vulnerability of a single route may not be such a problem for this option due to it being primarily designed and operated for freight traffic rather than a mix of freight and high speed passenger services, there is no scope for eliminating this problem completely.

The third strategy is to upgrade a wider range of routes, though to the slightly smaller gauge which would be suitable for 9'6" containers, which is Railtrack's current preferred scenario. Piggyback traffic would therefore still require specialised equipment to be able to use these routes. The WCML is soon to be upgraded to this gauge between Daventry in Northamptonshire and Glasgow (Coatbridge). Railtrack is currently identifying work required to bring the ECML up to the same gauge. Therefore it is likely that this strategy would result in at least two improved routes out of Scotland, meaning that services could be allocated according to the availability of line capacity and a diversionary route would be available in the event of either main line being blocked. It is likely that the third Anglo-Scottish route, via Kilmarnock, Dumfries and the Settle and Carlisle line, could be cleared for this gauge at relatively modest cost, giving maximum flexibility for operations. Further south, a network of routes cleared for 9'6" containers would open up new markets and provide further diversionary routes.

### Piggyback routes within Scotland

Most of the debate surrounding piggyback has focused upon the provision of services southwards from the Central Belt of Scotland to parts of England and the Channel Tunnel. There are growing demands from local authorities and potential customers in other parts of Scotland to have gauge enhancements on the routes to their areas. In particular, rail freight traffic to the North East of Scotland has grown substantially, but the growth of intermodal services has been severely hampered by the poor loading gauge. Limited gauge enhancement work has been carried out north of the Central Belt, for example Killiecrankie Tunnel on the Highland Main Line, but it is extremely unlikely that clearance for anything greater than 8'6" containers on standard wagons will be achieved within the next 10-15 years.

### Conclusion

The likelihood of upgrading routes to an increased loading gauge, ideally piggyback, will be very much dependent upon the availability of funding. The original Railtrack plan to upgrade the WCML, costed at £200-250 million, relied upon government support for its viability. The decisions taken by Railtrack and the rail operators are commercial ones, which do not necessarily take into account the broader public interest. There is a strong argument for government to provide funding for improved rail services, as well as direction, particularly if it generally desires a dramatic change in the way in which goods are transported across Britain. The role of the Strategic Rail Authority in the funding of infrastructure improvements is still ambiguous, but its influence in its early years is likely to be limited. European funding for rail improvements is likely to be forthcoming, for example as part of the Trans European Network Strategy (TENS), but this requires a co-ordinated approach from all those involved which has been lacking so far. This issue of external funding is extremely important and is likely to be a major factor that will affect the nature and development of piggyback services in Britain.

The priority for those attempting to encourage a significant freight modal shift from road to rail, particularly for new types of services such as piggyback, must be to establish reliable services that will boost customer confidence. While full-scale piggyback operation on the WCML may be the ideal solution in the long term, the risk of failure without a diversionary route is great. Piggyback is only likely to have one chance of success - failure the first time around will damage customer confidence and lead to a reluctance for potential customers to try it again in the future when network availability for such services may be greater. In the absence of immediate funding for more than one piggyback gauge route, the safer option would appear to be the upgrading of a range of routes to a slightly smaller gauge. While this would mean that operators would still be burdened with having to provide specialised equipment, it would allow the development of piggyback services throughout Britain and to mainland Europe. Success of such services would provide an additional argument for full upgrading of all trunk routes for piggyback traffic in the long term. The future for piggyback is looking better now than at any time in the past, but there is still much work to be done to ensure that the opportunities that are available are not lost through the provision of a poor standard of service that does not meet the demands of modern day industry.

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changes in public policy e.g the level and structure of taxation; contractual arrangements for the extension or re-award of passenger rail franchises (as on the GNER route). There was concern at Holyrood being a further source of delay - this could be eased by providing information and a draft transport agenda for parliamentary candidates and the MSPs elected in May 1999. COSLA confirmed the acuteness of the transport funding issue and the FTA added information on its campaign opposing the road tax escalator.

### (B) The Role of the Scottish Parliament, Local Authorities and Regional Transport Bodies

Most felt that, on present evidence, the creation of the Scottish Parliament would be a further source of delay in establishing transport priorities. However, Derek Halden suggested that there were opportunities for integration which could be pursued from the bottom up and did not depend on a lead being taken by the Parliament. There were still many ways of making better use of facilities and funds already available. Business itself saw the advantages of reducing business travel and major travel generators such as hospital authorities were starting to look more carefully at their transport expenditure. Nevertheless, there was a need for mandatory Local Transport Plans rather than the discretionary plans of the Scottish White Paper.

Even so, it was felt that major initiatives would depend on the **Scottish Parliament** and faster action could come from a Minister having virtually exclusive responsibilities for transport (though responsibilities might also cover strategic aspects of land use planning). The existing Scottish Office was beginning to adjust to a multi-modal approach and was expecting to work more closely with Railtrack. The AA felt that the Scottish Parliament would take a relatively small direct role in transport and was instead seeing most initiatives being taken by **Regional Transport Bodies** as and when these came into existence. The most important single need was to get such bodies up and running, with suitable sources of finance, as soon as possible. HIE supported this view and added that blocks of existing funding should be transferred to regional bodies with minimum delay. The Scottish Office said that further consultation on this issue was imminent. There was no fixed regional blueprint but there was a desire to have the widest possible range of views so that an informed document could be available for consideration by the Scottish Parliament.

The RUCC(S) and ScotRail expressed strong support for a regional approach but Scottish Enterprise, Scottish Airports and COSLA expressed some reservations on boundary and financial issues. For example, certain decisions (e.g. on access to Glasgow Airport) needed to be taken on a basis wider than Strathclyde while it would be wrong to fix boundaries without a clear understanding of financial arrangements, including the handling of new streams of income.

Derek Halden said that it would inevitably take time to establish **Regional Transport Bodies** and that, in the meantime, Regional Partnerships had potential for progressing those schemes on which there was found to be agreement. He gave examples from the SE Scotland Partnership. TRANSform Scotland felt that to rely on such partnerships could block decisions on strategic priorities and perpetuate competition between local authorities in attracting new developments to their areas (often encouraging car use and harming existing town centres). Scottish Enterprise suggested that, at least in the interim, this problem could be dealt with by the Scottish Executive e.g. through its decisions on **Structure Plans**, on the 'calling in' of development applications and on 'top-slicing' of funding to permit an enlargement of **the Scottish Public Transport Development Fund** and other funds administered by the Executive. The AA considered that a more rapid move to Regional Authorities, rather than loose partnerships, could allow more flexible and fairer funding. Overall, there was a preference for early moves towards Regional Authorities with partnerships being seen as a second best. However, there was still the issue of whether Transport Authority areas could be identical with Structure Plan areas and whether 'overlap' membership should be permissible. There was a feeling that some Structure Plan areas might be smaller than Transport Authority areas and that these two could have different constitutions rather than be fully integrated. Fife was quoted as an example of an authority which might wish to have involvement in transport partnerships both to the south and to the north.

FTA expressed concern that a major transfer of trunk roads to Regional Transport Authorities could lead to problems at boundaries with different authorities having different priorities. AA considered that this would not be a significant problem if Authorities numbered no more than three; the most important issue was transparency and the allocation of income streams, not boundaries. Scottish Enterprise added that, while Regional Transport

Authorities could have an important role, the Scottish Parliament would clearly have an interest in major employment sites, airports, ports and rail depots (including their external links and access within Scotland).

### (C) National and Regional Aspects of Transport Regulation and Monitoring

The Scottish Office said that there were no pre-conceived ideas on future transport organisation; there were genuine opportunities for comment which could affect future policies. In particular, if Regional Transport Authorities were to be created, what functions would they have, how would they be financed and what organisational form should they adopt? A closely related issue was the future role of the National Transport Forum for Scotland after the Scottish Parliament came into being. These questions prompted a shift away from discussion of boundaries to the nature of transport authorities and regulation. Views on this issue were varied, ranging from Regional Bodies being both regulators and planning authorities with substantial financial resources to a three-way division of powers between:-

- a) **Regional Transport Bodies or Authorities** with planning and managerial powers over infrastructure and service integration
- b) a **reformed National Transport Forum** becoming a monitoring and measuring agency assessing the performance by Regional Bodies and by the Scottish Parliament
- c) a **Transport Regulator** with enforcement powers.

Some concern was expressed about excessive administrative complexity and about how local councils would fit into new structures. Equally, there was a need to consider relationships with UK and EU arrangements for transport. TRANSform Scotland suggested that the proposed **UK Commission for Integrated Transport** could have a role in ensuring that Scotland achieved a level of integration at least as high as elsewhere in the UK yet this approach could conflict with the powers given to the Scottish Parliament in relation to internal transport. There was agreement on the need for effective assessments and consultation prior to key decisions together with a greater emphasis on subsequent monitoring to ensure 'best value' in a Scottish content. However, a rather patchy discussion made it obvious that more thinking was required in devising the detail of organisational structures likely to be acceptable and enduring. The importance of 'vision' and longer-term strategy was stressed, rather than just dealing with immediate issues or projects.

Overall, there appeared to be consensus on the need for the early creation of Regional Transport Bodies with direct sources of finance and Annual Reports up-dating programmes running for periods of more than one year. Yet such bodies would still have to operate within a framework set by the Scottish Parliament and would be likely to receive a sizeable part of their finance through allocations from the Parliament. The direction of comment tended to see either a substantial reshaping of the National Transport Forum for Scotland as a Committee of the Scottish Parliament (which might combine MSPs with other members) or as a Scottish Commission for Integrated Transport. Such bodies could have an influential advisory role on transport related issues, including target setting and monitoring, and might also operate at regional level in tandem with Regional Bodies with executive functions. Nevertheless, it was felt that there would still be a need for a separate regulatory body, probably within a UK framework but answering to the Scottish Parliament on issues internal to Scotland. The nature and extent of regulation was not discussed at length but various participants saw a role for regulation and enforcement, not only in relation to speeds, safety, noise and emission standards but also in relation to levels of road maintenance, competition and monopoly issues, public transport services and expenditure by Railtrack within Scotland. In some cases, there was a preference for direct regulation by the Scottish Executive; in others, for regulation via a statutory commission.

### (D) Transport Pricing and Infrastructure Utilisation

Under this heading, the Round Table considered the opportunities provided by the Scottish Parliament for moving away from present approaches to transport financing - and, in particular, towards more refined road pricing. There was agreement that the present **road fuel tax escalator** was an ineffective instrument in reducing congestion and had also had limited impact in reducing CO<sup>2</sup> emissions. It was especially inappropriate as a policy instrument in Scotland's rural areas. However, the AA was concerned that the DVLA was ill-prepared for direct billing and there was a need for priority research on the means of applying differentiated road pricing. TRANSform Scotland added that this research had take account of the European dimension and the need for harmonised technology and costings taking full account of the actual costs arising from car and lorry use and from congestion. The Scottish Office reported on work being done to make VED more sensitive to actual lorry costs

yet VED remained a blunt instrument compared to direct pricing. Reference was made to the need to adjust pricing, and the use of income streams, to promote action to resolve particular rail bottlenecks inhibiting the overall capacity of key routes within and beyond Scotland. EWS emphasised that rising rail passenger and freight traffic made this a key issue. RUCC(S) made the point that congestion could also be eased by ensuring cuts in car use on congested corridors. Derek Halden urged full investigation of the merits of a price and market-driven approach to transport, though with appropriate social safeguards.

### Concluding Comments

FTA said there was a need to concentrate on real issues. The scope for road to rail shifts was often exaggerated. There was potential shift on long-distance routes but most lorry use was over short distances and not readily transferable to rail. Greater urgency should be given to priority lanes for buses and lorries. Lastly, there was a need to replace the fuel price escalator with more direct and transparent pricing.

**TRANSform** Scotland welcomed this approach but added that policy in Scotland needed to be more responsive to the global environmental crisis and to local and regional demands for a high-quality environment. This had to involve radical change and a build-up of public awareness of the need for such change. Scotland could not sustain ever-increasing movement, especially by car and lorry.

**COSLA** felt it essential for transport to receive extra financial resources but this had to be associated with a restructure of spending and major campaigns to influence the young to be less intensive car users.

**Halcrow Fox** said that the fundamental issue was to increase prices where users were under-paying and to use income streams to encourage alternatives. **The Scottish Office** saw the start of a period of long-term change with more emphasis on reduced congestion, a sustainable economy, an improving environment and social inclusion. Research and policy could help encourage changes in behaviour with modal shift, much improved public transport, easy interchange and other policies reducing the need for movement e.g. land use policy, IT opportunities.

**Derek Halden** noted the opportunity to encourage change through early modification of administrative and pricing structures with pay-as-you-go being the ultimate objective.

**ScotRail** gave examples of the cumulative effect of the ‘drip-drip’ of employing best practice in enhancing the attraction of rail use and bringing modal shift from cars.

**AA** was encouraged by the apparent consensus on RTAs and was supportive of moves towards transparency and pay-as-you-go for road users.

**EWS Railway** was pleased to see recognition of the capacity issues arising on the rail network, growing business responsiveness to the environment and a realisation of how land use policies could be adjusted to assist rail use. Stress was also placed on the importance of ensuring the smooth flow of freight to and from Scotland. Policies should not focus only on internal issues.

**Scottish Council(Development and Industry)** also welcomed the apparent consensus on regional authorities and on market pricing; the need was to reflect such consensus in action.

**RUCC(S)** said the main need was to present clear views to those preparing for the Scottish Parliament. There should be early measures to extend passenger rail franchises, to establish RTAs, to change the nature of the National Transport Forum and to push the importance of education and awareness programmes affecting transport and the environment. Research should focus on this new agenda.

**Scottish Airports** urged the need to keep in close touch with commercial operators and their views on how best to adjust to the new agenda. Jobs remained an important issue in Scotland and the quality of transport was relevant for job retention and job creation (including tourism). There was a need to emphasise the personal and business benefits of change with well-thought out strategies and structures ranging from the international dimension through the regions to local level.

**Scottish Enterprise** was encouraged by the constructive debate in the Round Table. Some policy decisions - such as moves away from the ‘predict and provide’ approach to roads - had already been taken and realistic alternatives had to be developed. Such alternatives had to build on prospects for growth while also taking account of the special needs of areas with higher unemployment and below average incomes. There were moves from ‘projects’ to ‘programmes’ and a longer-term strategy for the coming century. Regional transport bodies had much potential within Scotland yet it was also vital to be fully aware of the external dimension. The cross-modal approach had received strong recognition in the discussion and this had both internal and external aspects. Integration in practice had to involve cross-modal

co-ordination with improved interchange and marketing. This applied to air, rail (see pages 14 to 16) and road but it was surprising that more had not been made of the opportunities for sea access to and from Scotland in addition to rail ‘piggyback’ and containers by rail. Scottish Enterprise had been researching this area and anticipated further developments. (see pages 11 to 13). Progress required a sound information base, innovation, appropriate policies and dynamic forecasting. This was an area in which the Scottish Parliament and associated partners could anticipate Scotland’s freight and passenger requirements into the new millennium. The Round Table had produced considerable consensus and was a format which merited fuller use in the new policy and institutional context.

### South East Scotland Transport Partnership

*(David Scotney, Chair, Management Team, SE Scotland Partnership and Head of Transportation, East Lothian Council)*

This Partnership is a joint initiative by the Councils of Clackmannanshire, East Lothian, City of Edinburgh, Fife, Midlothian, Scottish Borders and Stirling. It was established on 23 March 1998 because Councils in the area recognised that mobility did not stop at their administrative boundaries. They recognised the need to work more closely with their neighbours to ensure a realistic approach to transport planning provision and management. The Partnership followed on from a series of exploratory meetings from the summer of 1997, following difficulties arising from the new local government structure operating from 1 April 1996.

#### What is the Partnership?

As well as the member councils, the partnership invites ‘observers’ from the Scottish Office, Falkirk and West Lothian to meetings. The function of the partnership is ‘to identify, develop, implement and monitor matters of mutual transport interest within the South east of Scotland’. However, it only deals with issues where there are clear benefits from joint working and it does not cover matters solely of interest to a single member. The management is undertaken by a bi-monthly Steering Group of elected members from Partner Councils. The Chair is Councillor David Begg from the City of Edinburgh Council, with Vice-chairs, Helen Eadie from Fife Council and John Scott from Scottish Borders Council. The Steering Group is assisted by officials meeting monthly as a Management Team. I chair this team with the help of Vice-chairs Bill Sandland from Midlothian and Keith Gowenlock of Stirling and Clackmannanshire.

#### What has it done?

The Partnership has worked from a ‘standing start’ in March 1998 to achieve the following:-

- agreed overall policy principles (reduce dependence on car, maximise public transport provision and integration, promote travel awareness, improve travel safety, reduce environmental impact)
- reviewed sources of funding and identified a lack of resources to achieve policies
- agreed to prepare a strategic ‘Travelmap’ of South East Scotland (to be published late spring 1999)
- agreed to joint involvement in the ‘Travelwise’ travel awareness programme
- submitted a bid to the government Public Transport Fund towards establishing a Travelticket scheme for South east Scotland (with support from Falkirk and West Lothian Councils and the main public transport operators)

#### Where is it going?

The next major objectives are:-

- to identify and prioritise the strategic transport network developments and enhancements required to achieve the agreed policies
- to study and develop the possible sources of funding to achieve the policies (including road charging)
- to develop public transport information and marketing
- to develop environment friendly approaches to freight transport

### Conclusions and Questions

The Partnership has gone a long way in a short time and has set itself a formidable future agenda. However, does it fulfil the requirements of a ‘Regional Transport Partnership’ as proposed by government in the Consultation Paper launched by Scottish Transport Minister, Calum MacDonald at the Partnership meeting on 15 January? Lastly, are there any suggestions for a better short name for the partnership - at present SEST(j)P?

as many more that will experience problems in the near future (Railtrack, 1998). It is planning to take action to relieve these bottlenecks, either itself or with the assistance of external funding, but the rate of traffic growth predicted by Railtrack is significantly lower than that predicted by many of the operating companies, including English Welsh and Scottish Railway (EWS).

It is hoped that the **Strategic Rail Authority** will give serious consideration to the issues of current and future bottlenecks. Without the elimination of these, it is unlikely that significant piggyback growth would be possible, regardless of whether or not the loading gauge issue is resolved. However, if the required capacity upgrading work could be combined with increasing the loading gauge then both costs and disruption could be minimised.

### Piggyback progress in Britain

Despite the major obstacles that have been encountered in the efforts to establish regular piggyback services, there are now a number of small-scale operations in existence. Both of the incumbent rail freight operators, EWS and Freightliner, are currently using piggyback techniques which were preceded by a month-long trial for Milk Marque by Direct Rail Services (DRS) in summer 1997 conveying milk in tankers between Cumbria and London.

Parcelforce, the Post Office’s parcels carrier, entered into talks with EWS in 1996 regarding the potential for piggyback to reduce the number of road miles travelled per annum by its heavy lorry fleet (Post Office, 1998). Following on from trials with a prototype Parcelforce trailer and Eurospine wagon, a daily service between London (Willesden) and Glasgow (Mossend) was introduced in July 1998. Between 10,000 and 12,000 parcels are conveyed each night by rail from Southeast England to Scotland/Northern Ireland, with a similar volume flowing in the opposite direction. At present this limited operation accounts for less than 5% of Parcelforce’s total volume, though by concentrating on the long Anglo-Scottish trunk flow the reduction in lorry mileage is more substantial. It is estimated that 700,000 miles per annum are being removed from the road network by this initial piggyback service.

The main drawback of the Parcelforce service relates to the loss of cubic capacity per trailer, as a result of the limited Railtrack loading gauge and necessary structural modifications to the trailer to allow it to operate on the rail network. The maximum trailer height has had to be reduced from the standard 3.97 metres for road trailers to 3.68 metres, resulting in a decline in capacity from 80.8 to 71.9 cubic metres (i.e. a reduction of 11%). Thus, any further improvements to the loading gauge on the WCML would be beneficial for this traffic, as it would allow standard road trailers to be carried. While the WCML service is still in its infancy, initial operations have been successful. Transfer of a trailer from road to rail or rail to road can be effected in three minutes, providing an extremely efficient transfer between modes. The rail journey time between the two terminals is less than 7.5 hours, providing an overall average speed of approximately 55 miles per hour. This compares favourably with road journey times over the same route. An increase in maximum operating speed from 75 miles per hour up to 90 miles per hour or greater would give rail a clear time advantage, even allowing for the modal transfer at either end of the WCML.

The other main development has been in the carriage of chemical tankers. In October 1998, Freightliner began operating chemicals traffic using piggyback equipment between North West England and Tilbury, using four road tankers which are carried on refurbished piggyback wagons previously used in the early-1990s for the unsuccessful Charterail operation. These wagons are conveyed on standard Freightliner services, with the tankers loaded in both directions. While the road tankers for this service have been purpose built, the curved nature of tankers means that the gauge constraints are far less significant. Dependent upon the type of wagon used, in many cases it is actually possible to carry standard road tanker trailers across much of the main line rail network. EWS has also carried out successful trials using tanker trailers for a variety of bulk liquids and is planning to develop this market in the near future.

The successful trials of the equipment which preceded the introduction of the commercial Parcelforce service led to EWS approving the purchase of 20 further Eurospine wagons (Modern Railways, 1998a), with delivery expected during 1999. These wagons can be used to carry containers in addition to piggyback traffic, thus providing greater operating flexibility and the guarantee of use for other freight flows if piggyback is not successful in the longer term. Freightliner is also investing in a fleet of intermodal pocket wagons in its own attempt to develop the piggyback market. Known as the Mega3, these

wagons are able to carry trailers, swap-bodies or 9’6” containers across much of the network without any gauge enhancements.

### The current Railtrack position

In parallel with these developments from the main rail freight operators, who are pressing for piggyback clearances on the WCML, Railtrack has reappraised its opinion of piggyback. In October 1998 it concluded that it is not a commercially viable option for the WCML, despite the likely availability of funding from central government and the European Union. The main problem, according to Railtrack, is the lack of capacity south of Rugby under the existing modernisation plans and any moves to increase capacity beyond that currently planned for would result in greater disruption to passenger operators and lead to large penalty payments having to be paid to them (Modern Railways, 1998b). Instead, Railtrack is intending to proceed with gauge clearance on a wider range of routes to allow the standard operation of 9’6” containers and other intermodal traffic. Not surprisingly, operators would like to see general network enhancements as well as piggyback gauge on the WCML (EWS, 1998).

### Piggyback services for Scotland

The market for piggyback services for freight traffic to and from Scotland is largely unknown, given the limited experiences of the system in Britain and the wariness of industry to commit to something about which it is uncertain of the standards of service that could reliably be provided. However, the fact that regular services are now being operated, under what are far from ideal conditions, suggests that there is a demand from industry. Certainly both EWS and Freightliner are enthusiastic about piggyback and are actively attempting to develop the market in advance of any major gauge enhancements. The intermodal market is one that is crucial for rail to make greater inroads into in order to achieve significant growth in traffic levels at the expense of long road hauls, with piggyback being a potentially potent tool to accomplish this. In addition, the fact that Scotland is distant from the regions from which traffic is destined to, or originates from means, that long lengths of haul are available, which tends to benefit rail when in competition with road freight.

### Piggyback routes from Scotland

The upgrading of the WCML for piggyback operation, which had seemed increasingly likely to take place, would have opened up the European rail system to Scottish industry for the carriage of standard lorry trailers on rail wagons, albeit only by one route to the North Lanarkshire area. It would also have allowed for the carriage of domestic piggyback traffic between Scotland and the main industrial areas and population centres of England. However, the wisdom of creating one single route of approximately 500 miles in length capable of carrying piggyback traffic is questionable. Many potential customers will be reluctant to commit themselves to piggyback unless a reliable service can be guaranteed. The lack of a diversionary route would prove to be a significant problem in the event of a blockage on the WCML. As well as regular delays caused by infrastructure and train failures, there have been a number of longer term closures of parts of the route, such as the landslide at Lockerbie in 1998 which blocked the line for several days. This resulted in the diversion of many freight services over alternative routes, an option that would not be available for piggyback traffic. Programmed engineering work is also necessary and can result in lengthy line closures, particularly on high speed trunk routes, though this generally takes place at weekends when the demand for high speed, reliable freight services is far lower. Irrespective of Railtrack’s claims of capacity problems at the southern end of the WCML, it would seem that reliance on just this route would be a risky strategy to pursue, though as part of a rolling programme of upgrading all major routes to piggyback gauge it would be a logical start.

For the foreseeable future, a network of piggyback gauge routes in Britain is unlikely to become reality. This leaves three main strategies that could be pursued to enable piggyback services to be developed for the Scottish market:

1. Piggyback gauge on the WCML, with an alternative routing to avoid the congested southern section if necessary - the favoured option of the Piggyback Consortium should full length WCML operation not be feasible. As discussed, Railtrack believes this option to be infeasible and has withdrawn its support.
2. Development of an alternative piggyback trunk route from Scotland to the Channel Tunnel, avoiding the WCML for as much of the route as possible.

By Allan Woodburn, TRI, Napier University, Edinburgh

## Introduction

There has been a dramatic increase in interest in rail freight in Scotland, as in the rest of Great Britain, within the last two years. There are several reasons for this reversal in rail's fortunes. The opening of the Channel Tunnel has linked in the British rail network to that of mainland Europe for the first time. This provides a greater range of journey opportunities, with distances over which rail can effectively compete with road. Rail privatisation has provided a new commercial approach, with investment in locomotives and rolling stock, expansion of freight routes and the aggressive marketing of services to existing and potential customers. Finally, there are environmental and economic reasons for switching traffic from road to rail and this has been emphasised by the government (DETR, 1998a), which is now arguing for a more balanced approach to transport provision instead of the previous dominance of road transport policies. The growing congestion problem, particularly on the motorway network, is encouraging firms to evaluate rail and, in an increasing number of cases, it is being viewed as a cost-effective and reliable alternative.

Through a turnaround that has been achieved in the volume of freight being moved by rail, further expansion will depend on flexibility and operational efficiency which simply cannot be attained from the use of standard rail freight technology. Very few factories and warehouses are directly connected to the rail network, while retail outlets are served only by road. To be competitive, the transfer of goods from road to rail has to take place quickly and without damage to the consignment. Intermodal equipment, designed for road and rail use, has been developed to cater for this traffic and this has been one of the fastest growing types of rail freight service over the last two years.

## What is 'Piggyback'?

There are many forms of intermodal freight system, including containers, swap-bodies, bimodal "Roadtrailers", unaccompanied piggyback and accompanied piggyback (Smith, 1992).

The piggyback intermodal method is an extension of those these approaches, in that a greater proportion of the road vehicle is conveyed by rail. There are two distinct types of piggyback system:

1. Unaccompanied piggyback - the lorry semi-trailer is carried on the rail wagon, generally using pocket or spine wagons. Pocket wagons carry the trailer in a well between the bogies, whereas with a spine wagon the trailer straddles the spine of the wagon with the trailer wheels being placed in trays on either side.
2. "Rolling motorways" (accompanied piggyback) - the whole lorry, i.e. both the semi-trailer and tractor unit, is moved on a flat railway wagon.

With the exception of the lorry shuttle services through the Channel Tunnel, there is basically no scope operationally for "rolling motorways" to be introduced into Britain. However, there is considerable pressure for unaccompanied piggyback services in Britain. To date, progress on the establishment of such services has been extremely slow despite the fact that, according to the Piggyback Consortium (Berkeley, 1999), 75% of road freight on the main trunk road network is moved in lorry semi-trailers. Much of this short distance movement, but the potential market for piggyback rail services would nevertheless appear to be substantial.

## Why is piggyback such a problem?

On the whole, there has been considerable enthusiasm for piggyback from almost all those with a role to play in encouraging the growth of rail freight services, including rail freight operators, all levels of government from Europe down to local authorities and a wide range of industry bodies and potential customers. The Piggyback Consortium, a group of interested private and public sector bodies has been campaigning for several years for the creation of a piggyback network in Britain. Even Railtrack, which has often been reluctant to support major network enhancements has viewed the creation of a piggyback spine route from the Channel Tunnel to Scotland using the West Coast Main Line (WCML) favourably, though by the end of 1998 there were clear signs that its support was waning as will be discussed later. In its 1998 Network Management Statement (Scotland), Railtrack stated the following with regards to piggyback:

*"The restricted loading gauge in the UK is a major constraint to developing the newer markets for rail freight....Through our involvement with the Piggyback Consortium we have taken the lead in developing and investing in the project to enable higher gauge freight to be transported....We have now finalised the previous estimates of the capital costs for enhancing the route via London and along the whole of the West Coast Main Line....The next step is for us to work in parallel with the DETR, ORR and our customers to finalise a funding package" (Railtrack, 1998, pp.77-78)*

There are, however, a number of major hurdles to overcome before piggyback services will become commonplace in Britain, the most serious of these being loading gauge and the capacity of the network. Both of these reflect the lack of strategic direction that currently exists within the rail industry, though the creation of the Strategic Rail Authority will have the powers, and hopefully the conviction, to address these problems.

## The loading gauge issue

The most significant factor that has hindered the development of piggyback services is Britain's restrictive loading gauge across the rail network. In particular, the limited size of Britain's bridges and tunnels means that our loading gauge is smaller than in the rest of Europe where piggyback services are commonplace for a variety of both international and domestic traffics. Compared to the other intermodal types previously mentioned, the requirements for piggyback operation are significantly greater due to the carriage of the complete lorry trailer. There are two potential ways of dealing with the loading gauge problem:

\* **infrastructure improvements** - a major problem at present is that Railtrack still does not have complete knowledge of the status of its' network in terms of what upgrading work is required on a route by route basis to allow piggyback traffic. Potential means by which the loading gauge can be increased through bridges and tunnels include lowering the track, track singling or replacement of the overline structures. The majority of the trunk network, serving the major ports and industrial areas, has been upgraded to W6A 8'6" gauge. In preparation for the commencement of through freight services, a route from the Channel Tunnel to Glasgow via the WCML was rebuilt to the SB1c (swap-body) gauge giving approximately 12cm extra clearance to allow standard swap-body traffic. However this is still approximately 40cm short of the enhancement required to cater for standard 4m high road trailers for piggyback operation.

\* **modifications to equipment** - through the use of smaller wheeled wagons or pocket wagons it is possible to carry the load closer to rail level and thus gain extra headroom, enabling larger units to be carried. Problems with using specialised equipment can include a loss of carrying capacity (due to lower axle loads for small wheeled wagons and higher dead weight for pocket wagons), wasted wagon length over the bogies and the equipment tends to be more costly than standard technology. Despite these drawbacks, large numbers of specialised wagons are now in use for container traffic. The loss in carrying capacity is in some part compensated for by the allowance of 44 tonne lorries for intermodal traffic, whereas the maximum for road-only vehicles is 41 tonnes.

Infrastructure improvements tend to be costly in the short-term when compared to equipment modification. The increased construction, maintenance and operating costs of specialised fleets of wagons and trailers, as well as the constraints on carrying capacity, means that in the longer-term the upgrading of the network may be the more cost-effective solution for freight. This would also provide benefits for passenger traffic such as the potential to operate double-deck passenger trains. For the foreseeable future, a combination of limited gauge enhancements and the greater use of purpose-built equipment is likely.

## Network capacity constraints

The Government has made clear its intention that greater use should be made of the rail network for both passenger and freight movements. Many of the passenger train operating companies have plans to introduce new passenger services or increase the frequencies of existing services. Others have plans to operate services using new rolling stock at higher speeds. Many of these developments were built into OPRAF franchises meaning that the operators are committed to ensuring that the plans become reality within pre-determined timescales. However, Railtrack has identified a number of key locations across the network where capacity problems exist at present, as well

## PACT FUNDING AWARDED FOR ZEELAND-SCOTLAND (ZEE-SCOT) RoRo FERRY SERVICE FEASIBILITY STUDY

By Alfred J. Baird, Director, Maritime Transport Research Unit, Napier University Business School, Edinburgh.

In late 1998 an application for funding under the European Commission's Pilot Actions for Combined Transport (PACT) Programme was accepted for a proposal seeking to investigate the feasibility of introducing a fast direct RoRo ferry service for freight between Scotland and the European mainland. The application was led by Edinburgh's Napier University and Scottish Enterprise, and supported by Policy Research Corporation in Antwerp, Forth Ports, Zeeland Ports, Fife Council, plus ferry operators and a shipper representative organisation. Known as the ZEE-SCOT project, the feasibility study began in January 1999 and will take 12 months to complete. Total cost of the study is 315,000 ECU, of which the Commission contributes 134,000 ECU or 42.5%

Under PACT, the European Commission looks for innovative ideas which improve the competitiveness of combined transport. In this sense, pilot actions are intended to provide guidance to others in the market. During earlier stages of the selection process, Member States indicate to the Commission their preliminary priorities amongst all applications received by the Commission. The Commission then preselects projects which best meet the criteria of improving the competitiveness of combined transport through innovation. Finally Member States discuss preselected projects and eventually vote on which projects are to be accepted for support. The ZEE-SCOT project proposal successfully came through this process together with a further 23 projects which were also approved.

## Pressures for modal shift

Arguments put forward in the initial ZEE-SCOT application effectively summarised the results of ongoing research carried out by Napier University and Scottish Enterprise. This research established that:

- Scotland is the only peripheral maritime region/nation without a direct freight ferry connection with mainland Europe;
- In the absence of a direct ferry service, Scottish trailer traffic is forced to access markets using remote ports, mainly Dover and Humber ports;
- Resulting excessive dependence on long-distance road transport for market access is not sustainable and could adversely impact the competitiveness of the Scottish economy.

While firms operating from Scotland inevitably face a greater transport cost and time penalty than businesses in many other parts of the UK, problems caused by road traffic congestion affect all firms. In its submission to the UK Government's Integrated Transport Strategy consultation, the British Chambers of Commerce pointed to a survey of 3,700 UK firms which found that:

- Road congestion is a problem for 87% of UK firms;
- Over 55% of UK firms have suffered increased costs and/or been forced to increase prices as a result of increased road congestion; and
- 30% of UK firms have lost business as a result of increased road congestion.

Analysis of UK road stress maps to 2015 illustrate that conditions are expected to continue to deteriorate, particularly along the M6, M62 and M25 motorways, and on trunk roads leading to the main ferry ports on the east and south coasts. Worsening road congestion effectively imposes very real barriers to market access for Scottish exports and imports, as well as for tourists. Introduction of motorway tolling would further add to the costs of peripherality, with particularly significant penalties imposed on regions dependent on long-distance motorway transit.

Pressure to identify alternative transport modes to road, or combined transport systems, was at the forefront of last years White Papers on Transport for both the UK and for Scotland, and is further demonstrated at the European level in the ZEE-SCOT project receiving support under the EC's PACT Programme. Clearly, industry needs alternatives to long-distance road transport, especially where such alternatives are practical, cost-effective, and lead to improved competitiveness.

In addition to maritime transport, Scottish Enterprise also places considerable emphasis on rail intermodal transport. Scottish Enterprise was a key partner in the Piggyback Consortium, the latter being awarded PACT support a few years back to investigate the potential for moving more freight by rail between Scotland and the Continent via the Channel Tunnel.

Rail, however, has been unable to penetrate the Scotland-mainland Europe road trailer market to any significant extent. The key barriers to expanding the use of rail include:

- UK rail gauge constraints limit the height of trailers that can be carried;
- Rail track capacity is under increasing pressure from fast passenger train services and this reduces path availability for freight traffic. (see also p. 14 to 16).

While road and rail constraints constitute a barrier to market access for firms in Scotland, a third significant barrier is looming on the horizon. This relates to the issue of available port capacity at ports along the east and south coasts of the UK, from where most of the ferry services operate. A study by the Royal Society for the Protection of Birds (RSPB) found that, by 2010, there is forecast to be a 32% shortfall in UK ferry terminal capacity.

This shortfall is primarily a direct result of increased trade due to continuing European economic integration, demonstrated by the fact that freight ferry capacity and volumes across the North Sea have virtually doubled every 5-6 years during the past three decades. Ferries today account for almost 60% of all UK international trade, making the ferry sector a critical component in the country's total transport system. Given the number of new and larger freight ferries currently on order for North Sea routes, available capacity is expected to double again in the next five years, placing even more pressure on ports to expand.

Currently a number of ports, especially those situated on the Haven and Humber estuaries, are either close to or have reached their statutory designed limits, and environmental legislation effectively limits opportunities for further significant development locally. As a consequence, there have been a number of recent initiatives to develop new unutilised port capacity on disused brownfield sites, such as former oil refineries (e.g. Thamesport, Teesport) and naval facilities (e.g. Rosyth), where the effects of planning and environmental constraints are less onerous. Ultimately, with growth in intra-European trailer traffic expected to continue, this is leading to a demand for more ferry services and more port capacity.

## Developing a fast RoRo freight ferry service

Scottish Enterprise and Napier University have completed research into the development of new fast freight ferry services elsewhere in order to establish best practice and to identify potential barriers to introducing such a service in Scotland. Particular focus has centred on Athens-based Superfast Ferries successful service between Patras and Ancona. Grimaldi's services between Genoa-Palermo and more recently Genoa-Barcelona.(see photographs on p. 13) in addition to a number of long-distance fast freight services in Japan. Analyses of these operators activities provides evidence to suggest that fast freight RoRo ferries offer customers a number of advantages over long-distance land transport, including:

- Fast and sustained average speeds of up to 30 knots/56 km-hr, this being faster than the average speed of a freight train or long-distance HGV's taking into account rest breaks;
- Moderate fuel consumption and high payload, with one ship able to carry the equivalent of 3-4 freight trains;
- Excellent seakeeping and hence reliability even in adverse weather conditions; and
- Total flexibility to carry a mix of trailers, containers, buses, cars, out-of-gauge and heavy items, plus hazardous goods, in addition to passengers.

These fast RoRo services successfully demonstrate that modal shift from road to sea on a large scale is possible, particularly on long-distance routes, with shippers benefiting from fast transits, competitive prices, and avoiding delays caused by road congestion. Hence the aim of the ZEE-SCOT feasibility study will be to evaluate demand for such a fast RoRo service between Scotland and mainland Europe.

**Scotland-mainland Europe freight ferry market**

A key question inevitably relates to demand for a direct ferry service from Scotland. Put simply, is there sufficient cargo to sustain a direct link? In this sense it is interesting to consider recent structural changes in the Scottish economy.

Over the last three decades the Scottish economy has radically altered from dependence on traditional heavy industries, towards manufacture of high-value, high-quality, time-sensitive goods (Table 1). Reflecting this change, the transport sector has witnessed a significant shift from cargo being shipped in containers to more and more cargo being transported in road trailers. To illustrate this change, in the early 1970's two thirds of Scottish international unitised trade consisted of containers, just one third trailers, whereas today trailer traffic is estimated to exceed container traffic and this trend is continuing. In 1995, Scottish trailer trade with other European markets amounted to an estimated 133,000 units, equivalent to 1.8 million lane metres, and is forecast to rise to over 220,000 units by 2005 (Table 2).

**Table 1. Scotland's industries (1996)**

Scotland:	
•	Produces 32% of branded PC's in Europe
•	Nearly 80% of Europe's workstations
•	65% of Europe's auto-teller machines
•	51% of Europe's notebooks
•	Is home to 5 of the world's top 10 computer manufacturers
•	Has overseas whisky sales of £2.28 billion
•	A chemical industry accounting for 9% of manufacturing GDP
•	Is the world's 3rd biggest producer of farmed salmon after Norway and Chile
•	Exports directly support 117,456 jobs in Scotland

Source: Scottish Enterprise

**Table 2 Estimated Scottish international unitised trade, 1995-2005**

	1995	2000	2005
RoRo trailers	133,000	172,000	222,000
Containers	137,000	161,000	189,000
Total	270,000	333,000	411,000

Source: Scottish Enterprise

This change from container to trailer has also occurred partly due to the effects of continued European economic integration. For example, in 1970 two-thirds of Scottish international trade was with former Empire routes, just one third with Europe. Today, the position is reversed, with two-thirds of Scottish exports now destined for EU/EFTA markets (Table 3).

Scottish shippers prefer to use trailers for shortsea markets because of the higher cubic loading capacity in trailers compared with containers, plus the size of Europallets which do not fit very well into standard containers, in addition to faster transits. As the Scottish economy becomes even more integrated with other European economies, and intra-European trade expands, it is anticipated that this trend will strengthen and trailer volumes will continue to grow.

**Table 3. Scotland's principal export markets (1996)**

France	15%
Germany	11%
United States	12%
Netherlands	9%
Italy	6%
(EU Countries)	58%
Value of exports	£18.4 billion

Source: Scottish Enterprise

However, the effects of European economic integration still have a long way to go. For instance, estimated total Scottish unitised trade by volume with other European markets is just 3 million tonnes a year, whilst Scotland's by-road trade with near neighbour England alone amounts to ten times this, 30 million tonnes a year. While the Scottish economy is understandably very well integrated into the UK economy, which has after all been a single market for almost three centuries, there is clearly room for growth in terms of trade with other countries throughout Europe.

Part of the reason for the anomaly is that certain imported products arriving in Scotland are first shipped to Regional Distribution Centres in the south of England, from where they are then subsequently transported to Scotland as domestic road movements. Supermarket and other major retail goods are a case in point.

**How can a direct fast RoRo ferry service help?**

In the absence of a direct ferry service for trailer traffic, and given the inability of rail to significantly penetrate the market, the Scottish economy is almost entirely dependent on long-distance road transport to remote UK ports for access to/from mainland European markets. Taking into account the road, rail and port constraints noted already, if nothing is done about this then Scottish industrial competitiveness could be adversely affected. If transport access to fast expanding European markets is not improved, this could mean, in effect, that:

- Existing exporting/importing firms located in Scotland will gradually lose competitiveness and may close or relocate;
- SME's trying to expand and penetrate European markets may be unable to do so; and
- Overseas firms seeking to invest in new European manufacturing facilities may decide to locate where transport access is easier and less costly than in Scotland.

Introduction of a direct RoRo ferry service, providing a reliable alternative to existing long-distance road transport via remote ports, would enable firms to bypass traffic bottlenecks. Based on analysis of other fast ferry services, a 2-ship operation would be able to maintain a regular daily service, permitting shippers to guarantee next day delivery in many continental markets, and certainly Day C delivery for destinations further afield. One option currently under evaluation relates to ferries with a service speed of 24 knots which would be able to offer a 16-hour transit time between a port in south-east Scotland and a port in the Low Countries.

It is believed this kind of regular, high quality transport system might be attractive to supermarkets and other retailers, many of whom, as noted above, currently import goods first to RDC's in southern England for subsequent onward transport to Scotland by road. In effect, a direct RoRo service between Scotland and mainland Europe would provide an opportunity for major retailers and other firms to source directly from continental RDC's and producers, as well as helping to protect existing markets and enabling new markets to be developed.

**ZEE-SCOT project objectives**

The first task in the ZEE-SCOT project involves analysis of existing road trailer transport flows. This means in-depth investigation of goods routing, frequency of shipment, transport cost, transit time and overall quality of transport service under current conditions. A key objective will be to build a complete picture of Scottish-international road trailer traffic and trends, and to provide a detailed analysis of existing long-distance road transport options via remote UK ports. Tasks during the first stages of the feasibility study will be to:

- Establish, via a series of in-depth semi-structured interviews, key attributes in the eyes of shippers relating to existing long-distance road transport options;
- Decide the most appropriate type of vessels, sailing schedule and cost structure for a direct ferry alternative;
- Identify and assess optimal port and terminal locations and ascertain any improvements or adaptations necessary; and
- Identify and evaluate potential for combined transport connections at each end of the ZEE-SCOT route.

The idea is then to test the specimen service package developed with potential shippers. This will be achieved through a series of focus group discussions with different shipper segments, followed by a seminar. The seminar will involve presenting the findings of the research to a representative gathering of key shippers in an effort to further discuss and finalise/refine the optimal fast RoRo service offering.

**Way forward**

Thereafter the financial feasibility of the new combined transport fast RoRo service will be fully examined, and a recommendation made by the ZEE-SCOT project team as to whether the project merits implementation as an operational measure. If a decision is made to start the new service then an opportunity exists to apply for further PACT support for the project as an operational measure.

Even at this early stage in the process, a number of ferry operators have shown interest in opening the new route. Some are established UK-continent ferry lines, others maintain services in more distant operating sectors. Findings from the PACT-supported ZEE-SCOT project will undoubtedly be of interest to these and to other potential operators.

In the meantime, and in addition to the work carried out by the ZEE-SCOT consortium, Scottish Enterprise has adopted the following approach in seeking to ensure the Scottish economy is able to fully maximise the benefits a new fast RoRo service to mainland Europe would be expected to bring:

- Establish grant availability for infrastructure and service support;
- Evaluate strategic terminal ownership, investment and facility requirements;
- Commission further research to update existing market statistics;
- Promote the ferry opportunity to the wider ferry industry; and
- Co-ordinate the total support package for the fast RoRo project.

There is clearly mounting pressure for Scotland to have its own direct RoRo link with the continent. And with ports, potential ferry operators, various public sector organisations, plus a shipper representative group already working together as part of the ZEE-SCOT project team, this suggests significant interest from both demand and supply sides. Depending on the findings of the research, Scottish Enterprise believe a new service could be introduced as early as 2000, although 2001 may be more realistic.



*Grimaldi: Line – opened up a new coastal route between Genoa and Barcelona in September 1998 – an answer to the problems faced by truckers when transiting through France.*



*140 Trailers at 50 km-hr. Now 8 ships in the fleet and looking for new routes.*