

Scottish Transport Studies Group

Accounts

For year ended 31 March 2021

Charity no SC014720



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Charity Information for the Year Ended 31st March 2021

Committee

Graham Atkins, Consultant

David Connolly, Sysstra

Derek Halden, DHC (Secretary)

Mike Harrison, Scottish Accessible Transport Alliance (Treasurer)

Gordon Hill, SBS Consulting

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Committee Report for the Year Ended 31st March 2021

The committee present their report together with the accounts of the year ended 31st March 2021.

Form and Purpose of the Charity

Scottish Transport Studies Group (STSG) was founded by a constitution last amended in September 2004. It was recognised by the Inland Revenue as a Scottish Charity on 6th May 1987 (Ref no SC014720) and is thus exempt from most forms of taxation.

Principal Activity and Committee Objectives

The aim of the charity is to stimulate interest in and develop awareness of the transport function and its importance for Scotland, its economy and society. It encourages contacts between operators, public bodies, users and others interested in transport. It improves information provision and promotes research, issues publications and organises seminars to these ends.

Administrative Structure

Membership is open to public bodies, transport operators, other organisations and to individuals. A committee is elected at the Annual General Meeting to have executive power, with a new committee being elected each year from available candidates. Details of the committee members are shown on page 2.

Review of Activities

This has been a difficult year, with few positives for Scottish transport. STSG has continued to review the changes and facilitate debate to inform better practice.

Our paper on transport sector manifesto needs for the May 2021 Scottish Parliament manifesto was developed through a round table discussion and e-mail correspondence before being sent to all political parties in March 2021.

Vaccination rode to Scotland's rescue from CoVid 19, enabling the gradual lifting of the longest UK lockdown of the pandemic, but the recovery felt only partial, with international travel still largely paralysed and visitor attractions reporting their continuance in survival mode.

The implementation of Brexit exposed weaknesses in our supply chain as ports choked with goods awaiting onward transit owing to a shortage of lorry drivers and the impact of new procedures, while other labour shortages had impacts on sectors ranging from hospitality to pig farming. A megaship stuck in the Suez Canal was further evidence as to the vulnerability of globalisation, and in the energy sector a perfect storm caused by a cable-fire, a lack of wind and soaring gas prices was accompanied by petrol panic-buying reminiscent of the crisis in 2000 that heralded the modern era of motoring costs falling relative to public transport fares.

'Spaces for People' reallocation of road space helped sustain the boost given by last year's lockdown to active travel, but while motoring returned to pre-pandemic levels, bus and rail travel showed the continuing effect of Scotland having had the severest lockdown of the four nations, with mask-wearing remaining compulsory and the Scottish Government continuing to advise and practise working from home. The bus sector reeled also from drivers preferring more sociable hours and forsaking buses for white vans, delivering the soaring trade in online retail. Rail also had problems of its own, making arising from curtailment of

the Abellio franchise, with Sunday services lost from March owing to conductor strikes, and ScotRail led the way in proposing post-pandemic timetable cuts as other industrial action crowded into view in the run-up to COP26.

With the severest impact of social distancing and its two new boats laid up in an ongoing impasse at Ferguson's Shipyard, Caledonian MacBrayne also suffered a series of mechanical failures that contributed to a series of grisly headlines in what should have been a boom year for staycations. A further section of the dualled A9 opened, but a third of drivers stopped by police on the North Coast 500 were charged with breaking the law, and the A83 was still not fixed at the Rest and Be Thankful.

Scotland was spared the disruption seen down south as Insulate Britain blocked the M25 and STSG debated the role of protest movements. We heard from Steve Melia on how his academic perspective that policies were not working radicalised him into joining Extinction Rebellion.

The Holyrood election saw little change, transport secretary with Michael Matheson taking wider responsibility for Net Zero, Energy and Transport supported by a new transport minister Graeme Dey who kindly accepted our invitation to set out his priorities in Scottish Transport Review. The Greens joined the Government, with Patrick Harvie becoming active travel minister.

Of course, there was some good news. HITRANS renewed in modern form the old Highlands and Islands public transport timetable by launching its new GoHi app. Loganair secured its role as effectively the successor to FlyBe, and Prestwick Airport seemed set to achieve a new role by handling the arrival of world leaders coming to COP26. Ember electric buses enjoyed a successful first year for their Edinburgh-Dundee route, and Aberdeen introduced the world's first fleet of double-decker hydrogen buses.

Edinburgh Trams continued construction of their extension to Newhaven unencumbered by any sign of the Hardie Report, and the Glasgow Subway prepared for unstaffed train operation in the run-up to its 125th anniversary. ScotRail embraced m.tickets and introduced active travel carriages on its Oban route out of Glasgow Queen Street Station, the completion of whose spectacular rebuilding was marked by a visit from the First Minister, and FirstGroup inaugurated a new open-access train route, intriguingly called Lumo between Edinburgh and London Kings Cross.

In STSG we were pleased to make contact with Mailys Garden of Scottish Women in Transport. As part of further developing this debate STSG members heard from the EU Diamond about the project recommendations for increasing transport operator approaches to fairness and inclusiveness.

We noted the 50th anniversary of the Erskine Bridge and Scottish Transport Review's issue number 61 saw us speculating on what delegates to COP26 might make of their visit to Glasgow and the prospects for the 2021 in the wake of the 2021 election with a hybrid of the SNP and Green party manifestos being adopted.

Reserves Policy

It is the policy of the committee to keep approximately six months expenditure as a reserve against decreases in membership and sponsorship, meaning that activities could continue for a period of time. At 31 March 2021, this aim was achieved.

Statement on Risk

The committee keeps under review the major risks to which the charity is exposed and mitigate those risks which have been identified. As of 31 March 2021, no new risks were identified that needed additional action provided the organisation continues to be effectively managed by a committee able to respond to new needs on a day to day basis.

Statement of Committee Members' Responsibilities

Charity law requires committee members to prepare accounts that give a true and fair view of the state of affairs of the charity, and its incoming resources and application of resources including its surplus and deficit for that period. In doing so, the committee members are required to:

- Select suitable accounting policies and apply them consistently;
- Make judgements and estimates that are reasonable and prudent;
- Prepare the accounts on the going concern basis unless it is inappropriate to presume the charity will continue its activities.

The committee members are responsible for keeping accounting records which disclose at any time the charity's financial position and enable them to ensure that the accounts comply with charity law. The committee also have general responsibility for taking such steps as are reasonably open to it to safeguard the charity's assets and to prevent and detect fraud and other irregularities.

Costs associated with preparation, printing and publication of documents and the administration and organisation costs for the group are largely covered through voluntary inputs by committee members. External costs including catering and venues for meetings are reimbursed from charity funds.

On behalf of the committee,



Date 23 November 2021

Statement of Financial Activities and Income and Expenditure Account for the Year Ended 31 March 2021

Incoming Resources	2020/21	2019/20
Membership fees	120	160
Publication revenue	2,286	1,987
Total incoming resources	2,406	2,147
Resources expended		
Printing and publication	-	-
Meetings and seminars	114	465
Researcher fees		830
Governance costs		
Committee expenses	-	-
Fees of the independent examiner	100	100
Total resources expended	214	1395
Surplus (Deficit) for year	2,192	752
Statement of Balances		
Funds at 1 st April	8,774	8,023
Surplus	2,192	752
Funds at 31 st March	10,966	8,774
Balance Sheet as at 31st March 2021		
Current assets	11,066	8,774
Creditor's accounts due within 1 year	100	100
Net current assets	10,966	8,674

The notes on page 7 form part of these accounts

These accounts were approved by the committee on 23 November and signed on its behalf by



Derek Halden, Secretary

Notes to the Accounts

1 Principal Accounting Policies

These accounts have been prepared in accordance with applicable accounting standards in the United Kingdom, the Charities Accounts (Scotland) Regulations 2006 and under the guidelines laid down in the Statement of Recommended Practice – Accounting and Reporting by Charities – 2005 version.

Grants, bank interest and other income are recognised in the Statement of Financial Activities as they are received. Expenditure including VAT, which is unrecoverable, is accounted for on an accruals basis.

All activities are dealt with in unrestricted funds.

2 Committee expenses and related party transactions

Members of the committee are able to claim travel expenses for committee meetings and conferences, but none did so during the financial year.

No committee member received payment for any other Group activity during the year.

Independent Examiner's Report to the Scottish Transport Studies Group on the accounts of the charity for the year ended 31 March 2021 set out in pages 6 and 7

Respective Responsibilities of the Trustees and Examiner

The Charity's Trustees are responsible for the preparation of the accounts in accordance with the terms of the Charities and Trustee Investment (Scotland) 2005 Act and the Charities Accounts (Scotland) regulations 2006. the Charity trustees consider that the audit requirement of Regulation 10(1) (d) of the Accounts Regulations does not apply. It is my responsibility to examine the accounts as required under section 44(1)(c) of the Act and to state whether particular matters have come to my attention.

Basis of Independent Examiner's Statement

My examination is carried out in accordance with Regulation 11 of the Charities Accounts (Scotland) Regulation 2006. An examination includes a review of the accounting records kept by the charity and a comparison of the accounts presented with those records. It also includes consideration of any unusual items or disclosures in the accounts and seeks explanations from the trustees concerning any such matters. The procedures undertaken do not provide all the evidence that would be required in an audit and, consequently, I do not express an audit opinion on the accounts.

Independent Examiner's Statement

In the course of my examination, no matter has come to my attention

1. which gives me reasonable cause to believe that in any material respect the requirements:

- to keep accounting records in accordance with section 44(1)(a) of the 2005 Act and Regulation 4 of the 2006 Accounts Regulations, and
- to prepare accounts which accord with the accounting records and comply with Regulation 9 of the 2006 Accounts Regulations

have not been met or

2. to which, in my opinion, attention should be drawn in order to enable a proper understanding of the accounts to be reached.

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Date: 23 November 2021