



The Scottish Parliament
Pàrlamaid na h-Alba

TRANSPORT, INFRASTRUCTURE AND CLIMATE CHANGE COMMITTEE

AGENDA

13th Meeting, 2009 (Session 3)

Tuesday 19 May 2009

The Committee will meet at 2.00 pm in Committee Room 4.

1. **Scottish Government transport projects and policy:** The Committee will take evidence from—

Stewart Stevenson MSP, Minister for Transport, Infrastructure, and Climate Change, Ainslie McLaughlin, Director of Major Transport Infrastructure Projects, Bill Reeve, Director, Rail Delivery, Transport Scotland, Judith Ainsley, Ferry Policy and Procurement Team Leader, and Sam Anson, Economic Adviser, Transport Directorate, Scottish Government.

2. **Annual report:** The Committee will consider a draft annual report for the Parliamentary year from 9 May 2008 to 8 May 2009.

Steve Farrell
Clerk to the Transport, Infrastructure and Climate Change Committee
Room T3.40
The Scottish Parliament
Edinburgh
Tel: 0131 348 5211
Email: steve.farrell@scottish.parliament.uk

The papers for this meeting are as follows—

Agenda item 1

Briefing paper

TIC/S3/09/13/1 (P)

Agenda item 2

Draft report

[TIC/S3/09/13/2](#)



Transport, Infrastructure and Climate Change Committee

Draft Annual Report 2008-09

The Committee reports to the Parliament as follows—

Introduction

1. This report covers the work of the Transport, Infrastructure and Climate Change Committee during the parliamentary year 9 May 2008 to 8 May 2009.
2. During the year, the Committee's work programme included consideration of an inquiry into the potential benefits of high-speed rail services and scrutiny of the Climate Change (Scotland) Bill at Stage 1.

Inquiries and reports

Ferry services in Scotland

3. In June 2008, the Committee published the report of its major inquiry into ferry services in Scotland. This inquiry involved extensive gathering of evidence by the Committee, including an online survey, video conferences, meeting with ferry operators and passengers and holding public committee meetings in communities served by ferry services.
4. Based on the evidence it received, the Committee recommended that, in the short term, ferry timetables be adjusted to meet local needs more effectively and to provide some additional services; steps taken to better integrate ferry services with other modes of transport; a review undertaken of customer service operations carried out by the main operators; and improvements made to communication between ferry operators and the communities they serve. The Committee also made suggestions to be considered during the course of the Scottish Government's ferries review. These included an examination of the potential for the upgrading of vessels and ports and a review of current and possible new routes.
5. The report was debated by the Parliament in September 2008. The Committee expects to revisit this issue once the Scottish Government has concluded its current review of ferry services in Scotland.

National Planning Framework 2

6. On 25 February 2009, the Committee reported to the Local Government and Communities Committee on the National Planning Framework 2 (NPF2). The Committee took evidence from a variety of witnesses representing UK transport bodies, NGOs, and academics with expertise on the subject. The witnesses were questioned on the NPF2 key objectives of sustainable economic growth and contribution to climate change targets.

7. Some of the witnesses expressed concern over the way the consultation had been conducted, suggesting that the engagement had been too focused on professional groups, paying insufficient attention to the opinions of the wider public. The Committee recognised the difficulty the Scottish Government had found in engaging the interests of the general public but recommended that further steps be taken to improve public engagement in the production of the next NPF.

8. The Committee appreciated the need for a sustainable approach to national infrastructure, but was concerned that certain developments laid out in the NPF2 would not uphold these objectives and may instead lead to an increase in greenhouse gas emissions. In view of this, the Committee recommended that the Scottish Government keep the NPF2 under review ensuring it keeps in line with targets set by newly introduced climate change legislation.

High-speed rail services

9. The Committee conducted an inquiry into the potential benefits of high-speed rail services to Scotland and published its report on 27 February 2009. During the course of the inquiry, the Committee heard evidence on the social, economic and environmental benefits to Scotland that a high-speed rail network could bring.

10. The report noted the potential to significantly reduce UK greenhouse gas emissions through creating modal shift away from aviation and also to benefit Scottish society and its economy. However, the report also highlighted the risk of Scottish interests being overlooked as work on the feasibility of a high speed rail network at a UK level is taken forward. It therefore recommended that the Scottish Government establish a clear policy vision on this issue and be prepared to work with the UK Government to ensure that Scotland is included throughout planning and development of any high-speed rail network.

11. Further to the publication of its report, the Committee held meetings with Lord Adonis, the UK Minister of State for Transport and Sir David Rowlands, the chief executive of High Speed 2 at the Scottish Parliament in April 2009. At these meetings the Committee was able to express the importance of Scotland's inclusion from the outset of development of high-speed rail services. It also makes clear its intention to continue to engage with the Scottish and UK Governments as this project progresses.

Budget process

12. In December 2008, the Committee reported to the Finance Committee on its consideration of the Scottish Government's draft budget for 2009-10, which

was published on 16 September 2008. The Committee focused its scrutiny on the climate change element of its remit. The report encompassed the general impact of the Draft Budget on climate change and the development of the Scottish Government's carbon assessment tool, as well as revisiting issues on transport spending raised in the 2008-9 report. .

13. In its report, the Committee expressed concern that the Draft Budget did not contain sufficient proposals to contribute to the climate change agenda. It also felt that the Scottish Government's climate change reduction targets were set too far into the future and their current proposed strategy for reducing annual emissions lacked urgency. The Committee therefore recommended that a system of carbon accountability be established in time for the Draft Budget 2010-11 and the Spending Review 2010, and that revisions be made to the 2009-10 budget to facilitate this.

14. The Committee considered that future budgets, and the next Spending Review, reflect updated legislation on emissions targets. The Committee suggested that the next budget refocus its priorities on policies specifically designed to reduce greenhouse gas emissions and contribute to addressing climate change, advising that subsequent budgets be presented with the fullest possible details of how expenditure across all portfolios will contribute to the reduction of emissions.

Other evidence sessions

15. The Committee held a number of other evidence sessions. These included hearing from Scottish Water, Scottish Water Business Stream, the Water Industry Commission for Scotland, Waterwatch Scotland and the Drinking Water Quality Regulator for Scotland on Scottish Water's annual report and accounts 2007-2008. The Committee also took evidence from the Minister for Transport, Infrastructure and Climate Change on a number of issues ranging from the Scottish Government's Strategic Transport Projects Review, the extension of the First ScotRail franchise and the consultation on climate change legislation.

16. In its work programme, the Committee also agreed to monitor closely the development of the replacement Forth crossing and took evidence from the Cabinet Secretary for Finance and Sustainable Growth on the Government's choice of a cable-stayed bridge. The Committee plans to closely monitor progress on this hugely significant transport infrastructure project.

Legislation

17. The Committee undertook scrutiny at Stage 1 of the Climate Change (Scotland) Bill. The primary objective of the Bill is to create a legislative framework for greenhouse gas emissions reductions in Scotland by setting a reduction target of at least 80% by 2050. The Policy Memorandum also states that the Scottish Government must set annual targets in secondary legislation, for Scottish emissions from 2010 to 2050 to ensure the 2050 target is met, as well as an interim target of a 50% reduction in emissions by 2030.

18. The Committee took evidence from a large number of stakeholders representing a range of interests including those of the business sector, trade unions, public bodies, charities, and voluntary and environmental organisations. The Committee also issued a call of views on the Bill and received 359 responses, 69 of which were from organisations and 290 from individuals. The evidence gathered from these sources provided information valuable to the production of the Committee's Stage 1 report on the Bill.

19. The report made clear the Committee's support for the basic principles of the Bill. However, the Committee noted the scientific evidence that strong early action is needed in order to deliver the necessary reductions in greenhouse gas emissions. In order to ensure this, the Committee made a series of recommendations, amongst which were calls for the Bill to be amended to bring the interim targets for reduction in emissions forward from 2030 to 2020 and to include more robust and realistic annual climate change targets. It also called on the Scottish Government to present to the Parliament a comprehensive plan setting out in practical terms how it intends to meet the reductions in greenhouse gases set out in the Bill from an investment and policy point of view.

Subordinate legislation

20. The Committee considered 10 Scottish statutory instruments. All were negative instruments. Two motions to annul were lodged for SSI 2008/186 and SSI 2008/187, on 10 June 2008

Petitions

21. Three petitions were referred to the Committee over the course of the parliamentary year: PE894 on the provision of rail services between Inverness, Thurso and Wick, PE1035 on the Dunoon to Gourock ferry service and PE1181 on the heightened cost of fuel in the rural areas of Scotland. The Committee agreed to consider the issues raised in PE1035 as part of its inquiry into ferry services in Scotland and to write to the Minister on issues raised during the discussion. The Committee further agreed to close PE1035. The Committee agreed to consider the issues raised in PE894 as part of its scrutiny of the Strategic Transport Projects Review and, in so doing, to close the petition. PE1181 remains open.

Innovation

22. As part of its pre legislative scrutiny of the Climate Change (Scotland) Bill, the Committee held a series of Climate Change seminars in the Parliament, which were based around a practical demonstration of a carbon assessment tool developed by the Tyndall Centre for Climate Change Research as part of the Greenhouse Gas Regional Inventory Project (GRIP). This tool allowed members and stakeholders to assess the carbon implications of different emissions scenarios across the various sectors of the economy. The event provided the Committee with the opportunity to increase its awareness of the views of stakeholders and their views on the appropriateness of the proposed mandatory targets for the reduction of carbon emissions while gaining an insight

into the challenges that organisations across all sectors anticipate in meeting these targets.

23. The Committee also held a major Climate Change event in the Chamber on 27 March 2009, involving a variety of stakeholders and speakers from across the globe. The speakers and guests discussed the international impact of climate change and Scotland's role in reducing emissions in relation to the Bill. This event was webcast, received high profile coverage in the press and supported the Committee's consideration of the Bill.

Equalities

24. On 10 June 2008, the Committee agreed motions to annul two negative statutory instruments regarding the Public Transport Users' Committee for Scotland (PTUC) (SSI 2008/186) and the Mobility and Access Committee for Scotland Revocation Regulations 2008 (MACS), (SSI 2008/187).

25. The Committee expressed concerns with both items of subordinate legislation, suggesting that the replacement of MACS, upon which 50 per cent of the members were classifiable as disabled, with PTUC where only 3 out of 15 members would be disabled, may diminish the representation of disability interests in the areas of mobility, access and transport. The Committee moved to recommend that nothing further be done under these instruments and the Scottish Government therefore laid orders to revoke both instruments, with the effect that MACS remains in existence.

26. The Committee continues to ensure that equalities issues are fully taken into account in all areas of its work. For example, in the course of its inquiry into the ferry services in Scotland, the Committee took evidence from Mobility and Access Committee for Scotland (MACS) and the issues raised at that meeting informed future evidence sessions and enabled the Committee to recommend that improvements be made to both ferries and ports to increase access by people with a disability.

Meetings

27. During the parliamentary year (9 May 2008 to 8 May 2009), the Committee met 28 times. Of these meetings, 2 were wholly in private and 12 were partly in private. The majority of the items taken in private were to consider draft reports.

All meetings were held in Edinburgh.