

# Conservative Transport News



## Conservative Transport Group

### A Special Interest Group of the Conservative Party

Founded in 1992 by Dr Robert Kinghorn

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4

**Transport: where the Conservatives have the better moves**

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**The views expressed in this newsletter are those of the article authors and not necessarily those of the Conservative Party or the Conservative Transport Group.**

# Chairman's Chat

Much has happened (or not happened) over the last year **but** the political parties and the media have continued to seriously overlook many, critically important, practical and economic fundamentals and new issues have surfaced – the key issues relating to Infrastructure (directly or indirectly) are headlined below.

- 1. The UK today does not have a world-class Infrastructure.** This general statement has broad public agreement, both politically and organisationally - but there is much less agreement on the rectification priorities. To be clear, Infrastructure includes all transport modes (including digital broadband and mobile connectivity), energy (particularly electricity), water (fresh and sewage), flood defences etc. Housing includes connecting utility services, schools, hospitals and social care centres etc.  
The UK's telecom infrastructure world rankings are particularly poor
- 2. An economic top priority for the UK** is to pro-actively do much more to resolve its much discussed but unresolved "*Productivity Problem*". Raising productivity is particularly important in the UK's Regions if the Regional/London economic Divide (ie average GDP/capita) is to be radically narrowed as it needs to be
- 3. The proven economic benefits** of investing in measures to stimulate and support Urban Agglomeration in our major cities (ie urban population growth) continues to be ignored. The critical economic metric is that, throughout the developed world there has been and will be an increase 1.5% average GDP/capita with every 10% increase in city population - as the detailed research by Professor Geoffrey West of the Santa Fe Institute has convincingly shown )
- 4.** Interestingly and critically the UK does not obey Zipffs Law and has no 2<sup>nd</sup> city (at least half of the capital city's population) and arguably just one 3<sup>rd</sup> city (at least a third) . The GDP/capita loss by not having the expected number of large cities - which collectively would make a big contribution to reducing the "Regional/London Divide" - needs to be corrected by investing in Urban Agglomeration measures in and around our major cities. The Northern Powerhouse and Midlands Engine are a start but the primary cause of slow Agglomeration is poor/non-existent local transport within and around all the UK's cities combined with a shortage of suitably located housing. Consequently, in our 'too small major cities', the vast majority (over 80%) commute to work by car on already over-crowded streets – which is a big deterrent to additional urban population growth.
- 5. Local and intercity public transport in the UK.**  
**First, London** is uniquely well served on both counts which has allowed London to successfully grow to the size it is today (Tube, local rail and the extensive bus network plus the radial intercity express routes in/out of London). The new signalling project covering 40% of the tube network is currently being tested with positive results so far. When operational it promises circa 30% capacity increases on the installed routes and much better reliability which will ease the current capacity pressures on the tube network

But, as London's metropolitan urban growth continues, future vehicle gridlock is on the horizon – particularly in orbital outer London either side of the M25 which right now is in desperate need of an outer London rail equivalent to the inner London Circle Line tube. Finally, increased investment in transport connectivity and housing in the rest of the UK must not be at the expense of London because we all gain from London's economic success

**Secondly public transport in and around all the other major cities compares badly with London.**

Inter-city connectivity between cities on different fast radial lines to/from London (see above) is still either comparatively very slow or non-existent. Hence the cross party and public support for the government initiated Northern Powerhouse, the Midlands Engine and more recently the proposed Oxford-Cambridge-Milton Keynes connectivity project, each of which will provide a connectivity framework between the major cities and large towns within their respective regions.

However as noted above the current plans for these investments do not address the urgent, priority need for a large increase in local public transport projects within and around each major population centre which is necessary to stimulate and support the economically needed Urban Agglomeration.

6. **A top priority infrastructure problem, which the Government has recently been legally instructed by the High Court to promptly and urgently address is “City Air Pollution”** most of which is vehicle traffic related. Particulate Matter (PM) is the pollution component most dangerous to health and the majority arises from non-exhaust vehicle erosion (road, tyres, brakes etc). Electric vehicles help by eliminating exhaust emissions but their increased weight (circa + 25%) increases their PM output
7. Helpfully ‘steel on steel’ Light Rail/Trams (aka streetcars) are pollution free (ie no harmful exhaust emissions or particulate pollution). Critically the evolution and recent successful delivery by a US company of self-powered, overhead wire free, streetcars which, coupled with fleet re-fuelling using onsite hydrogen production, can cut the capital cost of streetcar projects by as much as 50% with similar reductions in maintenance costs which in turn means significant reductions in operating costs
8. Productivity and Innovation are two sides of the same coin. The vast majority of UK organisations are backward (or very backward in using modern technology). See Economist article on 9<sup>th</sup> November 2017 “Giving Luddites a bad name”. *“Research by Andrew Haldane, the chief economist of the Bank of England, suggests that lately, around [just] 1% of British companies have seen average productivity growth of a healthy 6% a year” [but] “Roughly a third of British companies have seen no rise at all in their productivity this century, according to Mr Haldane’s research.”*
9. Significantly, in the Midlands and North over the last eight years, the growth in economic output per head in the West has been twice as fast as in the East. Almost certainly this is due to much larger transport infrastructure investment per capita (particularly in local public transport), coordinated new-build housing and faster regional Devolution.
10. Urban Agglomeration within an expanded Northern Powerhouse Project (ie NPHP2 focused on adding extensive local public transport connectivity by tram/light rail where possible) offers the prospect of the major northern cities progressively evolving into a single urban entity of over 10m inhabitants with an ultimately comparable GDP/capita to London – Goodbye “N/S Divide”

11. The well-researched and detailed Arcadis report a year ago showed that, there is a large construction skills shortfall to be filled if the existing committed infrastructure projects (incl housing) are to be delivered as promised – they concluded that 400,000 new fully trained additions (listed by trade/profession) are needed every year – an unachievable target by a long way
12. Worse the Arcadis Analysis overlooks the following important additional Infrastructure projects and programmes not specifically included in the Government’s forward plans
- a. The essential investment in new local public transport in our major cities necessary for Urban Agglomeration as set out above
  - b. Road maintenance, particularly the nationwide serious pothole crisis which has had substantial media attention and the large number of “shovel ready” small but very beneficial local road improvements
  - c. The Bridge Maintenance backlog of £1bn continues to grow
  - d. The NHS/Hospital capital project large backlog arising from using the Treasury’s capital & asset management allowance to meet shortfalls in operating expenditure (listen to BBC Radio 4 “File on 4” 25<sup>th</sup> February with frequently reference to “Sir Robert Naylor’s Report”). Add to this current backlog the additional bed requirements that will be needed for a growing ageing population
  - e. The Schools capital projects backlog has meant a growth in class sizes (UK has the largest primary class numbers in Europe) and, additionally, population growth coupled with major new housing projects will require even more new schools (“267 schools needed to cope with baby boom” Telegraph 15<sup>th</sup> July 17)
  - f. The essential fire hazard rectification programme - post Grenfell - has yet to be spelt out and quantified but it’s likely to be much larger than is currently expected
  - g. Finally, the construction industry’s consistent longstanding record of cost overruns and completion date delays means that most projects exceed their contingency budget – some very substantially
13. **The only acceptable way out of the inevitable large, diverse and unresolvable construction skills shortfalls arising from the above project/programme review is to rigorously prioritise all committed and proposed infrastructure investments**

**14. Factors influencing Infrastructure investment and the prioritisation process**

**First** and numerically very important is the expectation that post-Brexit access to immigrant skills is likely to become more limited

**Secondly** the Government’s Infrastructure plans appear to ignore the latest ONS population forecasts – larger total population numbers and much larger numbers of older people

Thirdly, the skills availability shortfall concerns should not be limited to construction skills shortfalls – for example digital skills carry similar shortage risks

Fourthly the need to radically increase new house building in the right locations has become even more widely understood and endorsed by all. New housing requires local utility services incl roads, public transport, school places and hospital services

Fifthly the Digital Railway Programme (40% capacity increase per route plus circa 20% operating cost reductions) should have a new top priority rating in order to more speedily reduce capacity pressures on the existing fast inter-city radial routes to/from London, particularly the WCML & ECML. Focusing now on these routes will, in particular, create the flexibility to give HS2 a much lower priority.

Sixthly High Speed 2 needs an urgent high level special review. Feedback from a number of surveys and many media reports have highlighted some key reasons why popular support for HS2 is so dramatically low in the population at large. It appears that there are at least seven key factors influencing the public at large

- First and foremost it doesn't pass the "person in the street" common sense test - eg why encourage more people to travel to overcrowded London when it could be better spent - NHS etc?
- Getting to and from the stations easier & faster is more important than a faster WCML alternative
- The UK's cities are close together compared to EU and other countries so why such a fast 'property & countryside damaging' speed for HS2 when a 'fast enough' line could be better routed - alongside motorways for example
- The technology necessary to build HS2 is media projected to be leading edge (ie unproven), so people instinctively know that there will be many unforeseen problems with big cost increases and delays.
- The media hype around the HofL statement 9 months ago that a professional independent analysis had concluded that HS2 Phase One would cost at least double the current budget was publicly accepted without any credible push back. To reinforce this damning criticism, Lord Berkeley has recently sent an open letter to the SoS for Transport restating this cost doubling expectation. Anything near to doubling the total cost would eliminate the already questionable economic benefits
- Leading edge also means HS2 will be specialist skill intensive and that probably means Network Rail loses even more of its specialist resources - making its already poor delivery record even worse.
- Lastly one of the major justifications for Crossrail 2 is that it is critically needed to deal with HS2's Euston forecast passenger volumes if they ever happen." Why should London get yet another £30+bn rail investment?" - is a popular view.

The official position is that, since HS2 has official cross party support, MPs are strongly pressured to vote in favour which they have done despite PAC and NAO misgivings who have regularly strongly queried/criticised 'Value for money', 'Likely to cost a lot more than budget', 'Unrealistic Timetable', 'Poor financial controls in HS2 Ltd' etc. It's significant that on the 2nd reading of HS2 Phase 2a Bill at the end of January over half of the MPs abstained (bill was carried 295 to 12 by the 'faithful')

Finally, it is true that a relatively small section of HS2 Phase Two is part of the Northern Powerhouse (NPH). Therefore, this part of the route is a candidate for priority retention as the planning for the NPH evolves if, as advocated, HS2 itself is seriously delayed or even cancelled as priority planning progresses.

Seventhly the technology driven "Innovation Revolution" is gathering momentum. Infrastructure investment is just one area of strategic planning that will increasingly be impacted, often unpredictably - take just two technologies.

**Driverless vehicles** (which are likely to be pervasive after 2030 or possibly sooner) will surely impact rail (trains/trams) and bus passenger volume forecasts, almost certainly adversely. Convoy platooning on the motorways could happen much sooner - proven vehicle connectivity technology exists today, and truck convoys are currently being tested on public roads in the EU. Platooning provides big lane capacity increases (double or better) with large fuel savings - and therefore car convoys offer the early potential of a safe driverless motorway journey with normal driving to and from the motorway - ie a door to door journey that's likely to be faster, cheaper and more comfortable than using intercity trains

**Solar and wind power** costs and energy capture efficiencies are reducing continuously – much faster for solar power. Hydrogen can be extracted and stored under pressure increasingly cheaply and then used with fuel cell recharging of (increasingly efficient) batteries to power all modes of transport.

Finally, the Government's new build housing programme (right numbers in the right places) is critically important and is a key component in speeding up the Urban Agglomeration process

## 15. To Conclude

London-centric HS2 should be delayed for at least 5 years (or even cancelled). Too expensive, too construction resource intensive (particularly at a management and professional skill level), too technically risky, too long to become operational (even if it might, eventually, help make any serious inroads to the N/S Divide which is very doubtful in practice). Furthermore, the rapidly increasing popularity of "ride sharing" and the probability of technology advances in autonomous vehicles substantially reducing/eliminating the forecast capacity demand growth further supports HS2's low priority rating

Universal ultra-fast digital and 5G mobile connectivity must be given the highest priority - alongside all the other infrastructure investments that will efficiently speed up Urban Agglomeration. The UK's telecom infrastructure needs to stop being an "also-ran" in the investment prioritisation process.

16. **Summary.** In order to rapidly raise the UK's average GDP per capita (Productivity) & reduce the Regional/London Divide, rapid urban population growth of our cities should be the order of the day (aka Urban Agglomeration). This will be critically facilitated by focused investment in local public transport connectivity (predominantly by train/light rail/trams) and by investing in a 'leading edge' telecom infrastructure - with matching integrated growth in affordable housing and associated public services (schools, hospitals, care homes etc).

# TRANSPORT OVERVIEW

## Membership News

Our year end is December 31 2018. Subscriptions are £15 per individual per calendar year. Subscriptions from new members paid from October 01 will be allocated to the next calendar year.

## TRANSPORT NEWS

### Air News

#### CTG Air News 2018

### Connecting the UK to the world – the mission of the AOA

Aviation is a crucial connector of people and a driver of economic and productivity growth. Aviation supports a million jobs and contributes more than a billion pounds a week to GDP. 73% of visitors fly to the UK and 40% of our non-EU trade by value – from

pharmaceuticals to Scottish salmon – travels by air. That means every region relies on its airports to facilitate not just leisure travel but also business activity and job creation.

Ensuring that people and businesses across the UK are better connected to airports is crucial to unlocking growth. It will enable route development, facilitate trade, support UK investment abroad and encourage inward investment in our economy. The Airport Operators Association's five priorities to support that are:

**1. A UK Aviation Strategy that supports sustainable growth**

In addition to the Government's preference for a third runway at Heathrow, we need an Aviation Strategy that sets a fair framework for sustainable growth for all airports, including steps to improve surface transport to better connect regions to their airports.

**2. A new legal framework for UK aviation connectivity post-Brexit**

UK flights to over forty countries rely on the legal framework provided by EU-level air services agreements. With no WTO-framework to fall back on, the Government should prioritise replacing these. This will ensure our excellent aviation connectivity – a precondition for a successful Brexit – continues and can grow.

**3. Modernising UK airspace**

Airspace is our invisible infrastructure in the sky. It has changed little since its creation in the 1960s. Unless modernised, it will not handle expected levels of traffic without major increases in delays and cancellations.

**4. A cut in Air Passenger Duty to boost the UK's international competitiveness**

The UK charges the highest aviation tax in Europe, double Germany's (the next highest such tax). This makes creating new routes economically difficult for airlines. To help the UK's connectivity get Brexit-ready, APD should be cut by 50% to match our nearest competitors.

**5. A UK border regime that is secure but welcoming**

The UK should have a secure but welcoming border that makes legitimate travel easy and hassle-free, demonstrating that the UK is open for business. This requires a better-resourced Border Force that can cope with current passenger flows.

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Graeme Mason, Planning & Corporate Affairs Director at **Newcastle International Airport**, said:

**“Newcastle Airport has had a successful twelve months.** Our passenger numbers grew 10% last year, with almost five and a half million passengers travelling through the terminal – the highest number in a decade – and we were recognised for our achievements at a regional, national and international level.

“We offer direct flights to over 80 destinations and many more worldwide through our extensive hub network. Several flights a day to London Heathrow, Amsterdam, Paris, Dublin and Brussels, as well as daily Emirates flights to Dubai connect the North East to hundreds of destinations globally. The daily flights to Dubai were hailed as a game

changer for the region when they began over ten years ago – before they were introduced, the value of flown exports from the airport stood at less than £20 million per year. By 2016, the value has increased to over £350 million.

“Contributing over £1.16 billion to the regional economy each year, the airport is an important asset to the North East. Not only does it employ more than 3,400 people directly on site, it supports over 15,000 jobs across the region, and North East businesses rely on the freight and passenger links the airport provides. Our relationship with the North East business community is very important to us and we work extremely closely with businesses, the business organisations, and other stakeholders and the community to ensure that we do the best possible job in serving their needs.

“In a bid to boost inbound tourism, we last year launched a three-year partnership with VisitBritain and NewcastleGateshead Initiative to promote the region to overseas markets. We are currently running a marketing campaign in Germany focusing on easyJet’s Berlin route and highlighting the Great Exhibition of the North as a key reason to visit the North East this year.

“As we move forward through 2018, key matters of interest for the airport include London Heathrow and its third runway, which would be beneficial for Newcastle Airport and improved transport links in the North East. With continued passenger growth, it’s important to ensure transport links serving the airport and throughout the North East are invested in. We’re keen to see improvements to the A19 and an upgrade to the A69 to improve connections to Cumbria.

“Air Passenger Duty (APD) is another crucially important issue. In October last year, we impressed upon the Government the need for a level playing field on taxation. In the event that aviation tax is reduced in Scotland, it also needs to be reduced south of the border, otherwise the economy in the North East will be damaged.

“Despite the challenges these matters might bring, our priority will remain our passengers in the North East and they will continue to be placed at the heart of our decision making.”

For further information, please contact [bdolan@newcastleinternational.co.uk](mailto:bdolan@newcastleinternational.co.uk)

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**Heathrow**

The 3rd Runway consultation was completed on March 28th. Opinions were also being sought on both airport layout and airspace design. Options include lower costs but all maintain the commitments already made to affected communities including a 6.5 hr ban on night flights and guarantees on air quality for new capacity. Opinions are being sought on runway location, terminal expansion, realignment of the M25 and changes to the A4, A3044 and water courses. Demolitions include many controversial buildings. A Parliamentary decision was taken in June to proceed with the £14bn development though it was submitted to judicial review on August 8<sup>th</sup>. Later there will be a second consultation focused on airspace design with a view to improving airport operation and punctuality whilst reducing noise and emissions.

## **Gatwick**

A £1,110m plan will support growth and improve the passenger experience. Features include a Pier 6 extension, a new domestic arrivals facility for South Terminal, a mezzanine level extension for North Terminal, the road to the new Boeing hangar, biometric boarding technology, South Terminal Long Stay car park, facilitating electric vehicles, support for Network Rail's station upgrade, ground handling equipment and a reception centre for passengers with reduced mobility.

## **Birmingham**

Upgrades include redeveloping the security processing area, a refreshed waiting lounge and a covered walkway from the free drop-off car park. There will also be additions to the retail area. Birmingham Airport had 12,980,000 travellers in 2017, an 11.5% increase on 2016.

## **Newcastle**

The vision of the new Masterplan 2035 is to “ensure passengers don't need to travel to airports outside of the region”. It envisages passenger throughput reaching 9.4m by then. Planned improvements to infrastructure include a possible 700m runway extension, extra aircraft parking stands, 7,400 more car parking spaces, local transport improvements and enhanced support services.

## **Carlisle**

Regular flights resumed from Carlisle Lake District Airport (CAX) to Dublin, Belfast and Southend in September. Before cessation of all scheduled flights in the 1990s destinations included Heathrow, Luton, Leeds Bradford, Aberdeen and Glasgow. CAX was taken over by Stobart Airports in 2009.

## **Penzance**

Revised plans have been approved unanimously by Cornwall Council for a new heliport near Penzance. It will reinstate the services to the Scilly Isles lost when the Eastern Green heliport closed in 2012 after 48 years. The new plans revised those submitted in February 2017 in response to a request by the current ferry operator for a judicial review. It will operate an AW139 to St. Mary's and Tresco.

## **Drones**

The U.K. Government introduced restrictions on drone operation from July 30<sup>th</sup>. Flight will be prohibited above 400ft and within 1.6mls of an airfield boundary. From November 19<sup>th</sup> 2019 owners of drones weighing more than 0.5lb will have to register with the CAA and their pilots will have to take an online safety test.

## **New York Stewart**

The Governor of New York, Andrew Cuomo, has proposed to the Port Authority the modernisation and expansion of Stewart International Airport. The airport would be enabled to handle both domestic and international services. It would be renamed New York International at Stewart Field. Transatlantic flights began in June last year with the Norwegian Air services from Belfast, Dublin, Edinburgh and Shannon. It is 60 miles north of Manhattan.

## **U.S. Federal Grants to Airports**

In the 2018 Airport Improvement Program (AIP) the FAA has awarded \$677m in 241 grants to 346 projects for improvements including runways, taxiways, aprons and terminals. AIP is an annual capital funding budget, reflecting the policy view that “paved runways are essential pieces of infrastructure”.

### India

An increased budget is planned for 2018-19. It is intended to improve infrastructure amongst the 124 airports managed by the Airports Authority of India and to provide new services to 56 un-served airports and 31 helipads. Domestic traffic grew by 18% per year during the past three years.

### Phnom Penh

The government of Cambodia has agreed to build a new airport at Phnom Penh to replace the existing one. It will be 19 miles south of the city and will cover 1,730 acres, part of a 6,425 acre development site reclaimed from the nearby lake. Work should start in early 1919.

### Dakar

The new airport, Blaise Diagne, has opened after a delay of some seven years. It has a runway 01/19, of 11,483ft and a capacity of 3m ppa. It replaces Leopold Sedar Senghor International which had become too small but which remains in operation for the military.

### Remote Towers

The German air navigation service provider, DFS Deutsche Flugsicherung, has completed testing of a remote virtual tower at Saarbrücken Airport. Control services were provided by a remote tower centre in Leipzig, which is expected to add Erfurt and Dresden airports in due course.

### Europe’s Busiest Airports 2017

Rank	Airport	Code	2016	2017	Change
1	London Heathrow	LHR	75,711,130	77,989,371	03.0%
2	Paris Charles de Gaulle	CDG	65,933,145	69,471,442	05.4%
3	Amsterdam Schiphol	AMS	63,625,664	68,515,425	07.7%
4	Frankfurt	FRA	60,786,937	64,500,386	06.1%
5	Istanbul Atatürk	IST	60,415,470	63,727,448	05.5%
6	Madrid–Barajas	MAD	50,420,583	53,402,506	05.9%
7	Barcelona	BCN	44,154,693	47,284,500	07.1%
8	London Gatwick	LGW	43,119,628	45,554,038	05.6%

9	Munich	MU C	42,261,30 9	44,594,51 6	05.5%
10	Rome Fiumicino	FCO	41,744,76 9	40,971,88 1	01.9%

### Ryanair

Ryanair has announced plans to reduce its Dublin-based fleet from 30 to 24 (with associated staff reductions there of 300. It will, however, allocate more aircraft to its growing markets such as Poland.

### Loganair

Loganair has signed an interlining agreement with Turkish Airlines. The partnership will allow passengers flying on the Scottish operator's Highlands and Islands services to connect onto the Istanbul-based flag carrier's global network of 304 destinations in 122 countries via Edinburgh. Similarly, Turkish Airlines' customers will be able to fly to points across Scotland under a single ticket.

## Maritime & Waterways News

### Dover 2017

In 2017 the Port of Dover handled 2,601,162 trucks, reflecting growth of nearly 650,000 vehicles during the past five years. P&O Ferries and DFDS Seaways each run six vessels across the Channel.

### Shell Tankers 125

This year is Shell tankers 125<sup>th</sup> anniversary. That life so far has seen many trends. Shell were early into the biggest tankers with "Batillus" of 553,662dwt in 1976 after the closure of the Suez Canal but they seem to be leaving that sector with the sale of the 319,000dwt "Orthis". Today their biggest unit is the floating LNG platform, "Prelude" of 600,000dwt.

### PSA International

Port operator PSA International reported a 5.1% increase in net profit for 2017 thanks in part to the "frenzied container liner shipping consolidation in 2016". It said the industry will continue to be "buffeted by an inexorable range and accelerating pace of transformation" and disruptions in the way goods are produced

### CMA CGM

CMA CGM outperformed the industry with a strong set of results for 2017 that were helped by a recovery in the global container trades and the acquisition of Singapore line APL. The Saadé-controlled group posted a net profit of \$701m last year, compared with a 2016 loss of \$452m in 2016 when all lines were suffering from a brutal price war

### DP World

DP World saw net profit climb to \$1.2bn in 2017, up 7.3% on the previous year, amid a recovery in global trade. The company said the growth in box handling last year was the highest seen since 2011, along with a meaningful rebound in trade volume

### Wartsila

Finland-based engine manufacturer Wärtsilä has bought UK marine navigation company Transas for €210m (\$258m), further tightening its grip on the provision of services and products across a vessel's operations and throughout its life cycle. The takeover comes at a challenging time for Wärtsilä's Marine Solutions. Order intake grew by 15% in 2017, to

€1.5bn, compared with 2016, but net sales fell 22% to \$1.3bn. However, president Roger Holm said “the acquisition can make the company a frontrunner as a connector of stakeholders able to connect the bits and pieces and make sure that we show the total ecosystem is much better than the standalone bits and pieces”.

### **Bristol Channel - New terminal**

This was delayed by the financial crash and then competition from other ports in the UK. **Now a Harbour Revision Order, which was due to expire in 2020, has just been extended to 2030**, giving the port time to go ahead with the investment to fund a proposal that includes 12 km of quay, three deepwater berths, and water depth for the world’s biggest ships.

**The British Ports Association is proposing a “Brexit dividend” for ports to boost the UK’s trading position once it leaves the European Union.** The BPA, which has issued a new strategy report, is urging the UK government to deliver on its promise to offer “frictionless” trade post-Brexit, but warns the country is heading towards a situation in which border arrangements at ports would reflect a ‘no deal’ Brexit scenario.

**South Korea’s SM Line and China Cosco Shipping have agreed to broaden their partnership through the launch of new services in Asia and North America.** SM Line had already teamed up with Cosco Shipping on March 1 to launch a new China-India service.

### **Short Sea Design**

Norwegian interests, including NCE Maritime Clean Tech, EkerSandvik Design and North Sea Container Line, have proposed the “**Short Sea Pioneer**” concept which comprises a mother ship with several daughter ships. It would use hybrid LNG and battery propulsion and NSCL envisages using it to replace its present coastal container service to small ports around Norway.

### **LNG Power**

Jumbo Shipping (a Dutch heavy lift operator) has signed a LOI for an **LNG-powered construction vessel for delivery in 2020**. It will feature an X-Bow, dynamic positioning system and deck cranes of 2200 tonnes and 400 tonnes.

Jinling Shipyard (of China) has launched two 25,600dwt LNG-powered bulk carriers for ESL Shipping of Finland. Propulsion is by MAN and the vessels have been ice-strengthened.

**LNG Hybrid Ferries** Torghatten **Nord AS of Norway has ordered five vessels** which will feature Bergen gas burning engines driving generator sets. They will be IMO Tier 3 compliant without an exhaust after-treatment system.

**Hydrogen Ferry** **The world’s first hydrogen powered passenger/car ferry** will be built by Ferguson marine at Port Glasgow. It is the project of a consortium comprising the shipbuilder, the University of St. Andrews, Orkney Islands Council, Kongsberg Maritime of Norway, Ballard Power Systems of Denmark, McPhy of France, the German Aerospace Centre and Interferry, the ferry trade association. She will operate around the Orkney islands using fuel produced in the renewable electricity industry.

**Electric Ferries** Moving beyond the hybrid option yet another Norwegian operator, Brodrene Aa, is introducing an all-electric ferry, the “Future of the Fjords”. It has two 300kW electric motors, a carbon fibre hull and cruises at 16 knots. The development cost of \$17m includes an element paid for by Enova, a government supported organisation promoting low emission measures in Norway.

**Worst Tanker Disaster** On 6<sup>th</sup> January the Iranian crude carrier, Sanchi (164,154dwt) collided with the Hong Kong registered bulk carrier, CF Crystal (75,725dwt). The tanker burned for eight days then sank with the loss of all hands, reported as 32. The bulk carrier reported no injuries amongst its 21 crew. The oil slick covered 8 x 7 miles. The cause is under investigation.

## Rail & Tram News

Rail news has not been good news for the Government during recent months. There have been strikes, cancellations and over-runs of projects that have not been well received by the public. No doubt some valuable lessons may be learned from the various enquiries, but it was surely irresponsible of the Department of Transport insisting on Franchisees getting agreement with the unions that the unions were not prepared to accept. HS2 seems never to be out of the limelight of criticism. When your political enemies criticise that is to be accepted, but when two of the closest allies to HS2 suggest that much more needs to be done to integrate HS2 properly with the rest of the rail network, something is very wrong. Firstly Greengauge 21 suggests a very large raft of measures needed to widen the geographical area to benefit from HS2 and to ensure that places that are now ‘left behind’ in rail transport provision, do not stay ‘left behind’. And then Sir John Armitt of the National Infrastructure Commission suggests that another £40 billion needs to be spent on connecting HS2 to where people want to go. No details have been released, so we do not know whether that spending includes the very sensible recommendations offered by Greengauge 21 or is simply investment in our larger cities that needs be done by those cities with or without HS2. But it does show that HS2 Ltd. is not doing their job to a suitable high standard. Certainly it does not seem sensible or a good use of money to build a high speed line within 10 miles of the centre of Nottingham or Heathrow terminals without serving those highly important destinations. Neither is it convincing to claim that HS2 relieves the main lines out of London, when it does not serve Leicester and Coventry which will still need two fast train paths every hour on the west coast and Midland lines, taking the paths of typically 4 semi fast passenger or fast freight services. It is now well known that cities that grow in size increase their wealth. Simply put making our existing cities larger will improve the economy due to greater innovation spurred on by more opportunities for people to meet and share ideas. That requires firstly good transport within cities, and in our crowded island that means better rail and mass transit systems because roads can never offer the required level of capacity. But there are two constraints preventing this. One is the green Belt around cities that prevents expansion. This needs to be examined so that growth can be encouraged along high capacity transport corridors whilst there can still mainly a high proportion of green space around. The second constraint is the growing popularity of greenfield developments, including new towns and garden villages which are being designed around the needs of the car. Expanding our cities outwards along corridors with good transport, in particular rail, links will give people much greater access to jobs. New towns do not provide jobs, so most people will have to rely on their car to get to a job in the city that is unable to expand due to green belt limitations.

This needs a careful and serious re-think in order to create new homes with sustainable jobs easily accessed without being reliant of driving.

Author: Graham Nalty

## Bicycle & Motorcycle News

### We know all about White Van Man, well now meet Bully Boy Biker!

As a change from my usual rant about some aspect of the railway 'system' in Britain today, I am going to indulge myself in a **rant about two-wheeled road users**..... well, actually, it's been a long time coming.....!

Last weekend, a friend of mine from work was attacked and thrown to the ground in yet another of these 'moped' crimes. A modest gold chain – a family heirloom – was brutally ripped from her neck and she was thrown to her knees by two cowards in helmets. Last year, in London alone, 23,000 such attacks took place, not to mention other parts of the country, or other years. **Not only are these attacks physically and psychologically harmful to their targets and their families and friends**, but the fact that the perps seem to be able to ride off with total impunity is damaging to our society. We can no longer walk the streets safely. Police numbers have been drastically cut and there is no effort to prevent, let alone solve, these crimes.

Clearly, there is a number of extremely popular solutions, the most popular, of course, being to ban mopeds and scooters altogether as these are the main devices used in this crime. And while this would be the preferable solution, there is another that could be applied – at no cost, and perhaps even at a profit. This **solution would be to license motorcycle helmets** – in the same way as cars are licensed. Helmets would have a highly visible, unique issue number stamped on the front and back of each helmet. When someone purchases a helmet, then that helmet would be registered to that person, just as a license plate is registered to each car and its owner. Any helmet without this number would be illegal. OK, helmets would cost more for to cover costs of administration, but crimes of this sort would fall and people would be safer and responsible motorcycling behaviour more the norm.

Not only is behaviour deteriorating on mopeds and scooters, but there is an increasingly common and unpleasant phenomenon that one meets, on an increasingly regular basis as a driver or a pedestrian with regard to cyclists, particularly in our parks and countryside.

Take Richmond Park as a case in point. Recently, on two separate occasions, I encountered a cyclist whilst driving through Richmond Park and then again whilst being driven by my father, again through Richmond Park. This particular cyclist wore a black stretch shirt with a white skeleton printed on the back and spandex shorts. One would have thought, had one been, perhaps, an alien landing on earth for the first time, that this individual was the Ruler of the world and as such, had no need to follow the rules of the road, but had every right to expect all other users to respect the rules that he did not. If we tried to overtake him, he turned and screamed obscenities at us. He cycled erratically in front of us in an effort to steer us into oncoming traffic if we tried to overtake him on a hill where he struggled to reach the 20mph speed limit. Yet on a downward slope, he would, with free abandon, freewheel at over 30mph, swaying out into the path of any potential over-takers.

Others, equally righteous in their arrogance, wear camera equipment on their helmets in the hope to capture some unsuspecting driver overtaking them. Sometimes they are successful and, again with no fear of retribution, from the safety of their home computers, publish their irate rants on Youtube or other social media in the firm belief we will join them in the full condemnation of the abused (and sometimes comically abusive) motorist.

Yet, when they are expected to give way to the slow pedestrian with whom they share a pathway, they all but run us down and leave us poor pedestrians with only the bully boy bikers rear ends to remember each near miss by.

So, the Bully Boy Biker comes in various forms, from brutal and dangerous criminal to arrogant, self-righteous road-user. Both are dangerous to other road and path users in their different ways. Unfortunately, as a once-enthusiastic cyclist myself, I now, reluctantly have to admit it is time to make these individuals accountable for their actions and aware that others have equal right to them to use the roads and walkways in safety, without fear of being attacked if they deign to wear a little jewelry or use a phone or drive a car or get in the way. **I used to love cycling, but now I've come to hate cyclists.**

## Highway maintenance

### Headline Message

- For their comfort and safety, cyclists need highway authorities to maintain smooth and defect-free roads.
- Potholes, ruts, loose gravel, ice or diesel/oil spills not only make cycling uncomfortable, but can cause serious, sometimes fatal injuries.
- Any road maintenance procedure is a cost-effective opportunity to make other changes to improve conditions for cycling at the same time (e.g. through road layout or marking).

### Policy Key Facts

- Between 2007 and 2016 (GB), a 'poor or defective road surface' was recorded by police at the scene as a 'contributory factor' (CF) in incidents in which 22 cyclists died and 368 were seriously injured.
- In 2016 (GB), in road traffic incidents for which the police recorded a 'contributory factor', the percentage attributed to a 'poor or defective road surface' was almost four times higher for cycles as it was for motor vehicles (excluding motorbikes).
- Around 12% of the legal claims handled by Cycling UK's Incident Line on behalf of our members is due to poor maintenance.
- On average from 2013 to 2017, 163 local authorities in Britain paid out £867.88 per successful claim to motorists, and £11007.12 to cyclists – or 13 times as much.
- In England, Wales and London (2017/18), over half of all local authority roads were reported to be in good structural condition (i.e. with 15 years or more life left in them). One in five, however, were reported to be in poor condition (i.e. with less than five years left in them).
- In Scotland, over a four year period 2011/12 to 2014/15, 63% of roads maintained by Scottish councils were in an acceptable condition, but this varied widely (44% - 77%).
- The maintenance backlog in England, Wales and London will take c14 years to clear.
- For 2017/18, authorities in England, Wales and London in total reported a £555.7m shortfall in their annual carriageway maintenance budget or, on average, £3.3m each.

- The average cost to fill one pothole reactively is £74 in England, £89 in London and £60 in Wales.
- While 13 Scottish authorities increased their spending on road maintenance between 2011/12 and 2014/15, overall council expenditure went down from £302m to £259m.

## Cycling UK View

- All road users suffer from poorly maintained roads, but cyclists are disproportionately affected.
- Local authorities need sufficient funding so that they can maintain roads well.
- National guidance, policies and standards adopted by individual highway authorities for inspecting and prioritising repairs should take account of cyclists' comfort and safety. These should then be used to assess whether or not highways authorities are liable when cyclists suffer injury or other damages due to highway defects.
- The location and shape of a defect, and not just the depth are important. Special consideration needs to be given to those that:
  - Are located towards the side of the road;
  - Are at or near junctions;
  - Are on downhill sections of roads;
  - Present cyclists with a sharp upstand on the far side of the defect;
  - Run along rather than across the path that cyclists will be taking, i.e. those which are more likely to trap a cyclist's wheel.
- Local authorities should devote more of their resources to road surface renewal or resurfacing programmes, rather than short-term, emergency patching.
- Minor roads and off-road cycle facilities, where most cycling occurs, should be given greater priority in highway maintenance policies and procedures (including winter maintenance), while the whole-life upkeep of off-road cycle routes should be planned and costed-in from the outset.
- Safe and convenient cycle access should be retained at the site of road/streetworks, wherever possible.
- Utility companies must ensure that reinstatements are safe for cycling and remain safe. Where utility companies perform to a poor standard, local authorities must oblige them to reinstate to a proper condition.
- Authorities should respond quickly to any reports made by cyclists alerting them to road defects. Online reporting tools (e.g. Cycling UK's [Fill that Hole](#)) are an effective channel for this.
- When resurfacing, local authorities should take the opportunity to 'cycle proof' the road, i.e. systematically consider improving cycling conditions as part of the project. This approach requires coordination between maintenance planning, highways engineers and those promoting sustainable travel. It also helps maximise the synergies between cycling and maintenance budgets and enhances their value.

## Road News

# Government must urgently push ahead with Lower Thames Crossing, says FTA

Wednesday 10 October 2018

As the next phase of statutory consultation for the Lower Thames Crossing begins today, the Freight Transport Association (FTA), the only business group representing all of logistics, has urged government to proceed with construction of its approved route across the Thames to increase capacity and connectivity on this vital road network.

The route would link the A2 east of Gravesend to the M25, a solution expected to unlock an additional 90% of road capacity. FTA fully supports this scheme, as Malcolm Bingham, FTA's Head of Road Network Policy, explains: "FTA, which represents more than 17,000 logistics businesses, urges government to press ahead with construction of the scheme as soon as possible to ease congestion and improve road capacity in this area.

"Traffic congestion at the Dartford Crossing is already unbearably high and it is predicted to return to pre-Dart Charge levels by 2020. The M2 / M25 route is a vital cog in the country's freight machine and it must continue to work as smoothly as possible to ensure that British companies can trade without delays both domestically and internationally.

"The logistics industry is a lifeblood of the UK economy and needs an efficient and effective road network to continue stocking Britain's factories, retail outlets, schools, hospitals and homes with the raw materials and goods they need to continue operating efficiently. While the Lower Thames Crossing is a great milestone, a nationwide road upgrade is desperately needed to empower businesses to trade without friction."

Efficient logistics is vital to keep Britain trading, directly having an impact on more than seven million people employed in the making, selling and moving of goods. With Brexit, new technology and other disruptive forces driving change in the way goods move across borders and through the supply chain, logistics has never been more important to UK plc. A champion and challenger, FTA speaks to Government with one voice on behalf of the whole sector, with members from the road, rail, sea and air industries, as well as the buyers of freight services such as retailers and manufacturers.

## Aptitude profiling – Safer drivers for safer roads.

Global road traffic deaths number over 1.2 million annually, with another 50 million seriously injured. Road accidents are the leading cause of death for people aged between 15 and 44, with lower income countries being particularly affected. The problem is getting worse with road traffic deaths increasing by about 13 per cent globally since 2000. The most comprehensive research conducted to date, the European Truck Accident Causation Study found that:

"Accidents involving commercial vehicles are caused by human error in 80-90% of cases."

Road safety is one of the greatest development challenges this century. There is a new global consensus to reduce accidents, with the UN's Decade of Action for Road Safety and Agenda for Sustainable Development aiming to halve deaths and injuries by 2020. Even smaller accidents cause major headaches for operators, especially where another road user is involved. The UK Government calculates the total cost of non-injury accidents and accidents not reported to police each year, in 2016 alone that figure was an astonishing £24 billion pounds.

We all recognise that people have a vast range of different skills and abilities and that no two people are alike. Given all these differences it's no wonder that assessing an individual's suitability for a particular role takes time, can be expensive and is often subject to error.

Psychometric profiling has been used by employers for many years mainly for executive roles. It's a fact that when reliable and valid tests are used, the likelihood of selecting the best person for the role is increased considerably. It's therefore critical that any tests selected have been proven to work, are appropriate for the task and delivered in the appropriate environment. Many new on-line tests fail one or more of these key criteria and therefore are not capable of producing meaningful repeatable results.

Testing, in all its forms, is a science, discipline and now an industry in its own right. Its roots can be traced back to psychological research work carried out in the early 1950s. Academic research and technological progress are constantly leading to the creation of new thinking and innovative new approaches.

One of the most important aspects of testing is ensuring the accuracy of results and minimisation of errors, this can only be achieved by using the right test for the right purpose.

Using aptitude profiling for drivers, for a fraction of the cost of training a new driver or the cost of a single minor accident, aptitude profiling provides high quality reliable data on the suitability of an individual and their likelihood to be a safe professional driver. This hard evidence supports decision making in areas such as; hiring, training, personnel development, compensation or suitability for a role. The scientific, evidence based approach, expertise in psychometrics coupled with extensive knowledge of the transport industry helps ensure that potential new employees have the ability and traits required to succeed even before any expensive driver training starts. This is critical because research shows that 70% of job performance is existing ability with only 30% improvement attributable to training. For existing employees profiling creates a trustworthy benchmark against which all drivers can be assessed, increasing operators' knowledge of potential risk areas and creating a risk management strategy. Enabling better decisions to be made in these areas have immediate positive effects on organisational performance.

The key test for drivers evaluates nine facets of aptitude and attention and gives a reliable indication of ability to concentrate. Lack of attention and concentration has been shown to be the single biggest contributing factor for accidents. No matter how good the driver, human error, a lack of concentration and care of attention are at the root cause of most accidents.

Aptitude profiling is based on reliable framework that allows us to measure the many different facets of an individual's ability, personality and other attributes. Analysis of job roles, produces a distinct list of competences which are required to carry out that role to a competent standard. A knowledgeable testing professional can quickly assess the key competencies required in a job role and select the correct test or test to accurately and competently measure these.

*This article was written by Geoffrey Cave-Wood and is based on the work of James Shuker managing director of Aptidrive Ltd.*  
AptiDrive is a new business specialising in aptitude profiling for the transport and logistics sector

## Bus, Coach & Taxi News

### Tourismo Safety Coach arrives in UK for first time

Coaches continue to become safer. In a demonstration of Daimler Buses' capabilities in that area, it has built a UK-specification Mercedes-Benz Tourismo Safety Coach that includes Active Brake Assist 4

The UK Safety Coach is a highly-distinctive 13m tri-axle Tourismo M/3

Daimler Buses has made a statement by building the first right-hand drive Safety Coach, which showcases all of its functionality and software that can protect drivers, passengers and third parties.

Painted bright yellow, the UK-specification Tourismo M/3 tri-axle arrived from the Istanbul factory last Thursday (4 October).

It will form part of a heavily Tourismo-oriented display by EvoBus (UK) at [Euro Bus Expo \(EBE\)](#), although the dealership recognises that the coach's extensive capabilities can only be fully appreciated by driving it.

"The purpose of this vehicle is to demonstrate the safety technology that we can offer," says Director Mercedes-Benz Sales Marcus Watts.

"There has never been a right-hand drive Safety Coach before, but we believe that the time is right to promote what can be achieved in the Tourismo. There is no huge cost to any of the functionality that it showcases."

The coach was specified as a 13m tri-axle because a short wheelbase and rear steering give a small turning circle. The M/3 thus best suits the demonstration of stability benefits that will soon come to all two- and three-axle Tourismos.

#### Flagship function

Centrepiece of the Safety Coach is Active Brake Assist 4 (ABA4). In terms of hardware, ABA4 exhibits no difference to ABA3 barring some sensors. Instead, improvements have been achieved via software upgrades. "ABA4 is a whole-vehicle braking product and not just for emergencies," says Mr Watts. It assists stability in a wide variety of scenarios, but it has one headline function.

ABA3 included detection of larger frontal obstructions. With ABA4, that now extends to pedestrians, which will be useful in urban environments where humans may step from

between parked vehicles. Action taken by the coach begins with it informing the driver and, if required, culminates with an automatic braking application.

To prevent collisions, ABA4 uses two radar detectors. A long-range unit picks up obstructions and multi-track vehicles at distances of up to 250m, and pedestrians from 80m. The short-range radar works up to 70m. It also detects pedestrians and vehicles to the sides ahead.

### **Standard soon**

To foster take-up of ABA4, all Tourismos built with the Powershift 3 automated manual gearbox from 1 January 2019 will have it as standard. EvoBus (UK) has already sold a number of them. Work between Daimler and ZF is underway to extend ABA4 to coaches with the EcoLife gearbox. There is currently no date for that to be completed, but it will be at some point.

Latest-model Turismo has extensive front collision protection measures

Mr Watts reports that the Powershift 3 is growing in popularity. **routeone** was very briefly able to drive the Safety Coach last week, and one of the transmission's positives is the 'creep' function that it displays when the brake is released and before the accelerator is pressed.

Naturally, the demonstrator includes various other functions. Among them is Attention Assist, which monitors the driver's behaviour and alerts him or her should they become tired.

A traffic light-style reversing indicator within the rear-view mirrors, with bulbs that flash red, yellow or green depending on the distance to an obstruction, is also fitted. Optional Side Guard Assist will be added to the Turismo range later.

### **Physical hardware**

Much of the technology in the Safety Coach comes from the S-Class car, but the Turismo also includes collision protection should an accident be unavoidable.

That involves twin crumple zones at the lower front that absorb kinetic energy. Additionally, the Turismo is designed to protect the driver by moving them, along with the pedal box and the seat, upwards and backwards away from the impact.

Mr Watts says he is unaware of any other manufacturer that offers frontal collision protection to the extent that Daimler does in the Turismo. "I believe that this is the safest coach in the market," he adds.

And there is every chance that ABA4 will soon become a common part of the coaching scene here. In an unprecedented development, the UK is currently the worldwide lead market for the new Turismo, and EvoBus (UK) expects that good performance to continue into 2019.

The Safety Coach will be prominent at EBE. So too will other examples of the Turismo range as EvoBus (UK) continues to promote both the coach and everything that it offers to go with it. You can see them all at the NEC Birmingham from 30 October-1 November.

## OTHER NEWS

### **From the Secretary of State**

Be careful what you wish for... Almost every time that something goes wrong with a business linked to the public sector, the Labour Party today shouts “nationalise”.

It's a long way from the days of Tony Blair and Gordon Brown, who for all their failings at least recognised that business and jobs were integrally linked, and that we need to support business if our economy is to succeed.

Such attitudes are a world away from the political universe that Jeremy Corbyn and his team operate in today. They want a socialist-style planned economy, to confiscate the assets of private business, and to take large parts of our economy into government control.

Throughout the 1970s and 1980s, when the state owned large parts of the economy, we saw an endless stream of heavy losses and failure – and very poor customer service. In those days, all telephone services were provided by first the Post Office and then British Telecom. You could only get one type of phone, and it took months to order one. The public water companies presided over a crumbling sewerage network. The government ran truck companies, car makers, ports, airlines, railways, and many more businesses. And most had one thing in common: they were starved of investment.

Contrast that with today on the railways. The private sector is in the process of replacing trains right across the network, including the multi-billion pound inter-city express programme. The first of the new trains are already operating from London to Cardiff, Swansea and Bristol, and they will soon arrive in the North and Scotland.

Government is playing its part too. We are spending record amounts on road and rail, with new projects making a difference all across the country. Remember, next time you are stuck in roadworks or delayed by engineering works on the railways, that it's because we are investing in a better system.

It's easy to claim that you can just borrow, borrow, borrow to pay for everything, and somehow it will all be alright on the night. But it wasn't last time. It was a period where large parts of the economy struggled for a lack of investment and with old-fashioned technology. With high unemployment and poor job prospects.

As Conservatives we need to make this point again and again to a generation of voters who did not experience it, and who may be tempted by a concept that seems laced with motherhood and apple pie.

We need to stand up to big business when it behaves badly. But if we become anti-business as a nation, we will all pay a heavy price.

### CTG Committee

**Chris Belk** M.07800 793936  
*Chairman*  
Chris.belk@btinternet.com

**Graham Fenton** M. 07986 288485  
*Treasurer*

**Tim Rouse** T. 01332 551914  
*Secretary*

**John Caton** M. 07808 274748  
*Political Officer*

-----

**Geoffrey Cave-Wood** T. 01304 368169

**Louise McDonagh** M. 07816 680860

**Graham Nalty** T. 01332 756660  
M. 07783 085260

**Richard Rollins** T. 01524 61090

**Peter Wood** T. 0191 522 6036

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Tel: +44 (0) 300 800 0025

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