

TRANSPORT IN SCOTLAND - SUBJECT PROFILE

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This subject profile provides an introduction to road, rail, air and sea transport in Scotland.

It describes the legislative and administrative framework, and identifies the main agencies involved. It summarises recent policy developments and initiatives and discusses some key issues. The paper also provides a list of other sources of information.

Further, more detailed, briefings on specific issues in transport policy will be produced throughout the Parliamentary Session.

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INTRODUCTION

This subject profile examines the four main forms of powered transport in Scotland, namely:

- Rail
- Road
- Air
- Shipping

Each section provides brief details of relevant statistics, the legislative and administrative framework and highlights of some of the major ongoing developments.

It is worth bearing in mind that, although not covered in this briefing, walking and to a lesser extent cycling are important forms of transport, as outlined in *Scottish Transport Statistics* (Scottish Executive 2002).

When considering the legislative and administrative framework governing each form of transport it is important to remember that the European Union has competency in the field of transport. The European Commission is currently developing its strategic plan for transport across the continent as outlined in [European Transport Policy: A time to decide](#)" (European Commission 2001).

RAIL

INTRODUCTION

The provision of rail services is a reserved matter, however, the Scottish Executive has powers to award certain grants, give directions and guidance to the Strategic Rail Authority on the award of the Scottish Passenger Rail franchise and provide subsidies to the franchise holder. The Scottish Parliament is also able to consider Bills for the construction of new rail lines entirely within Scotland, e.g. the [Stirling-Alloa-Kincardine Railway and Linked Improvements Bill](#) (SP Bill 2, Session 2).

STATISTICS¹

Scotland's rail network extends to 2,556km with a total track length of 3,803km of which 23% is electrified. There are 335 stations, 179 of which are within the Strathclyde Passenger Transport (SPT) area (Strategic Rail Authority 2003).

LEGISLATIVE AND ADMINISTRATIVE FRAMEWORK

The current privatised railway system was established by the [Railways Act 1993](#) and was amended by the [Transport Act 2000](#) .

There are two major policy documents which relate to Scotland's railways:

1. [Strategic Rail Authority: The Strategic Plan 2003](#): SRA plan for maintenance and development of the UK rail network.
2. [Scotland's Transport: Delivering Improvements](#): Effectively the Scottish Executive's transport plan for Scotland.

¹ Unless otherwise stated all statistics in this subject profile are taken from the Scottish Executive publication [Scottish Transport Statistics No 21: 2002 Edition](#)

MAIN AGENCIES AND ORGANISATIONS

Train Operating Companies (TOCs): Three passenger TOCs operate in Scotland, these are:

- [Scotrail](#): Part of the National Express Group Scotrail operates approximately 95% of passenger train services in Scotland.
- [Great North Eastern Railway \(GNER\)](#): Part of the Sea Containers Group GNER operates east coast mainline services between Scotland, the north of England and London.
- [Virgin Trains](#): Virgin trains operate the west coast mainline services between Glasgow, the north west of England and London and the inter-regional Cross-country service.

Freight Operating Companies (FOCs): Five FOCs are licensed to operate on the UK rail network, these are [English, Welsh and Scottish Railways \(EWS\)](#), [Freightliner](#), Mendip Rail, GB Railfreight and [Direct Rail Services \(DRS\)](#).

Network Rail: Network Rail, the successor organisation to Railtrack Plc, owns the national rail infrastructure. It is a company limited by guarantee which means that, while it is a private organisation and operates as a commercial business, it has no shareholders. Instead it is accountable to members, who hold the board to account, who do not receive dividends or share capital.

Rolling Stock Leasing Companies (ROSCOs): Virtually all the rolling stock operating on UK railways is leased by TOCs and FOCs from three major ROSCOs, these are [Porterbrook](#), HSBC Rail and [Angel Trains](#).

REGULATORY BODIES

Strategic Rail Authority (SRA): The SRA lets and manages passenger franchises, develops and sponsors major infrastructure projects, manages freight grants in England and Wales (freight facility grants for developments in Scotland are administered by the Scottish Executive), publishes an annual Strategic Plan, and is responsible for some aspects of consumer protection.

Office of the Rail Regulator: Appointed by the Secretary of State for Transport the Rail Regulator aims to:

- ensure Network Rail's effective and efficient stewardship of the network
- ensure fair and efficient use of the rail network by TOCs and FOCs
- prevent anti-competitive agreements and practices in the rail industry and promote competitive markets

Health and Safety Executive (HSE): The HSE is the independent health and safety regulator for the entire railway industry.

ONGOING DEVELOPMENTS

The following proposals are at various stages of development, further details will be made available when associated Bills reach their parliamentary stages.

- **Airdrie-Bathgate route reopening:** Reopening and electrification of the 15 miles of dismantled railway between Drumgelloch and Bathgate, providing a new route between

Edinburgh and Balloch/Helensburgh. The predicted cost is £104m (Scottish Executive 2003).

- **Borders Rail Link ([Waverley Rail Project](#)):** Reopening of 35 miles of dismantled railway between Edinburgh and Tweedbank (Galashiels). The predicted cost is between £125m and £130m (Waverley Railway Partnership 2003)
- **Larkhall-Milngavie route reopening:** Reopening of 4.7 km of dismantled railway between Haughhead Junction south of Hamilton Central to Larkhall and extending the Northern Suburban line to Anniesland from Maryhill with an additional station at Dawsholm. The predicted cost is £23m (Scottish Executive 2001).
- **[Stirling-Alloa-Kincardine route reopening](#):** Project to reopen 21km of disused railway between Stirling and Kincardine for freight traffic and passenger use as far as Alloa. The predicted cost is £37.15m (John Kennedy and Co.)

ROAD

INTRODUCTION

The UK Government retains responsibility for road traffic law, vehicle and driver licensing and taxation, public service vehicle operators and goods operators licensing and the regulation of road safety. Responsibility for all aspects of road building and maintenance has been devolved.

STATISTICS

The total number of motor vehicles registered in Scotland for the first time in 2001 was around 241,000. The total number of vehicles in Scotland was over 2.2 million in 2001 with the number of private and light goods vehicles being just over 1.9 million, predominantly private cars. There were 9,015 licensed operators of heavy goods vehicles in Scotland in 2000, with a total between them of 36,155 vehicles specified on the licences. There were almost 196,000 Orange/Blue disable driver badges on issue at the end of March 2001.

Details of the size of Scotland's road network are as follows:

Road Type	Distance (KM)
Motorways (inc slip roads)	537
A,B and C Roads	28073
Unclassified Roads	25444
All roads	54054

LEGISLATIVE AND ADMINISTRATIVE FRAMEWORK

The main pieces of road transport related legislation reserved to the UK Parliament are: the Motor Vehicles (International Circulation) Act 1952, the Public Passenger Vehicles Act 1981, the Transport Act 1985, certain sections of the Road Traffic Regulation Act 1984, the Road Traffic Act 1988, the Road Traffic Offenders Act 1988, the Vehicle Excise and Registration Act 1994, the Road Traffic (New Drivers) Act 1995 and the Goods Vehicles (Licensing of Operators) Act 1995.

There are two main roads related Acts which fall within the competence of the Scottish Parliament, these are:

- Roads (Scotland) Act 1984

providing research and information services to the Scottish Parliament

- [Transport \(Scotland\) Act 2001](#)

MAIN AGENCIES AND ORGANISATIONS

[Driving Standards Agency \(DSA\)](#): An agency of the Department for Transport (DfT) the DSAs main responsibilities are: conducting driving tests, maintaining a register of car driving instructors and checking their standard of tuition and supervising Compulsory Basic Training for motorcyclists.

[Driving and Vehicle Licensing Agency \(DVLA\)](#): An agency of the DfT the DVLA maintains registers of drivers and vehicles and collects vehicle excise duty.

[Vehicle and Operator Services Agency \(VOSA\)](#) VOSA was formed from the merger of the Vehicle Inspectorate and Traffic Area Network (TAN) on 1 April 2003. VOSA is responsible for MoT testing, the Statutory Testing of HGVs, buses and coaches plus associated investigation and enforcement action in support of the work of the independent Traffic Commissioners.

Traffic Commissioners: The seven Traffic Commissioners are appointed by the Secretary of State for the Transport and have responsibility in their area for the licensing of the operators of HGVs, buses and coaches; the registration of local bus services; and disciplinary action against drivers of HGVs and PSVs. The Traffic Commissioner for Scotland, currently Joan Aitken, is also responsible for dealing with both appeals against decisions by Scottish local authorities on taxi fares and with appeals against charging and removing improperly parked vehicles in Edinburgh and Glasgow.

[Scottish Executive](#): The Scottish Executive is responsible for all aspects of Scotland's trunk road network. However, the Executive has contracted out the maintenance of the network to two private companies:

- [Amey Highways](#): Amey hold two contracts, for South West and South East of Scotland
- [BEAR Scotland Ltd](#): BEAR Scotland hold two contracts, for North East and West Scotland

[Local Authorities](#): Each Local authority is, under the Roads (Scotland) Act 1984, designated as the Roads Authority for their area. They are responsible for all aspects of the non-trunk road network within their jurisdiction.

ONGOING DEVELOPMENTS

The following schemes are among the more prominent proposed road developments in Scotland, further schemes are outlined in [Building Better Transport](#) (Scottish Executive 2003):

[M74 Extension](#): The M74 extension will be a five mile long, three-lane motorway with hard shoulders, which will run from Fullarton Road Junction near Carmyle to the M8 Motorway just west of the Kingston Bridge. The Scottish Executive estimates that this will cost between £375m and £500m.

Aberdeen Western Peripheral Route: A bypass around western Aberdeen between the A90 (south) at Charleston and the A96 Inverurie. NESTRANS estimate that the cost of construction will be £120m.

AIR

INTRODUCTION

Regulation of aviation and air transport is a reserved matter, with the Department for Transport taking the lead role in policy making. However, as the planning system is a devolved matter decisions regarding development at airports will be taken by the appropriate authorities within Scotland, usually the appropriate local authority or occasionally the Scottish Ministers where an appeal has been lodged or an application called-in. The Scottish Executive also has powers to designate particular routes as Public Service Obligations, i.e. a PSO is a scheduled air or ferry service on routes serving peripheral regions. The rationale for imposing a PSO should be based on the fact that the maintenance of regular air or ferry services is considered vital for the economic development of the region where the airport or port is located. Furthermore a PSO should be imposed where adequate provision of air or ferry services in terms of continuity, capacity and pricing could not be possible if the service operators were solely taking into consideration their own commercial interests.

STATISTICS

There are 54 airports in Scotland, of which 18 receive scheduled air services. There were 18.081m air terminal passengers in Scotland in 2001, 6% of which travelled to/from other Scottish airports, 56% were to/from other parts of the UK, and 26% was between Scotland and Europe. There were 492,000 aircraft movements at Scottish airports during 2001. 72,500 tonnes of air freight passed through Scotland's airports in 2001.

LEGISLATIVE AND ADMINISTRATIVE FRAMEWORK

The current UK civil aviation system operates under the Carriage by Air Act 1961, the Carriage by Air (Supplementary Provisions) Act 1962, the Carriage by Air and Road Act 1979, the Civil Aviation Act 1982, the Aviation Security Act 1982, the Airports Act 1986 and the [Transport Act 2000](#).

MAIN AGENCIES AND ORGANISATIONS

[International Civil Aviation Organisation \(ICAO\)](#): The ICAO, now an agency of the United Nations, was established by the [Convention on Civil Aviation \(Chicago Convention\)](#) which was signed in December 1944. The ICAO is responsible for developing international aviation standards.

[European Civil Aviation Conference \(ECAC\)](#): Established in 1955 ECAC provides a focus for inter-governmental co-operation in air transport matters in Europe. It currently has 41 members and its main aim is to harmonise civil aviation policies and practices between member states.

[Department for Transport \(DfT\)](#): The DfT is the UK government department responsible for aviation policy.

[Civil Aviation Authority \(CAA\)](#): The CAA is a public corporation responsible for safety and economic regulation of aviation industries, including airlines, airports and National Air Traffic Services. It also manages the Air Travel Organiser's Licensing (ATOL) scheme.

[National Air Traffic Services Ltd \(NATS\)](#): NATS, a public/private partnership between the Airline Group, a consortium of seven UK airlines, which holds 46% of shares, NATS staff who hold 5% and the government which holds 49% and a golden share, provides 'en-route' air traffic control over the UK.

[BAA Scottish Airports](#): BAA owns and manages Glasgow, Edinburgh and Aberdeen Airports – Scotland's three largest airports.

[Highlands and Islands Airports Ltd \(HIAL\)](#): HIAL, a company owned entirely by the Scottish Executive, own and manage ten airports throughout the Highlands and Islands of Scotland.

ONGOING DEVELOPMENTS

[The Future Development of Air Transport in the United Kingdom: A National Consultation](#): In July 2002, the Department for Transport launched a major consultation to examine and decide how the UK's air services and airports should develop over the next 30 years. The closing date for the consultation is 30 June 2003.

Route Development Fund: On [18 November 2002](#) the Scottish Executive launched a £6.8m fund to subsidise the landing charges for new direct routes from Scotland. So far four new routes have been supported, these are: Edinburgh to Jersey operated by bmi British Midland, Edinburgh to Cologne operated by Germanwings, Prestwick to Skavsta (Stockholm) and Prestwick to Girona (Barcelona) both operated by Ryanair.

WATER TRANSPORT

INTRODUCTION

Regulation of shipping is a reserved matter, with the Department for Transport taking the lead role in policy making and implementation. However, the Scottish Executive retains control of the planning system and PSO designation which both affect ports, harbours and ferry routes, as described in more detail in the Air section above. The Executive also has the power to award freight facility grants to support the switch of freight transport from road to water.

STATISTICS

In 2000, the latest year for which statistics are available, a total of 99.4 million tonnes of freight was moved by water transport in Scotland: 24.7 million tonnes of "coastwise" traffic to other ports in the United Kingdom (including some in Scotland), 1.5 million tonnes of "one port" traffic to offshore installations, and 73.2 million tonnes of exports from the major Scottish ports. Only 12.2 million tonnes of waterborne freight was carried for part of its journey on inland waterways.

In 2000, 501,000 vehicles and 2.5 million passengers were carried on ferry services between Scotland and Northern Ireland. During 2001 Caledonian MacBrayne ferries carried 4.8 million passengers, P&O Scottish Ferries services to the Shetlands and Orkney isles carried 208,000 and Orkney Ferries services carried 285,000.

LEGISLATIVE AND ADMINISTRATIVE FRAMEWORK

There is a considerable body of legislation governing water transport, the main Acts being: the Coastguard Act 1925, the Hovercraft Act 1968, the Carriage of Goods by Sea Act 1971, the Protection of Wrecks Act 1973, the Merchant Shipping (Liner Conferences) Act 1982, the Dangerous Vessels Act 1985, the Aviation and Maritime Security Act 1990, the Carriage of

Goods by Sea Act 1992, the Merchant Shipping Act 1995 and the Shipping and Trading Interests (Protection) Act 1995.

[Modern Ports: A UK Policy](#): A UK wide policy paper on the future development of port facilities, published in 2000.

MAIN AGENCIES AND ORGANISATIONS

[International Maritime Organisation \(IMO\)](#): The IMO is a United Nations specialised agency responsible for improving maritime safety and preventing pollution from ships. They are also responsible for technical co-operation between members.

[Department for Transport](#): Responsible for formulation and implementation of UK shipping policy.

[Maritime and Coastguard Agency](#): The MCA is responsible for search and rescue operations, vessel safety inspections and marine pollution reduction and response.

[Caledonian MacBrayne Ltd](#) (CalMac): A company wholly owned by the Scottish Executive which provides ferry services to 22 islands and four peninsulas on Scotland's west coast, including ['lifeline' services](#).

[Northlink Ferries](#): A new company responsible for operating ferries from Aberdeen and Scrabster to Orkney and the Shetlands since October 2002.

[Superfast Ferries](#): Superfast ferries, worldwide ship managers for Greek listed [Attica Enterprises S.A.](#), provide the Rosyth to Zeebrugge ferry service, which began operation on 17 May 2002.

ONGOING DEVELOPMENTS

[Tendering of Gourock-Dunoon passenger ferry service](#): The Scottish Executive has been holding a consultation on the tendering of the Gourock to Dunoon passenger ferry service, which ends on 30 May 2003.

European Container Transshipment Hub: [Clydeport](#) and the [Scapa Containerport Steering Group](#) (a tripartite group consisting of Orkney Islands Council, Orkney Enterprise and Highlands and Islands Enterprise) in association with International Container Hubs Ltd, are both considering developing a major European container transshipment terminal.

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