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### **Meeting of Rail Policy and Planning Committee in Glasgow** by Mark van Hagen

With the idea (stolen from Iain Macbriar) to combine a stressful meeting with some interesting learnings and experiences, the Rail Policy and Planning Committee decided last year to combine the meeting of choosing the best abstracts with a site visit. *Continued page 2...*

### **The Local Public Transport PC met in Delft** by Niels van Oort

This year the Local Public Transport Programme Committee of the ETC met for abstract selection and sessions preparation in Delft, at the Smart Public Transport Lab of Delft University of Technology (<http://smartptlab.tudelft.nl/>). *Continued page 2...*

### **AET Seminar on London's Spatial Strategy** by Michael Bach

The Planning for Sustainable Land Use and Transport (PSTLUT) Programme Committee meeting is the group's main event of the year - to assess the abstracts and to design an exciting programme for the European Transport Conference. Its primary value, however, is getting a high proportion of committee together, with the potential to hold a seminar. *Continued page 4...*

## **BREXIT AND FRICTION: Issues for Transport Arising from the UK's Departure from the EU**

by Austin Smyth



Currently we are witnessing increasing levels of uncertainty and tensions between the United Kingdom (UK) and the European Union (EU), as the UK negotiates a Withdrawal Agreement from the EU, and separately seeks a future relationship with the remaining 27 Member States. Tensions are particularly evident in agreeing arrangements surrounding the movement of goods between the UK and EU Member States.

While the UK's withdrawal from the Single European Market (SEM) will have pervasive effects on operations of the transport system as a whole, it is arguably the withdrawal from the EU's Customs Union that is the focus of those engaged in transport and wider supply chains. The SEM, the Customs Union and various measures governing the Common Transport Policy, has enabled development of complex supply chains supported by advanced management tools and IT infrastructure.

'Time' underpins the business models of companies, minimising incurring time, ensuring the supply of intermediate elements within the supply chain is kept at its most efficient at minimum cost. 'Time' is a major component of that cost. Intermediate goods and final products are supplied as needed, thereby minimising costs. However, this depends on reliable movement between the different factories and facilities, both upstream and downstream within the supply chain.

These supply chains often involve complex, large volumes of movement between the organisations concerned and from the sellers of products to their markets. Imposition of tariffs to products is not the only factor impacting the flow of trade between the UK and the EU. It is how supply chains are affected by major divergence in policy and regulatory interventions slowing up transport of goods and the reliability of deliveries, thereby adding extra inventory and other costs that will suppress demand for final products. This will create a ripple effect back down the supply chain. *Continued page 3...*

The Association for European Transport currently comprises over 200 corporate and individual members, based in over 35 countries. It was formed in 1998 to develop a network of transport professionals across Europe.

To find out more about becoming a member of the Association for European Transport, please contact Sally Scarlett by email on [sally.scarlett@aetransport.org](mailto:sally.scarlett@aetransport.org) or visit our website [www.aetransport.org](http://www.aetransport.org)

# What to Expect from ETC 2018

The 46th European Transport Conference will be held this year in Dublin, on October 10-12, in the beautiful frame of the Dublin Castle. The conference programme covers in-depth presentations on supranational, national and local policy issues, as well as best practice and research findings across a broad spectrum of transport topics.

This year, feature sessions will discuss global trends impacting mobility such as:

- new travel patterns, digitisation and Mobility-As-A-Service;
- automated driving and connected vehicles/infrastructure;
- mobility for liveable cities, including air quality, health and active travel;
- Wider Economic Benefits of Transport Investment.



## Meeting of Rail Policy and Planning Committee in Glasgow

by Mark van Hagen

After the success of last year visit in Faro, we had shift our attention up North to have the meeting in Glasgow, now hosted by our new member Elaine Hamilton from Transport Scotland. This was a very good choice!

After an excursion to one of the most famous whisky bars of the world, and dinner a big part of the party was able to visit the next day the meeting with Bill Reeve, director of Rail (Transport Scotland) and a visit of the redevelopment works of Queen Street Station, hosted by Network Rail. We then had to hurry to Glasgow Central station where we got a tour into history of the station by a real (and hard to understand.) Scotsman who had worked all his life at the station. There we bumped into our good friend Ian Macbriar from the Local Public Transport Committee, who was visiting Glasgow central as well with a party of bus addicts (there is not such a thing as coincidence).

We all together had a good insight in the history of the station with all the nasty bad times, but also the good times. After this dazzling experience we had to end the meeting and go our own way. We can look back on a wonderful experience and an excellent meeting which is more than worthwhile investing time in, thanks to the good organisation and preparation of our (new) friends in Glasgow!



Students and junior practitioners from all over Europe will find a unique opportunity for discussion in the sessions organised by the **Young Researchers' and Practitioners' Forum** within the conference.

Moreover, in an attempt to have an up-to-date discussion on the most important transport and mobility issues in Europe, this year the opening session, will be addressed by two outstanding speakers in the European panorama: **the Irish Minister for Transport, Tourism and Sport**, Mr Shane Ross, and the European Coordinator for the TEN-T North Sea-Mediterranean Corridor, Mr Péter Balázs, who are expected to address the keynote on the topic of the development of the European Transport networks, particularly to cope with mobility needs of the peripheral areas of the EU (e.g. Ireland), and their future extensions.

This is linked to a stream of sessions organised on the second conference-day, focusing on the Belt and Road Initiative, the Ten-T extension to the Western Balkans and further East, and on the post-Brexit impacts in the European transport sector.

1. [www.dttas.ie/corporate/english/minister-and-department-priorities](http://www.dttas.ie/corporate/english/minister-and-department-priorities)
2. [ec.europa.eu/transport/themes/infrastructure/north-sea-mediterranean\\_en](http://ec.europa.eu/transport/themes/infrastructure/north-sea-mediterranean_en)

## The Local Public Transport PC met in Delft

By Niels van Oort

The meeting was the occasion for organising two technical visits.



The first visit was organised at the TU Delft Dreamhall ([www.tudelft.nl/en/d-dream/](http://www.tudelft.nl/en/d-dream/)) where students cooperate in teams to invent, design and construct vehicles of the futures, such as cars, bicycles and rockets, focussing on energy efficiency and high level of performance.

The second visit was in Rotterdam, first at the Regional Transit Authority, MRDH, where the future plans of the city on transit and cycling mobility were presented. Then a metro lines, fully operated by autonomous vehicles was visited and tested. This line has been in operations since 2006, between the metro station Kralingse Zoom and business park Rivium. Small pods operate on demand on a dedicated track, including car and bicycle crossings. The line will be extended to the Maas river in 2019, thereby sharing its track with other traffic.

# BREXIT AND FRICTION: Issues for Transport Arising from the UK's Departure from the EU

by Austin Smyth

We can anticipate a reduction in the movement of goods between the UK and EU member states. However, reduced demand for transport could extend to travel across EU boundaries. The propensity for movement of goods, people and services to a lesser extent, reflects the 'friction' like effect of distance and cost on movement.

Businesses see the level of 'friction' as critical to success and the emerging awareness of how wide ranging the impacts of Brexit are likely to be, has led major firms to voice their concerns about the continued effectiveness of their supply chains and their UK:EU cross border passenger services. Unless current arrangements are replicated between the UK and EU member states demand for transport will inevitably be reduced below what it would otherwise be expected to reach.

The Common Transport Policy of the European Union has its origins in Article 70 of the Treaty of Rome. Substantial progress was made between the late 1980s and early 90s towards establishment of a single market in each of the main transport modes. Since 1992, transport policies continued to evolve, with a strong emphasis on underpinning the SEM. Implementation of community transport related law differs widely across member states. Policy in some member states has been strongly influenced by the EU, but not to any marked extent in core areas of the UK, where EU single market legislation required little change to British transport policies. The main emphasis for a common transport policy has been broadly consistent with a liberal open market for transport services broadly compatible with British policy.

Nevertheless, developments in transport policy at an EU level have evolved and shaped the market for transport we take for granted today; low cost airlines, cross border rail services without customs stops or operational restrictions, the supply of transport services by non national transport companies and service providers, are but a few examples.

Increasing harmonisation of policy across the EU has also had effects on transport by addressing environmental issues, vehicle safety and operation of vehicles. This includes mutual recognition of various professional qualifications by Member States. Restrictions relating to recognition of professional competences, such as drivers and other professional groupings, will reduce the propensity for movement of people and goods as costs rise. The provision of public transport services by non-UK owned service providers within the UK and vice versa, raises questions over their long-term sustainability and the market for such services within the UK after the UK leaves.

While the uncertainty is felt at a UK national level the anticipated implications of Brexit give rise to the greatest concern for movement within the island of Ireland and between Ireland and Great Britain, unless special arrangements are agreed by the UK and EU to prevent the reintroduction of border customs checks between Northern Ireland and the Republic of Ireland, checks that were removed after 1992.

When the SEM was established, it facilitated a tenfold increase in cross-border trade across the Irish Border during the subsequent decade and a half. The SEM also promoted significant increases in movement by people, private car, bus and rail, complemented by significant national and EU funding of infrastructure during the 1990's and 2000's in both jurisdictions and linking both sides of the border.

The Brexit effect will go well beyond the effects on demand for movement of goods, people, the supply of services, financing and funding of infrastructure and regulatory arrangements. It may produce increasing divergence of a range of public policy issues in terms of environmental, social and economic goals at a regional and local level. In the case of public transport in the UK, such as local rail services, we are likely to see much political involvement in decision-making.

Northern Ireland could challenges, given the nature of local politics within the region. Currently, the framework for the provision of public transport within Northern Ireland as well as in the Republic of Ireland, particularly rail transport, is shaped to a large extent by regulations set up at EU level. The importance of that can be reflected in a comparison between the railway network adjoining the Irish Border as it existed before partition of Ireland, prior to EEC membership in both jurisdictions and what has happened since, particularly in the 1980s and 1990s, with major funding provided to support the rail network in particular, the cross-border route between Belfast and Dublin.

The UK Government's recent White Paper, seeks to assure both firms and individuals on the future for movement between the UK and the EU based on the goal of 'frictionless' trade. To advance the cause of evidence based decision making it behoves the transport profession to inform public discourse of the importance of factors that generate increased friction effects and influence interaction; proximity, market sizes on either side of the boundary, the cost of movement for both people and goods, and a range of other non-tariff barriers, including recognition of qualifications in the professions, in all sectors.

In order to promote dialogue, share ideas and stimulate the debate on themes of particular interest for the global transport community, the Association for European Transport is pleased to host in the newsletter

papers and opinions from its members. To send your contribution, please contact: Prof. Pierluigi Coppola by email on [coppola@ing.uniroma2.it](mailto:coppola@ing.uniroma2.it) or visit our website [www.aetransport.org](http://www.aetransport.org)



# AET Seminar on London's Spatial Strategy

by Michael Bach

The PSLUT Programme Committee provides a home for issues at the "leading edge" of policy development at the interface between land use and transport planning. Its focus is on sustainable solutions to land use and transport problems and how to measure and evaluate their effectiveness and impacts.

The committee encourages the debate on the integration of transport and land use planning through interesting research results and examples of good practice. In its call for papers, the committee emphasises the need to draw out the policy implications of research.

This year the committee had our annual meeting in London. We were fortunate to have an excellent interactive presentation from Lucinda Turner, Director of Spatial Planning at Transport for London. She presented the Mayor of London's vision for integrating transport and land use planning.

This combines the challenge of rapid growth with a radical change toward more sustainable travel. The strategy uses the aim of 80% of all trips in London to be on foot, cycle or public transport - to make London one of the most sustainable cities for transport for its density - by 2041.

The strategy seeks to help Londoners envision what the different environments of Central, Inner and Outer London could become over the next 25 years.

The scale of growth will require an additional 65,000 homes a year, to be achieved by focusing development in areas of highest public transport accessibility, especially within 800m of stations and town centres. Land-use policies will put transport at the heart of planning for growth.

Health - especially "healthy streets" - will be a key driver for the strategy, transforming streets into more



people-friendly places, less polluted and more accessible, especially town centres. Another critical element is to use higher densities to support liveable neighbourhoods, where easy access to a range of essential services can be supported.

The spatial strategy will be supported but also be driven by major growth-focused transport schemes and reshaping bus services in Outer London.

The session was highly interactive and gave an excellent insight into the ambitious programme needed to transform London over the next 25 years.

Thanks to Farshid Kamali for arranging the venue at Atkins' offices in London.



## Introducing new Board member Barry Zondag

Dr. ir. Barry Zondag, managing director of Significance, joined the ETC Board in March 2018.

Barry holds a PhD from Delft University on the topic of joint modeling of land-use, transport and economy. He has worked in applied transport and land use research for Hague Consulting Group, RAND Europe, Delft University of Technology and Netherlands Environmental Assessment Agency PBL.

His main areas of interest are integrative land-use and transport modelling, large scale transport models, scenario development, accessibility evaluation and cos benefit analysis. His current research focuses on the impacts of urban transitions, driven by land use and transport policies, on housing preferences, car ownership, mobility patterns, accessibility and environment. Barry has taken over the position as treasurer within the AET Board.