



SCOTTISH CHAMBERS  
OF COMMERCE

## **Consultation Response**

**Department for Transport**

**Adding Capacity at Heathrow Airport**

## **Summary**

- Scottish Chambers of Commerce believe that capacity at Heathrow must be increased in order to deliver the maximum economic benefit to the United Kingdom.
- The creation of additional capacity should establish an opportunity to secure guaranteed slots for UK regional air traffic, recognising the economic significance to Scotland of regular and reliable air links to the capital.
- Many Scottish businesses are reliant on air links to London and these services must be preserved and expanded.
- Additional capacity at Heathrow should help the resilience of air services between London and Scotland in the event of unforeseen pressures on services.
- SCC would like to see a combination of better use of existing capacity and the construction of a new runway to improve capacity in the short and longer terms.

## **Scottish Chambers of Commerce's Response**

**Question 1:** Do you agree or disagree with the proposal that a third runway at Heathrow, if built, should be supported by associated passenger terminal facilities? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they?

**SCC Response:** The construction of a third runway at Heathrow is essential if the airport is to compete effectively as a hub airport with its competitors in Northwestern Europe, and an increase in passenger numbers would undoubtedly necessitate additional terminal facilities, facilitating ease of transfer of the passenger to his or her destination or connecting flight.

**Question 2:** Do you agree or disagree with the Government's view on the continuing validity of the environmental conditions? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they?

**SCC Response:** Due consideration must be given to the environmental impact of the airport, though this must be balanced with economic considerations.

**Question 3:** Do you agree or disagree with the Government's view on adding a third runway and being able to meet air quality limits without further measures? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they?

**SCC Response:** SCC is encouraged by EU plans to extend its Emissions Trading Scheme to include aviation. This is the best way of recognising and dealing with the impact of the aviation industry on our environment.

**Question 4:** Do you agree or disagree with the Government's view that adding a third runway is achievable within the noise contour limit of 127 sq km, at the indicated levels of air traffic? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they?

**SCC Response:** SCC have no comment to make on this issue.

**Questions 5 and 6:** Do you agree or disagree with the Government's view that mixed mode operations could be introduced within the noise limits set out in the White Paper? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they? To what extent would you support the introduction of mixed mode operations: a) throughout the day?; b) limited to specific hours (if so, would you support mixed mode between 0600 and 1200 hours? Some other period? (please specify); c) within the current planning cap (i.e. with no extra capacity overall)? If you support additional movements, in what periods of the day do you think they should be provided? What are your reasons for these answers? Are there any significant considerations you believe need to be taken into account? If so, what are they? Please provide evidence where you can (e.g. environmental impacts, business benefits).

**SCC Response:** Scotland is suffering a squeeze in terms of its air links to London and the South East. Only recently it was announced that Inverness was to lose its only direct scheduled air link to Heathrow. The creation of additional capacity at Heathrow, either by constructing a new runway or by making more efficient use of existing runways, could assist in building the resilience of Scottish slots both commercially and in terms of the threats from weather and other disruptions. We recommend that the creation of additional capacity at Heathrow, allowing for guaranteed slots for regional air routes to Scottish Airports. With up to 1,000 jobs in the Inverness area alone reliant on the existence of direct flights to London, the economic significance of such a move for Scotland would be significant.

**Question 7:** Do you agree or disagree with the Government's view that full mixed mode operations could be introduced by 2015 and be compatible with compliance with the air quality limits in the vicinity of the airport? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they?

**SCC Response:** See response to Question 3.

**Question 8:** Do you agree or disagree with the Government's views on retaining westerly preference? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they?

**SCC Response:** SCC have no comment to make on this issue.

**Question 9:** Do you agree or disagree with the Government's proposal to end the Cranford agreement? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they?

**SCC Response:** SCC have no comment to make on this issue.

**Question 10:** Do you agree or disagree with the Government's views on continuing night time rotation? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they?

**SCC Response:** SCC have no comment to make on this issue.

**Question 11:** Do you agree or disagree with the Government's views on continuing runway alternation in the 0600 to 0700 period? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they?

**SCC Response:** SCC have no comment to make on this issue.

## **Conclusion**

Heathrow Airport is vital to Scottish businesses both as a means of accessing London and the South East of England and as a hub airport from which to access international destinations. There is a frustration at the standard of service linking Heathrow with the Scottish airports and at the lack of resilience of these services in the event of operational difficulties. Scottish Chambers of Commerce believes that an additional runway is required, together with increased terminal capacity if this situation is to be improved. In particular, we would like to see slots guaranteed to servicing Scotland in order that airlines can provide an enhanced service to customers north of the border. Too often, Scottish flights seem to be the first to suffer, and this is not good enough from the point of view of businesses operating in Scotland. In an increasingly competitive global marketplace, it is essential that Scottish businesses are linked effectively with London and with key international markets. The development of Heathrow is vital for Scotland's economic success.

## **About Scottish Chambers of Commerce**

Chambers of Commerce comprise the world's largest business support organisation. In the UK, membership is voluntary and the Scottish Chambers, along with the British Chambers of Commerce, are prominent members of the worldwide movement of Chambers.

Membership is open to any firm or company irrespective of size. The current membership ranges from the country's largest companies to the smallest retail and professional operations. The present membership ranked by market capitalisation, includes 23 of the top 25 companies, and 38 of the top 50 companies in Scotland.

Together Scotland's Chambers provide well over half the private-sector jobs in Scotland and provide an unequalled geographical and sectoral representation throughout Scotland.

The Scottish Chambers of Commerce is the umbrella organisation of the local Chambers of Commerce. Its prime functions are to promote and protect the interests of local Chambers and their member companies throughout the length and breadth of Scotland. It helps promote co-operation between the local Chambers in the provision of services and represents the common interests of Chambers at a national and international level. The President of the Scottish Chambers of Commerce is Her Royal Highness, The Princess Royal.

Scottish Chambers policy is determined by a Council on which all Chambers have equal representation, and is executed under their direction. Policy groups, formed from a wide cross section of member Chambers, are used to develop policy initiatives. The national body represents the interests of members to the Scottish, UK and European Parliaments, opposition parties, the Scottish Executive and other Government officials, Enterprise bodies, COSLA and other public bodies, and works with other private-sector business support bodies in Scotland on areas of mutual interest.

**Scottish Chambers of Commerce  
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