



From the Parliamentary
Under Secretary of State

The Rt Hon Stephen Byers MP
Constituency Office
7 Palmersville
Great Lime Road
Forest Hall
NEWCASTLE UPON TYNE
NE12 9HN

Department for
Transport

Great Minster House
76 Marsham Street
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E-Mail: jlm.fitzpatrick@dft.gsi.gov.uk

Web site: www.dft.gov.uk
Our Ref: JF/025380/08
Your Ref: 07/B/15

08 OCT 2008

 Stephen.

Thank you for [REDACTED] letter of 20 September enclosing correspondence from [REDACTED] of Osprey Shipping Ltd asking for his company to be exempted from paying a surcharge on payments in lieu of training (PILOT) for the 2008/09 tonnage tax training commitment year.

The Department has now agreed that the cumulative core training commitment (CTC) for Osprey Shipping Ltd in 2008/09 may be met in its entirety by making planned PILOT payments. As surcharges only apply to PILOT payments arising out of a failure to meet the agreed CTC, rather than those which have been approved as part of the training commitment, this means that there will be no surcharge on any PILOT due in 2008/09.

Best Wishes, Yours Sincerely



JIM FITZPATRICK

Rt. Hon. Stephen Byers Member of Parliament for North Tyneside



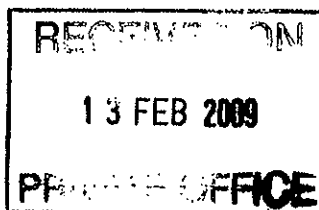
HOUSE OF COMMONS

LONDON SW1A 0AA

Rt Hon Geoff Hoon MP
Secretary of State
Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

RPROS 4
ADV FOR AA

9 February 2009
Our ref: 09/B/9



Dear Mr Hoon

I enclose a copy of a letter which Mr Byers has received from the Chairman of the AI Campaign Group.

He would appreciate it if you could let him have a response which he can pass on to

Yours sincerely


Assistant to Stephen Byers, MP

Enc.

Reply to:

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Department for
Transport

From the Secretary of State

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Web site: www.dft.gov.uk
Our Ref: GH/004756/09
Your Ref: 09/B/9

Dear Stephen,

2 - MAR 2009

Thank you for your letter of 9 February enclosing correspondence from your constituent [REDACTED]

[REDACTED] about their campaign for dualling the A1 from Morpeth to the Scottish Border. I am replying as Minister responsible for the strategic road network.

The case for upgrading the A1 North of Newcastle was examined in 2002 in the A1 Multi Modal Study and this concluded that a case for full dualling (two lanes in each direction) could not be made. It is reasonable to assume that the finding of the Multi-Modal Study, that full dualling of the A1 to the Scottish border would not represent good value for money, remains valid. The report did however recommend a case for dualling discrete sections of the route, and this was accepted by Ministers. Schemes for the two recommended sections (Morpeth to Felton and Adderstone to Belford) were subsequently added to the Targeted Programme of Improvements (now called the Programme of Major Schemes), the Government's programme of trunk road improvements. A preferred route for the Morpeth to Felton scheme was announced in March 2005, followed by a preferred route announcement for the Adderstone to Belford scheme in July 2005.

The A1 North of Newcastle has been designated as a route of regional importance, having been measured against the criteria which constitute a route of national importance which is applied across the Strategic Road Network:

- To have average daily traffic flows, along the length of the route, of more than 60,000 vehicles;
- To link at least two of the top 20 English cities by population; or link one of the top 20 English cities with an airport/seaport or Wales/Scotland;
- To carry heavy goods vehicle traffic equal to or in excess of 15 per cent as a percentage of all traffic, as an average along the length of the route; and
- To be represented on the European Union's trans-European transport network.

The latest figures for the A1 North of Newcastle from the Highways Agency are as follows:

- Heavy Goods Vehicles – 12 per cent
- Highest daily flow (two-way)- 25,500 (August 2006)

Consequently, the A1 North of Newcastle has been designated as a route of regional importance, and is subject to the regional funding process.

Schemes to improve this section of the route therefore have to be funded from the North East's Regional Funding Allocation. In its 2006 advice to Ministers the region did not prioritise Morpeth to Felton, Adderstone to Belford or any other improvements to the A1 North of Newcastle. Although dualling remains an aspiration, the region concluded that within the resources available, these improvements could not be prioritised.

Improvements to a number of junctions along the A19 around Newcastle were prioritised and are being progressed by the Highways Agency. In addition, longer term improvements to the A1 Newcastle-Gateshead Bypass are also being examined.

The Government accepted the advice of the Regions and the Highways Agency has therefore discontinued development work on the Morpeth to Felton and Adderstone to Belford schemes. It would be possible to re-activate them if at any stage the region decided to prioritise them for funding.

Finally, I can assure you that there has been significant public investment in transport (by the Department local authorities and public corporations) in the North East. Spending has increased by 30 per cent in the five years to 2007/08 – from £481 million in 2002/03 to £623 million in 2007/08 – and this has secured a range of transport improvements,

such as the extension of the Tyne & Wear Metro to Sunderland. In addition, we recently announced £245 million funding over the next three years for local authorities across the North East region to invest in highway maintenance and small schemes.

I hope this clarifies the position.

Yours sincerely
Geoff

GEOFF HOON

Rt. Hon. Stephen Byers Member of Parliament for North Tyneside



HOUSE OF COMMONS
LONDON SW1A 0AA

Rt Hon Geoff Hoon MP
Secretary of State
Department for Transport
Great Minster House
76 Marsham Street
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SW1P 4DR

EPD
ADV FOR AA

RECEIVED ON
- 6 MAY 2009
PARLIAM. OFFICE

27 April 2009

Dear Mr Hoon

I enclose a copy of an email which Mr Byers is currently receiving from his constituents.

He would appreciate it if you could let him have a response which he can pass on to those constituents.

Yours sincerely

[Redacted signature]

[Redacted name]
Office Manager to
Stephen Byers, MP

Enc.

Reply to:

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7, Palmersville, Great Lime Road, Forest Hall, Newcastle upon Tyne NE12 9HN

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Our Ref: GH/AA/012111/09

13 May 2009

Dr Stephen

Thank you for your letter of 27 April to Geoff Hoon regarding correspondence from your constituents, about the need for a carbon reduction fund for transport. I am replying as Minister responsible for this issue.

We are currently looking very closely at the best ways of reducing greenhouse gas emissions from transport, and will set out in detail our policies and proposals for reducing emissions as part of our Carbon Reduction Strategy in the summer.

When making decisions about transport expenditure we aim to do so in a way that delivers across all of our goals, including supporting economic growth and tackling climate change. These goals, as set out in Delivering a Sustainable Transport System, also cover improving safety, security and health; promoting equality of opportunity; and improving quality of life. We have recently consulted on this approach and our response was published on 28 April. More information can be found at:
www.dft.gov.uk/consultations/closed/planning/consultresponses/.

I hope this is helpful.

*Yours
Andrew*

ANDREW ADONIS

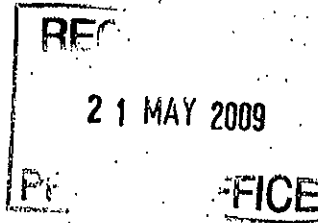
Rt. Hon. Stephen Byers Member of Parliament for North Tyneside



Rt Hon Geoff Hoon MP
Secretary of State
Department for Transport
Great Minster House
76 Marsham Street
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SW1P 4DR

HOUSE OF COMMONS
LONDON SW1A 0AA

15 May 2009
Our ref: 08/T/2



RCMP

Dear Mr Hoon

I enclose a copy of a letter which a constituent of Mr Byers, [REDACTED] says that he sent to you but has not yet received a response.

Mr Byers would appreciate it if you could let him have a copy of your response when you do reply to Mr Bull.

Yours sincerely

[REDACTED]
[REDACTED]
Assistant to Stephen Byers, MP

Enc.

Reply to:

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From the Parliamentary
Under Secretary of State

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Our Ref: PC/13675/09

28 MAY 2009

Dear Stephen,

Thank you for your letter of 15 May to Geoff Hoon enclosing correspondence from your constituent, [REDACTED] requesting a response to his earlier letter. This letter had raised concerns that Nexus were failing to comply with the Data Protection Act in regard to information they hold about alleged fare evasion on the Tyne and Wear Metro system. I am replying as Minister for light rail schemes.

I have spoken to my officials and can confirm that your constituent's letter was answered and I attach a copy of this correspondence for your records.

PAUL CLARK

Rt. Hon. Stephen Byers Member of Parliament for North Tyneside

ARC



HOUSE OF COMMONS
LONDON SW1A 0AA

RECEIVED ON
02 JUN 2009
PRIVATE OFFICE

Rt Hon Geoff Hoon MP
Secretary of State
Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

26 May 2009
Our ref: 09/E/44

Dear Mr Hoon

I enclose a copy of an email which Mr Byers has received from his constituent, [REDACTED]

He would appreciate it if you could let him have a response which he can pass on [REDACTED]

Yours sincerely

[REDACTED]
[REDACTED]
Assistant to Stephen Byers, MP

Enc.

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Under Secretary of State

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Our Ref: GH/PC/014507/09
Your Ref: 09/E/44

Dear Stephen,

Thank you for your letter of 26 May, addressed to Geoff Hoon, enclosing correspondence from your constituent, [REDACTED] about the provision of free supplemental oxygen on board aircraft and EDM 1444. I am replying as I have Ministerial responsibility for Aviation.

The provision of supplemental oxygen on board aircraft is a matter for individual airlines to manage and justify. We encourage airlines to make their conditions of carriage clear so that passengers considering travelling on a particular airline are aware of its policy and can make an informed choice when they come to purchase their ticket.

The Department has updated its Code of Practice which refers to the carriage of medical and mobility equipment, including the carriage of oxygen required for medical use. The document is called "Access to Air Travel for Disabled Persons and Persons with Reduced Mobility – Code of Practice", and is available on the Department's website: www.dft.gov.uk. The relevant sections of the code are also attached for your information.

It is the Department's view that this is a matter which is best addressed at a European level. However, I have been invited by the British Lung Foundation to meet and discuss this issue and hope to do so in the near future.

I hope this is helpful.

PAUL CLARK

Rt. Hon. Stephen Byers Member of Parliament for North Tyneside

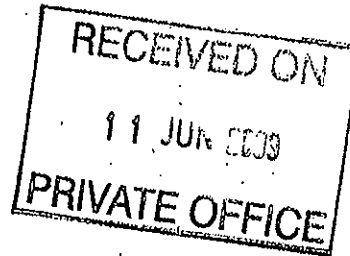


RUMA

HOUSE OF COMMONS

LONDON SW1A 0AA

Rt Hon Lord Adonis
Secretary of State
Department for Transport
Great Minster House
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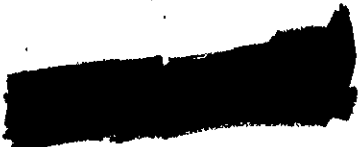



9 June 2009
Our ref: 09/F/12

Dear Lord Adonis

I enclose a list of question put to Mr Byers by a group of his constituents regarding the Tyne and Wear Metro Reinvigoration issue. He would appreciate it if you could let him have a response which he can pass on to his constituents.

Yours sincerely



Assistant to Stephen Byers, MP

Enc.

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Department for
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Web site: www.dft.gov.uk

Our Ref: AA/SK/015379/09
Your Ref: 09/F/12

30 JUN 2009

Dear Stephen,

Thank you for your letter of 9 June to Andrew Adonis enclosing a list of questions to you from the 'Keep Metro Public' campaign. I am replying as Minister responsible for local transport.

Last year we announced that we expected to provide up to £350m for capital renewals on the Tyne & Wear Metro to 2019 together with a continued contribution to operating costs over the same period. This represents an unprecedented level of commitment and longer term certainty for the system and should enable Nexus to make the sound, long-term planning and investment decisions that are needed. With this level of investment planned, we need to ensure that we are obtaining the best value for money going forward, and that options for maximising quality and efficiency on the Metro have been fully explored.

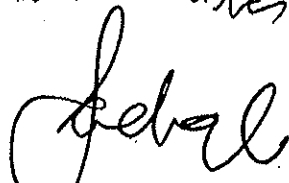
Under the proposal that we agreed with Nexus and are now taking forward, Nexus have invited tenders for the operation of train services and stations. Ownership of the infrastructure and responsibility for its maintenance and renewals will remain with Nexus.

The presence of an in-house bid within the tender process means that the option of maintaining operations within Nexus can be fully explored and tested against the bids from private companies. I can assure you that I have absolutely no interest in who wins the tender, provided that there is a sound and objective process in place to identify the most favourable bid. Neither I nor my officials will have any role in the bid assessment or selection process.

Clearly there are a number of very specific questions in your constituent's letter about the background and detail of the procurement process and I have asked my officials to provide your office with a detailed response to those that are relevant to the Department for Transport.

I hope this is helpful.

Best wishes

A handwritten signature in black ink, appearing to read 'Sadiq Khan', written in a cursive style.

SADIQ KHAN

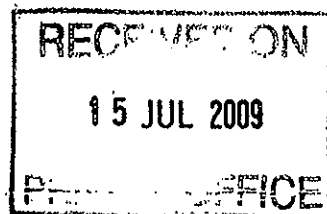
Rt. Hon. Stephen Byers Member of Parliament for North Tyneside



HOUSE OF COMMONS
LONDON SW1A 0AA

Rt Hon Lord Adonis
Secretary of State
Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

10 July 2009
Our ref: 09/G/16



BT

BT

ADV FOR SK

Dear Lord Adonis

Tacographs for Local Buses, Taxis, and Minibuses

Mr Byers's constituent, [REDACTED], has asked him to enquire why it is that there are not the same regulations and restrictions for local buses, taxis and minibuses as apply to long distance vehicles. He is apparently concerned about non observance with speed limits.

Mr Byers would appreciate it if you could let him have a response which he can pass on to [REDACTED]

Yours sincerely

[REDACTED]

Assistant to Stephen Byers, MP

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Your Ref: 09/G/16

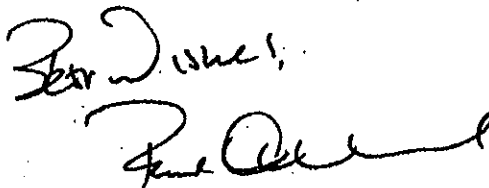
30 JUL 2009

Dear Stephen,

Thank you for your letter of 10 July to Lord Adonis, on behalf of your constituent [REDACTED] regarding the applicability of the EU drivers' hours and tachograph rules to local buses, taxis and minibuses for the purposes of enforcing speed limits. Your letter has been passed to me as I have Ministerial responsibility for Government policy on this issue.

The EU drivers' hours rules (Regulation (EC) No 561/2006), which require the use of tachographs, prescribe maximum limits on driving time and minimum requirements for breaks and rest periods. These rules are directly applicable and apply to most drivers of vehicles with 9 or more passenger seats - which would exclude most taxis. In addition, local bus services on routes not exceeding 50km in length, and non-commercially operated minibuses with no more than 16 passenger seats, are specifically exempted from these rules.

Whilst noting your constituent's concerns, I must point out that the primary function of a tachograph is to monitor compliance with the EU drivers' hours rules; it is not for checking observance with speed limits. Indeed, although the tachograph record does include a speed trace, it is not considered accurate enough for the purpose of proving a vehicle's speed at any given time.


PAUL CLARK

41
Rt. Hon. Stephen Byers Member of Parliament for North Tyneside

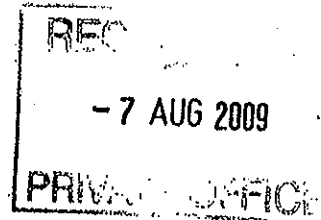
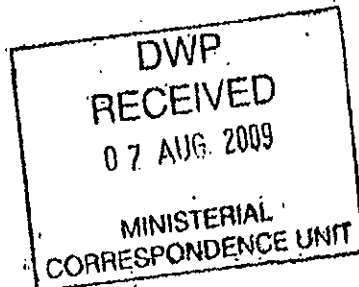


HOUSE OF COMMONS

Rt Hon Jim Knight MP LONDON SW1A 0AA
Minister of State (Employment & Welfare Reform)
Department for Work & Pensions
Caxton House
Tothill Street
London
SW1H 9DA

FLD

ADV FOR PC



5 August 2009
Our ref: 09/H/8

Dear Mr Knight

I enclose a copy of a letter which Mr Byers has received from his constituent, [REDACTED] which is one of several similar ones. He would appreciate it if you could let him have a reply to the points raised in the letter.

Yours sincerely,

[REDACTED]

[REDACTED]

Assistant to Rt Hon Stephen Byers, MP

Enc.

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From the Minister of State

The Rt Hon Stephen Byers MP
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Web site: www.dft.gov.uk

Our Ref: PC/020698/09
Your Ref: 09/H/8

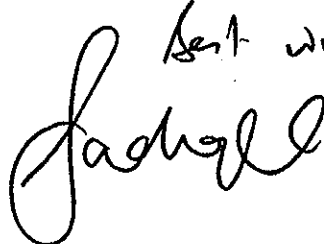
Dear Stephen,

18 AUG 2009

Thank you for your letter of 5 August addressed to Jim Knight on behalf of your constituent, [REDACTED], regarding the use of Employment Tribunals to help safeguard the rights of those drivers who have been employed for less than a year when operating under the Road Transport (Working Time) Regulations 2005. I am replying as Duty Minister.

Before an informed decision on whether such drivers should have legal recourse to an Employment Tribunal can be made, Departmental officials will need to explore the implications of such a change with the Department for Business, Innovation & Skills and the Tribunals Service.

When all the facts are known, Paul Clark, the Minister with responsibility for Government policy on this issue will write to you again. But as you will appreciate, any proposals for change would still need to be the subject of a consultation process.

Best wishes


SADIQ KHAN

Rt. Hon. Stephen Byers Member of Parliament for North Tyneside



TM

HOUSE OF COMMONS
LONDON SW1A 0AA

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Department for Transport
Great Minster House
76 Marsham Street
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RECEIVED ON
01 SEP 2009
PRIVATE OFFICE

27 August 2009
Our ref: 09/F/44

Dear Lord Adonis

I enclose a copy of a letter which Mr Byers has received from the Department for Work and Pensions which was in response to my letter on his behalf to Jonathan Shaw, MP.

Mr Byers would appreciate it if you could let him have a response which he can pass on his constituent, [REDACTED]

Yours sincerely

[REDACTED]

[REDACTED]

Assistant to Stephen Byers, MP

Enc.

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Our Ref: AA/SK/022334/09
Your Ref: 09/F/44

25 SEP 2009

Dear Stephen,

Thank you for your letter of 27 August to Andrew Adonis on behalf of your constituent, [REDACTED] Tyne. I am replying as Minister responsible for local transport issues.

Ms Maher expressed concern about visually impaired people using shared streets. This is a term introduced by the Guide Dogs for the Blind Association and relates to streets with a shared surface, where kerbs are omitted and pedestrians and vehicles share a common surface.

The Department for Transport is aware of the problems that shared surfaces can present to some disabled people, particularly blind or partially sighted people. While local authorities are responsible for the design of their highway spaces, the Department produces good practice guidance that encourages them to take into account the views and needs of different road users. Ultimately, the relevant authority has to decide how to resolve any conflicting views and to design spaces as appropriate to suit local circumstances. There is no national programme to roll out shared surface streets. The Department's position on these schemes remains neutral - we neither promote nor discourage them.

Turning to the specific issue, shared surfaces are aimed at changing the way streets are used and are often a key feature in shared space schemes. The rationale is that the absence of any physical delineation between pedestrians and vehicles is meant to convey to all users that the street is a place for everyone to share equally. This is aimed at reducing the dominance of vehicular traffic and affording pedestrians greater freedom of movement within the area. Although mainly anecdotal, there are widely reported benefits arising from shared surfaces for the population as a whole, and use of the technique is becoming increasingly popular in schemes aimed at improving the public space.

However, in recent years it has become apparent that the absence of a kerb can create difficulties for some blind or partially sighted people. The issue was first brought to our attention by Guide Dogs (among others) and we have worked closely with them in trying to see how we can address it. Rather than dispense with the shared surface technique as a way of improving public space, our preference is to try to see how we might make these environments work for all.

We have no firm evidence that shared surfaces are inherently less safe than conventionally kerbed streets. However, we fully understand why visually impaired people can find them intimidating and we do not intend to ignore those concerns. In February of this year, the Department started a wide-ranging research project on shared space schemes to investigate whether they can be made accessible to all. Shared surfaces are featuring prominently in the project.

The first phase of the work is aimed at firmly establishing whether a case can be made for shared space or not. A report on the outcome of this appraisal will determine how the remainder of the project progresses and will inform future policy and practice. Another key output from the project is likely to be a comprehensive guidance document on the design of shared space schemes. We would expect this guidance to be equally applicable to retrofitting existing sites as well as to new proposals.

The Department has written to all English local highway authorities telling them about the research project. The letter invites them to contribute to this work by providing us with examples of their experience with shared space schemes. We also took the opportunity to remind them of the need to follow

good practice and to take particular care to consider the needs of visually impaired people if they are planning shared space schemes. I enclose a copy of this letter for your information.

I trust this is of some reassurance and that it demonstrates our desire to make public places accessible to all disabled people.

A handwritten signature in black ink, appearing to read 'Sadiq Khan', written in a cursive style.

SADIQ KHAN

Rt. Hon. Stephen Byers Member of Parliament for North Tyneside



HOUSE OF COMMONS
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RLMP

ADV FOR SK

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RECEIVED ON
08 SEP 2009
PRIVATE OFFICE

3 September 2009
Our ref: 09/E/38

Dear Lord Adonis

I enclose a copy of an email which Mr Byers has received from his constituent, [REDACTED], who has apparently tried every possible route to deal with his complaint but without success. This supports the view that there is a definite need for an Ombudsman service for the traveling public.

Mr Byers would appreciate it if this could be seriously considered and if you could let him have a response which he can pass on to [REDACTED]

Yours sincerely

[REDACTED]

[REDACTED]

Assistant to Stephen Byers, MP

Enc.

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Department for
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Fax: 020 7944 4492
E-Mail: sadiq.khan@dft.gsi.gov.uk

Web site: www.dft.gov.uk

Our Ref: AA/SK/022783/09
Your Ref: 09/E/38

- 2 OCT. 2009

Dear Stephen,

Thank you for your letter of 3 September enclosing correspondence from
[REDACTED]

On the general issue of promoting and protecting the interests of the travelling public, Passenger Focus is an independent public body set up by the Government to do just that. However regarding his specific complaint about Nexus, which has been the subject of previous correspondence with officials at this Department, it seems that issue is about retention of personal data rather than about the service provided by Nexus as a transport operator. In this respect it would appear to be a matter for the Information Commissioner's Office.

With these routes of redress available I do not believe that there is a compelling case to set up a specific transport Ombudsman as [REDACTED] suggests.

SADIQ KHAN

Rt. Hon. Stephen Byers Member of Parliament for North Tyneside

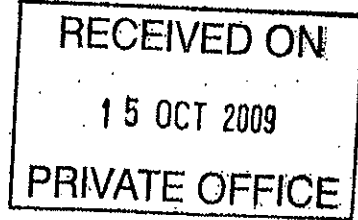


200

HOUSE OF COMMONS

LONDON SW1A 0AA

Rt Hon Lord Adonis
Secretary of State
Department for Transport
Great Minister House
76 Marsham Street
London
SW1P 4DR



9 October 2009

Dear Lord Adonis

I enclose a copy of a postcard which Mr Byers is currently receiving from some of his constituents.

He would appreciate it if you could let him have a response which he can pass on to those constituents.

Yours sincerely

[Redacted signature]

AP [Redacted name]

Assistant to Stephen Byers, MP

Enc.

Reply to:

Constituency Office

7, Palmersville, Great Lime Road, Forest Hall, Newcastle upon Tyne NE12 9HN

E-Mail: byerss@parliament.uk

Tel: (0191) 268 9111

Fax: (0191) 268 9777



From the Minister of State

Department for **Transport**

Great Minster House
76 Marsham Street
London SW1P 4DR

Tel: 020 7944 3082
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Web site: www.dft.gov.uk

Our Ref: AA/SK/025202/09

Rt Hon Stephen Byers MP
7 Palmersville
Great Lime Road
Forest Hall
Newcastle upon Tyne
NE12 9HN

23 OCT 2009

Dear Stephen

Thank you for your letter dated 9 October to Andrew Adonis enclosing an example of a post card that you have received from several of your constituents about a carbon reduction fund for transport. I am replying as minister responsible for this issue.

DfT published its carbon reduction strategy, entitled *Low Carbon Transport: A Greener Future* in July.

The strategy sets out the Government's long term vision for a fundamentally different transport system, where carbon reduction is a central consideration in the way we do business. The Government's strategy does not include a specific 'carbon reduction fund for transport'. It is, however, supported by significant levels of funding at both a national and local level to deliver sustainable and lower carbon transport.

The strategy details a strong programme of activity based on three central themes: supporting a shift to new technologies and fuels; promoting lower carbon choices; and using market mechanisms to encourage a shift to lower carbon transport. Measures include regulating new cars and biofuels through the EU, major support for rail and bus services and other targeted investments in cycling, sustainable travel, and electric vehicles.

Taken together, we expect our actions to deliver a projected 14% reduction in emissions on 2008 levels by 2020; saving an additional 85 million tonnes of CO₂ in the period 2018-2022.

The Department has emphasised the importance of addressing CO₂ from transport in the guidance we have given to local authorities as they begin to develop new local transport plans and to the regions as they identify their long-term transport priorities. Through these processes, the Department expects local authorities and the regions to develop proposals to tackle climate change, including, where possible, through sustainable transport measures.

Low Carbon Transport: A Greener Future can be found on the DfT website at:

www.dft.gov.uk/pgr/sustainable/carbonreduction/

Yours sincerely

A handwritten signature in black ink, appearing to read 'Sadiq Khan', written in a cursive style.

SADIQ KHAN

- Rt. Hon. Stephen Byers Member of Parliament for North Tyneside



HOUSE OF COMMONS
LONDON SW1A 0AA

DVLA
Advice for
Sof S

Rt Hon Ruth Kelly MP
Secretary of State
Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

23 SEP 2008
PRIVATE

23 September 2008
Our ref: 08/W/37

Dear Ms Kelly

I enclose a copy of an email which Mr Byers has received from his constituent, [REDACTED]

He would appreciate it if you could let him have a response which he can pass on to [REDACTED]

Yours sincerely

[REDACTED]

Assistant to Stephen Byers, MP

Enc.

Reply to:

Constituency Office
7, Palmersville, Great Lime Road, Forest Hall, Newcastle upon Tyne NE12 9HN

E-Mail: byerss@parliament.uk



From the Parliamentary
Under Secretary of State

The Rt Hon Stephen Byers MP
7 Palmerville
Great Lime Road
Forest Hall
NEWCASTLE UPON TYNE
NE12 9HN

Department for
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Web site: www.dft.gov.uk

Our Ref: JF/025322/08
Your Ref: 08/W/37

09 OCT 2008

J Stephen

Thank you for your letter of 23 September addressed to Ruth Kelly enclosing correspondence from your constituent, [REDACTED]

[REDACTED], regarding the use of agricultural vehicles on the public road. I am replying as I have Ministerial responsibility for Government policy on this matter.

By law, all mechanically propelled vehicles used on the public road must be registered and licensed. Certain agricultural vehicles are exempt from the payment of vehicle excise duty (VED) although they are required to license annually, display a tax disc, a number plate and be insured. A number plate must also be displayed on any trailer although this does not necessarily need to be the same as the drawing vehicle.

Enforcement of motoring law is an operational matter for the police. In any case where there appears to be a breach of the law, the police will take such action as they consider most appropriate in the circumstances. If your constituent has concerns about this aspect of policing in your area he may wish to take them up with the Chief Constable of Northumbrian Police.

Yours Sincerely

JIM FITZPATRICK

Rt. Hon. Stephen Byers Member of Parliament for North Tyneside

SP



HOUSE OF COMMONS

LONDON SW1A 0AA

Jim Fitzpatrick MP
Parliamentary Under Secretary of State
Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

RECEIVED ON
25 SEP 2008
PRIVATE OFFICE

20 September 2008
Your ref. JF/028287/07
Our ref: 07/B/15

Dear Mr Fitzpatrick

Mr Byers thanks you for your letter of 7 January 2008 concerning Osprey Shipping Ltd tonnage tax training commitment.

I enclose a copy of a letter from [REDACTED] of Osprey Shipping Ltd. Mr Byers asks if you would grant continued exemption.

Yours sincerely

[REDACTED]

[REDACTED]

Assistant to Stephen Byers, MP

Enc.

Reply to:

Constituency Office

7, Palmersville, Great Lime Road, Forest Hall, Newcastle upon Tyne NE12 9HN

E-Mail: byerss@parliament.uk

TEL: 0191 278 0111



From the Parliamentary
Under Secretary of State

The Rt Hon Stephen Byers MP
Constituency Office
7 Palmersville
Great Lime Road
Forest Hall
NEWCASTLE UPON TYNE
NE12 9HN

Department for **Transport**

Great Minster House
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Tel: 020 7944 2566
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E-Mail: jim.fitzpatrick@dft.gsi.gov.uk

Web site: www.dft.gov.uk
Our Ref: JF/025360/08
Your Ref: 07/B/15

08 OCT 2008

 Stephen.

Thank you for [REDACTED] letter of 20 September enclosing correspondence from [REDACTED] of Osprey Shipping Ltd asking for his company to be exempted from paying a surcharge on payments in lieu of training (PILOT) for the 2008/09 tonnage tax training commitment year.

The Department has now agreed that the cumulative core training commitment (CTC) for Osprey Shipping Ltd in 2008/09 may be met in its entirety by making planned PILOT payments. As surcharges only apply to PILOT payments arising out of a failure to meet the agreed CTC, rather than those which have been approved as part of the training commitment, this means that there will be no surcharge on any PILOT due in 2008/09.

Best Wishes, Yours Sincerely



JIM FITZPATRICK



Department for
Transport

From the Parliamentary
Under Secretary of State

Great Minster House
76 Marsham Street
London SW1P 4DR

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Web site: www.dft.gov.uk

Our Ref: AA/PC/028873/09

The Rt Hon Stephen Byers MP
House of Commons
London
SW1A 0AA

04 DEC 2009

Dear Stephen,

Thank you for your letter of 24 November to Andrew Adonis, enclosing a copy of a postcard you have received from a number of your constituents which raises concerns about the recent announcement of job losses within the maritime sector and the perceived lack of progress on the seafarer training and employment proposals. I am replying as I have Ministerial responsibility for Shipping Policy.

Job losses in any sector are a matter of regret and AP Moller-Maersk's decision to seek 113 voluntary redundancies from its 560 UK officer posts is extremely concerning. However, these decisions are commercial matters for the company and not something in which the Government can intervene. The recent downturn in global markets has had a profound effect on the shipping industry and many ships have been laid up.

The Government is committed to maximising employment opportunities for UK seafarers where possible, but shipping is a highly competitive, global industry and crewing is fundamentally a matter between a company and its employees.

The refreshed training and employment proposals submitted by the main maritime stakeholders are being discussed with colleagues across Whitehall. However, even with a significant contribution from industry itself, funding remains a key issue because of the unprecedented pressures on Government resources in the current economic climate.

I hope this is helpful.

Ben Ashes
Paul Clark
PAUL CLARK

Rt. Hon. Stephen Byers Member of Parliament for North Tyneside

ASD



HOUSE OF COMMONS
LONDON SW1A 0AA

RECEIVED ON
27 NOV 2009
PRIVATE OFFICE

Rt Hon Lord Adonis
Secretary of State
Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

25 November 2009
Our ref: 09/L/38

Dear Lord Adonis

I enclose a copy of an email which Mr Byers has received from his constituent, [REDACTED]

He would appreciate it if you could let him have your comments.

Yours sincerely

[REDACTED]
[REDACTED]
Assistant to Stephen Byers, MP

Enc.

Reply to:

Constituency Office

7, Palmersville, Great Lime Road, Forest Hall, Newcastle upon Tyne NE12 9HN

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E-Mail: byerss@parliament.uk

Tel: (0191) 268 9111

Fax: (0191) 268 9777



Department for
Transport

From the Parliamentary
Under Secretary of State

The Rt Hon Stephen Byers MP
7 Palmersville
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Web site: www.dft.gov.uk
Our Ref: AA/PC/028972/09
Your Ref: 09/L/38

15 DEC 2009

Dear Stephen,

Thank you for your letter of 25 November to Andrew Adonis, requesting comments on an e-mail sent to British Airways by your constituents, [REDACTED] (copied to you) concerning the carriage of duty free liquids at UK airports. This letter has been passed to me for reply as Minister with responsibility for aviation matters.

The requirements on the carriage of liquids through passenger screening points at EU airports are governed by EC regulations. Such regulations are binding in their entirety upon each Member State, including the United Kingdom. Currently, these regulations permit liquids such as duty free to be carried through passenger screening points at EU airports in tamper evident bags if the items have been purchased airside at an EU airport, on an EU registered airline. These measures are possible because there is a common baseline of aviation security standards in place at EU airports, and for EU-registered airlines. This means that there is a good and uniform understanding of the security measures applied to goods (including liquids) on sale airside in those locations.

The EC aviation security regulations also permit countries outside the EU, whose airports apply equivalent security measures to those required of EU Member States, to apply to the European Commission for an exemption from the liquids restrictions at EU screening points in respect of duty free liquids bought by passengers airside at those airports. The European Commission may only grant an exemption where it has verified that the arrangements in place correspond to those at EU airports. Thus far, only Changi Airport in Singapore and Dubrovnik, Rijeka, Pula, Split, Zadar and Zagreb airports in Croatia have been granted such an exemption.

Liquids bought in those airports which are not presently exempt (such as Kuala Lumpur airport) and carried by transfer passengers, over and above the minimum permitted quantity (i.e. the 100ml bag rule), must regrettably be surrendered at transfer screening points. It would appear that this is what happened to your constituents whilst transferring at Heathrow Terminal 5.

The list of airports exempted by the Commission is updated as and when new exemptions are granted. This can be found on the website (direct.gov.uk) by clicking on the section 'Travel and transport', then on 'Going abroad', then selecting 'What to expect at the airport', and then scrolling down to the paragraph headed 'Returning to or via the UK'. There are also links and references to this on both the Department for Transport and the HM Revenue and Customs websites.

The rationale behind the policy which permits the carriage of liquids (and many other items which are not permitted in the aircraft cabin) in the aircraft hold is that if a passenger is unable to gain access to the potentially dangerous item then the risk of it being used to commit an offence is minimised.

On the question of public communications about security measures, the Department has given advice on the importance of this to UK airports and to all airlines operating from the UK, with a view to ensuring that passengers are aware of the restrictions which will be applied so that they can arrive at the airport fully prepared and so that their passage through the security controls is as smooth as possible.

I can appreciate your constituents' frustration and I can assure them that we are concentrating our efforts with the Commission on finding an effective technology-based solution for the screening of liquids. This will hopefully enable all EU airports to remove the current liquids restrictions at airports for passengers over the next few years.

I hope this information is helpful.

Ben Dishes,

Paul Clark

PAUL CLARK