REPORT OF
SCOTLAND WEEK DELEGATION
APRIL 2010
Introduction

1. Since the year 2000, the Scottish Parliament has participated in Scotland Week, or Tartan Day, as it was known when officially recognised by a US Senate resolution in 1998. Scotland Week provides an opportunity for our Parliament to engage directly with the public and parliamentarians in North America and to add value to a wider package of events which promote Scotland in the USA and Canada.

2. The Rt Hon Alex Fergusson MSP, the Presiding Officer, and the cross-party delegation of Gil Paterson MSP, Jamie McGrigor MSP and Pauline McNeill MSP, took part in a full itinerary of meetings and events across three main US cities (New York, Boston and Washington DC). The Presiding Officer’s itinerary also stretched over four US States (New York, Massachusetts, New Hampshire and Washington DC), covering a distance of over 1000 miles during the week’s visit.

3. Forward planning within the Parliament was begun at an early stage to help identify key themes to take forward in the programme which would be of best value to the Parliament, on return from Scotland Week. Core objectives, similar to previous years, of promoting the Parliament in the United States and strengthening existing links with other parliaments and legislatures in North America were added to this year, with the delegation also focussing on three key areas – transport (with particular emphasis on sustainable transport); climate change and opportunities around the green agenda/economy.

4. These additionally selected themes link directly to the current work of the Parliament and its committees and several relevant Committee Convenors were consulted on the content of the delegation’s programme. As such the itinerary was designed so that the delegation met key individuals, agencies and campaigners, covering the key themes, when in New York, Boston and Washington DC. This report is designed to deliver the delegation’s findings which, in turn, should help to further inform the Parliament’s future scrutiny and understanding in these areas.

5. In addition to building the visit programme around the key themes mentioned above, the Parliament again worked closely with the Scottish Government to develop a "Team Scotland" approach, in relation to the promotion of Scotland and the Scottish economy generally. This included the Presiding Officer and delegation being involved in high profile Scotland Week public events, such as the Scotland Run in Central Park on 3 April and the New York Tartan Day Parade on 10 April.

6. Scotland Week has become a growing national celebration, particularly in the USA, and is one of the major areas of activity specifically identified in the
Scottish Parliamentary Corporate Body’s International Engagement Strategy. Notwithstanding this year-on-year growth in prominence, and inflation, the Scotland Week budget was kept at the same level set in 2008.

7. Travel arrangements were also mindful of the sustainable agenda under which the delegation was visiting and planning of this year’s programme took care to avoid long internal flights within the USA and Canada. Internal rail travel was used where possible, on the stretches between New York and Boston and Washington DC and New York.

8. This report outlines how each of the key themes were addressed, the ideas that were generated and the subsequent follow-up actions the delegation is keen to pursue, to build on the substantial benefits the visit provided. It is hoped the contacts made during the course of Scotland Week this year will help to further build collaborations between our politicians, academics and businesses in these vital areas.

9. A copy of the visit programmes, which involved co-ordination and co-operation with almost 50 separate organisations, are attached at Annex A and Annex B.

10. Samples of national, local and international media coverage are at Annex C.

11. Recommendations from this report are highlighted at Annex D.

12. A list of all organisations involved in this year’s visit is at Annex E.
Key Theme 1: to build on the Scottish Parliament's international profile within North America.

New York

13. A key part of launching Scotland Week in the USA, the Presiding Officer helped to officially start the Scotland Run in Central Park with Fiona Hyslop MSP, the Scottish Government Minister for Culture and External Affairs. The run, which attracted a record number of over 10,000 participants, is now in its 7th year and is a cornerstone of the Scotland Week calendar. The race is a 10k run through Central Park open to people of all abilities (over 12 years), drawing large crowds to support the participants and enjoy the surrounding entertainment.

14. The whole event promotes Scotland firmly at its core through branding and promotional activity - from an early morning start, right through to the awards ceremony to finish off the day. The Presiding Officer is pictured opposite holding the finishing tape for the winner of the women’s race and would later present her with her hard earned first place trophy.

15. The links between the iconic photographer Harry Benson and the Scottish Parliament are firmly established, with Harry’s work already being prominently on exhibit within the Scottish Parliament. Indeed, this year Harry has continued this dedication to his home country, by kindly agreeing to mentor a young Scottish graduate, who won a competition to produce a photographic portrait of Her Majesty The Queen, commissioned by the Scottish Parliament.

16. It was therefore with great pleasure that the Presiding Officer was able to represent the Scottish Parliament at a reception in honour of Harry’s achievements. This retrospective of his hugely significant body of work was specifically brought together to help promote Scotland Week. The reception included around 100 guests from a range of sectors, including business, culture and the Scottish Diaspora.

17. While in New York, the delegation was delighted to be able to visit Scotland's Gifts: A Celebration of Scotland's Inspiration, Imagination and Innovation. This exhibition, held in the unique environment of the Peopling of America Gallery on the historic Ellis Island, was a showcase of Scotland’s most essential contributions to the world, from past to present. This is the ninth annual observance of Tartan Day on Ellis Island and the delegation was very happy to show support for the exhibition and its organisers, the Clan Currie.
18. It has been estimated that 40% of Americans today can trace at least one ancestor’s entry into the United States through Ellis Island, making this a key visitor attraction to many tourists. There was no admission charge to the exhibition and with passenger ferries particularly busy during the Easter holiday break, the exhibition’s reach, and its positive promotion of Scotland’s contribution, was substantial. The delegation is pictured opposite with Fiona Hyslop, Minister for Culture and External Affairs, and just some of the many visitors present during the engagement.

19. Given the topicality of the turbulence in the world financial markets, the Presiding Officer was delighted to accept an offer to visit the New York Stock Exchange (NYSE Euronext). Meeting with the Vice President of the New York Stock Exchange for Global Affairs, Jeffrey Eubank (pictured in the middle, on the Stock Exchange trading floor), he was briefed on the global economic situation, as seen from the perspective of NYSE Euronext, the world’s leading equities exchange group.

20. The Scottish Parliament was delighted to provide a contribution to help stage a Scottish-themed concert at the British Memorial Garden. The Memorial Garden (the delegation are picture opposite within the Garden, during part of the concert) is a small urban park in lower Manhattan, close to the site of the 9/11 terrorist attack. The Garden is a memorial to the British victims of that tragedy and a gift from the Anglo-American community and friends.
This free concert, in public space, helped to showcase a number of Scottish artists to the local residents, employees and visitors to the area. The Presiding Officer and delegation were pleased to help the organisers in their substantial year-on-year efforts within lower Manhattan to promote activities under the umbrella of Scotland Week.

The Presiding Officer and delegation also attended the ‘Dressed to Kilt’ fashion event, helping to show the Scottish Parliament’s support for young Scottish design. Once again the event invited Scottish designers, manufacturers and university and college students to submit their designs for inclusion in this high profile and highly regarded Scottish themed fashion show. Produced by The Friends of Scotland charity, funds from this year’s event were being raised for the Wounded Warrior Project, the Paralysed Veterans of America and the Erskine Hospital in Scotland.

Following the delegation’s return to New York, on the final leg of the programme, the delegation marked the culmination of Scotland Week activities in America. During this final day in the USA the delegation attended the traditional ‘Kirkin’ of the Tartan’ at the Church of Our Savior, hosted by the St. Andrew’s Society of the State of New York. This charitable Society was set up for the ‘relief of natives of Scotland and their descendants who may be in want or distress’ and to this day continues in that spirit by providing assistance to Scots in need and educational assistance through its scholarship programme. Lessons were read by the Presiding Officer and Pauline McNeill MSP.

A powerful showcase for Scotland and a key highlight in the week of events to mark Scotland Week is undoubtedly the New York Tartan Day Parade. This parade was especially symbolic this year for the Scottish Parliament as the Presiding Officer had been given the great honour of leading the event - a role given each year to one prominent Scottish related individual and traditionally known as being the Parade’s ‘Grand Marshal’.
25. This opportunity, and the media coverage it generated at home and in the US, helped to further raise the profile of the Parliament and to build on the promotional activity of the Scottish Parliament’s first ‘decade of devolution’. The march, down New York’s famous 6th Avenue, involved an estimated 2,000 marchers and generated best ever crowds.

26. The Presiding Officer is pictured opposite recording an interview for US TV, following the Parade.

**Boston**

27. The Presiding Officer and delegation were able to celebrate the official date of Tartan Day (6 April), when visiting Boston, Massachusetts. In between meetings the delegation were undertaking in relation to the key green themes of the visit, the Presiding Officer also had the opportunity to meet with representatives of the St Andrew's Society of Massachusetts. He is pictured here passing on a message of goodwill to be read at the Society’s Kirkin’ of the Tartan event.

28. The Presiding Officer was also delighted to be asked to deliver a talk on the Scottish Parliament to students at Boston’s downtown Suffolk University. He spoke to a packed room of students, majoring in political science. In the following question and answer session, he fielded a number of well informed and insightful questions on the UK and Scottish political landscape.

29. Later he gave a key speech to an audience of more than 100 guests at the British Consulate’s Residence, in the historic Beacon Hill area of Boston. The invited guests were brought together to represent Scottish and business interests, at a reception hosted by the British Consul General and Scottish Development International, to mark the importance of the Scottish Parliament’s visit on Tartan Day 2010.

**New Hampshire**

30. New Hampshire is a State well known for its connection with Scotland, but never visited in previous Scotland Week programmes. Following the Presiding Officer’s visit to the General Court of New Hampshire, he was delighted to remain in Concord as the guest of honour at a lunch held with a
number of members of the New Hampshire Scottish Diaspora. The lunch afforded the opportunity to learn of the close ties within the State with Scotland, such as Scottish focussed events like the New Hampshire Highland Games which is the largest Scottish cultural festival in the Northeast USA.

31. The Presiding Officer later moved on to Manchester, New Hampshire, to meet staff and students at the acclaimed St Anselm's College New Hampshire Institute of Politics, for a discussion on the progress of the Scottish Parliament. The Institute has served as a magnet to US politicians and media over many years, as New Hampshire is the traditional home of the first presidential primary. The Institute has had visitors from hundreds of Oval Office aspirants, including each of the last eight Presidents, stretching from Richard Nixon to Barack Obama.
Key Theme 2: to strengthen existing links between Members of the Scottish Parliament and other Parliaments and Legislatures in North America.

32. Forging links with other legislatures was another key objective of the programme.

New York

33. In New York the Presiding Officer met with the Speaker of New York City Council, Christine C Quinn. New York City Council is the law-making body of the City of New York. It is comprised of 51 members from 51 different Council districts, throughout the 5 boroughs (the Bronx, Brooklyn, Manhattan, Queens and Staten Island).

34. The Presiding Officer also spoke in detail with Representatives Robert Jackson and Maria Del Carmen Arroyo (both also prominent Members of the Black, Latino and Asian Caucus – the Council’s largest). This discussion focussed on the different representational circumstances between politicians in a large metropolis such as New York and a country such as Scotland. With populations to represent of a not dissimilar size (over 8 million in New York to over 5 million in Scotland) it was of interest to note differences but, also, some similarities of approach, particularly around the field of community involvement with politics.

Boston

35. In Boston, the delegation had the opportunity to meet with the leadership of the State Legislature when calling upon the President of the Senate at the General Court of Massachusetts, Therese Murray and Robert A DeLeo, the Speaker of the House of Representatives (both pictured opposite with the delegation).

36. In Massachusetts the Legislature, and not the Executive, is the most powerful branch of government in the State. As such the delegation was able, in the joint discussion hosted by the President of the Senate, to build ties at a key level, with this bicameral institute, which has been at the heart of many important political careers in US political history.

37. The delegation discussion focussed on a number of areas, including details on different methods of passing legislation, the current macro and micro
economic climate and action being taken within Massachusetts on environmental issues.

New Hampshire

38. The Presiding Officer was in Concord, the capital of the State of New Hampshire, for a courtesy call with Terie Norelli, (opposite) serving her second term as Speaker of the New Hampshire House of Representatives. The Presiding Officer was able to hear at first hand the advantages and disadvantages in the unique way of working within the New Hampshire General Court, one of the oldest in the United States dating back to 1776. The Speaker also chairs the General Court’s Rules Committee, as a part of her role.

39. The New Hampshire House of Representatives is the largest legislative body in the United States, with a membership that cannot fall below 375 Members (nor exceed 400). With a yearly Representatives’ salary of $200 per biennium, the Presiding Officer heard about some of the practical limits this placed on service in the House. At the same time he was also informed about how this approach has allowed for a broad range of individuals to be represented, covering a wide variance in age groups from students to retirees.

40. The Speaker, also a very keen advocate on green issues, was able to inform the Presiding Officer of the many initiatives that New Hampshire is involved with, such as the Regional Greenhouse Gas Initiative (RGGI) and the opportunities for the State presented by wind power. This helped to provide additional material on the key objectives of the visit in issues around the green economy. The Presiding Officer also had the opportunity to be a guest in the gallery during a business sitting of the New Hampshire’s other chamber, the Senate.

Washington DC

41. A major focal point of the week for inter-parliamentary engagement was offered by the Spring Forum meeting of the National Conference of State Legislatures (NCSL). The NCSL is a bi-partisan organisation that serves the legislators and staff of America’s 50 states, its commonwealths and territories. It provides research, technical assistance and opportunities for policymakers to exchange ideas and the Spring Forum met in Washington DC this year (the
venue for this event rotates around the United States). The Presiding Officer was asked to deliver a keynote speech to the Opening General Session of the NCSL.

42. The Presiding Officer’s speech covered activity from the pioneering first decade of devolution in Scotland and outlined lessons that can be shared between Scotland and States within America on the green agenda, echoing the key themes of the delegation’s visit. A video highlights package of the first ten years of the Scottish Parliament was also very well received by the assembled delegates.

43. Following the Presiding Officer’s speech the delegation remained as key guests to listen to the speech from Steven Chu, US Secretary of State for Energy, which set out the US perspective on the green agenda. Parallels and interesting links were made following both speeches on the different experiences within Scotland and parts of the USA.

44. The delegation also took the opportunity to have informal discussions with Québec Members of Parliament, Scott McKay and Guy Oullette, also visitors to the NCSL from outside of the United States. This continues the tradition of linking up with Québec, as one of our valuable international partners.

45. The following morning, back at the NCSL, the Presiding Officer and delegation had been invited to attend both the NCSL Agriculture and Energy Committee and the Labor and Economic Committee sessions at the conference.

46. As formal guests at each of the Committee sessions, the delegation opened by providing background to their roles and political interest in each of the Committee’s subject areas. The delegation (pictured opposite) then sat in during the formal sessions of each Committee, answering questions from Committee members on their visit and emerging findings and
views around the programme’s key themes of climate change, sustainable transport and opportunities around the green agenda/economy.

47. Following the morning sessions at NCSL the delegation sat as top table guests during the Plenary lunch session. The session heard from the Canadian Ambassador to the US and also included a detailed presentation by Mr Newt Gingrich, former speaker of the US House of Representatives (pictured opposite with the delegation). Engaging in this way with key influencers in the US and Canada reflects the aims set out in the Scottish Parliament’s international strategy on engagement with North America.
Key Theme 3: To meet with parliamentarians, NGOs, academia, public agencies and lobby groups to learn more from the American experience on issues related to climate change, sustainable transport and the benefits of the green economy. To bring that experience back to best use within the Scottish Parliament.

48. It was agreed that a key objective of the delegation’s visit should be to gather information on policy themes of current topical interest to the Parliament.

49. The Parliament will, in the near future, be considering how best the ambitious greenhouse gas emissions reduction targets required by the Climate Change (Scotland) Act 2009 (80% by 2050) can begin to be met through appropriate policy interventions. It was therefore decided that the themes to be explored would be transport (with particular emphasis on sustainable transport); climate change and opportunities around the green agenda/economy.

50. The delegation was particularly keen to learn about initiatives in the United States that are designed to deliver emissions reductions and improve sustainability. A series of meetings was therefore arranged in New York, Boston and Washington DC with organisations and experts who are actively engaged in the planning and delivery of such initiatives.

New York – PlaNYC 2030

51. Whilst in New York, members of the delegation met with Adam Freed, Deputy Director of Long Term Planning and Sustainability, City of New York Council, to discuss the measures that are to be implemented through PlaNYC 2030, which is designed to respond to many of the similar challenges that we will face in Scotland.

52. This major plan is designed to respond not only to the challenges of climate change, but also to those presented by the projected increase in the population of New York City to over 9 million by 2030; ageing transport and energy infrastructure; and the reduction in air and water quality.

53. PlaNYC has the following key objectives:

- **Climate change** – to reduce greenhouse gas emissions by more than 30% by 2030.

- **Energy** – to provide cleaner, more reliable power for every New Yorker by upgrading energy infrastructure.

- **Transportation** – to address congestion by improving travel times and adding mass transit capacity for millions more residents; to reach a “full
state of good repair” on NYC’s roads, subway and rail networks for the first time in history.

- Water – to develop critical back-up systems for ageing water infrastructure to ensure long term reliability and security of supply; to open up 90% of the city’s waterways by reducing water pollution and preserving natural areas.

- Land – to create homes for more than a million more New Yorkers, whilst making housing more affordable and sustainable; to ensure that all New Yorkers live within a 10-minute walk of a park; to clean up all contaminated land.

- Air – to achieve the cleanest air of any big city in America.

54. Mr Freed said that NYC had always been more aware of and pro-active on environmental issues and had, for example, been a leading supporter of the first Earth Day, 40 years ago. However, he explained to the delegation that this hallmark project did not start as a climate change/sustainability initiative. It first emerged as a land use project, prompted by a projected one million increase in population and consideration of how best to accommodate this increase and the consequential impact on the city’s infrastructure.

55. Fifteen key city agencies were asked to identify opportunities in the areas of mass transit; housing; parkland; energy supply; employment; air quality; brownfield land; and regeneration of port areas. There then followed a planning stage of one year where meetings were held with 150 major stakeholders, 11 neighbourhoods, NGOs, unions, and large and small businesses. The plan was then developed with sustainability as the central element and a raft of measures identified which would improve quality of life for NYC residents and, at the same time, encourage economic growth. The City Council is required by law to produce the plan; to have an office to take the plan forward; and to update and review the plan every year.

56. The plan has 10 main goals/chapters (summarised above) and includes 127 individual initiatives designed to assist in achieving these. Following the launch of the plan in May 2007, good progress has been made and momentum maintained. Two thirds of the planned initiatives for the first 2 years were on time or achieved. Regular updates on progress are made via the media to ensure that the public are kept informed and encouraged to play their part.

57. Political leadership has also been hugely influential in this exercise, with Mayor Bloomberg playing a significant personal role in taking it forward. A series of key mayoral appointees to strategic positions has ensured that the plan is driven towards meeting its objectives.
However, it was acknowledged by Mr Freed that certain of the initiatives set out in the plan had not progressed as quickly as had been hoped. A proposed pilot programme of congestion charging was an example of this. The city Council had been awarded over $10 million in federal grants to take forward this proposal, as part of a wider package of $354 million to deliver transport improvements. It was anticipated that revenue from the congestion pricing would generate $491 million annually, which would be invested in improving and expanding the region’s mass transit infrastructure. However, this policy was considered to be controversial and viewed as “Manhattan-centric” by other boroughs who saw it as a tax on those who have to travel greater distances and did not enjoy the same level of mass transit provision as those in the centre of the city.

The congestion pricing initiative is the only transportation element of PlaNYC which requires the authority of the New York State legislature before it can be implemented. However, although polls suggested that over 60% of residents were in favour of the proposal, the State failed to act and put it to the vote by the deadline set for the city to be eligible for federal funding. The federal grants were therefore lost and reallocated to relieve congestion in other cities.

Mr Freed suggested that this situation may have resulted from a failure to properly educate and inform those at a community level of the reasons behind the congestion charging proposals and of the benefits that the city Council hoped that these would deliver. He said that it would be for others to revive this issue and that it was unlikely that the Mayor’s office would seek to make a further attempt to get it approved.

In relation to the reduction of emissions from and the sustainability of housing, Mr Freed explained that 75% of carbon emissions in NYC are from buildings and that this will rise to 85% by 2030 if left unchallenged. The City Council has therefore looked at how existing buildings might be made more energy efficient and has developed a green buildings programme. This has led to the introduction of 4 pieces of legislation, covering new lighting codes, repair and upgrades and a system of sub-metering of electricity. The latter provision will allow tenants to challenge landlords on energy bills. This is expected to encourage building owners to make energy efficiency improvements to their properties.

Once every 10 years, every large building will be required to perform an energy audit, which will encourage owners to look to improve energy efficiency and retro-fit insulation, more efficient windows, air-conditioning systems etc. It is estimated that this activity will create 17,800 new jobs with contractors, and deliver both $700 million annual savings in energy costs and a 5% decrease in greenhouse gas emissions. Around 15% of buildings will be new and significant effort will be made to identify how they can be made
greener from the earliest planning stage. The City Council is working with the real estate industry to bring about these improvements.

63. The City Council has also set itself a target of a 30% reduction in energy use in council buildings by 2017.

64. Other initiatives will include a major public energy awareness campaign; training programmes for building operators, builders, designers, retailers and energy service providers to ensure that building practices reflect the most energy efficient strategies; and the creation of an energy efficiency authority for NYC.

65. With regard to energy provision, it was explained that NYC’s electricity supply is already fairly clean, with several hydro schemes upstate, although it is acknowledged that significant improvements are required. PlaNYC requires that 80% of the city’s energy needs be produced from within the city. This includes nuclear energy, which currently contributes 30% of energy supplies.

66. The City is also looking to make reductions in emissions from a new, more efficient, natural gas-fired steam generation power station and is actively looking at offshore wind generation, which has a potential 750 megawatt capacity, one of the largest in the world. It was interesting to note that there are relatively few onshore wind proposals in this part of the United States. The provision of tidal power from the East River was also being examined and this has a potential 1-2 megawatt capacity.

67. Mr Freed indicated that proposals were also being considered which would take the most polluting power stations offline to reduce greenhouse gas emissions and running costs as well as improving air quality. Other steps will see better peak load management to reduce peak energy use by 25%; the provision of incentives for the reduction of barriers to renewable energy; the piloting of emerging technologies; and the development of district energy facilities.

68. Mr Freed informed the delegation that, although there is a $9 billion gap in the funding of the Metropolitan Transportation Authority (MTA), which is responsible for provision of mass transit bridges and tunnels in the New York metropolitan area, there is an ambitious plan to significantly increase levels of sustainable transportation. Although only 20% of greenhouse gas emissions come from cars and trucks, the City wants to halve car use and will introduce stronger enforcement of traffic violations. There will also be an “anti-idling” programme where drivers will receive a ticket from police if they are found to be idling for more than 2 minutes. The City Council wants to send a clear message that idling is illegal, bad for the environment and public health, as well as expensive for the motorist.
The Council also wants to see more taxi cabs, which have an average mileage of 80,000 a year, becoming hybrids. Some conversion of taxi cabs is already happening, although it was not clear whether this was due to the potential threat of regulation or the economics of running a hybrid vehicle.

The (MTA) is also looking at making improvements, although the majority of its bus fleet already runs on natural gas. The bus service will be improved and expanded and access to existing subways and local commuter rail services will be increased. Efforts will also be made to expand New York’s ferry service and better integrate it with the city’s existing mass transit system. There are also plans to improve infrastructure - roads, rail, bridges and tunnels.

Strategies will also be pursued to encourage the growth of cycling across the city, building on an estimated increase of 75% between 2000 and 2006.

The City Council also has plans for a major upgrade of the water supply system. New tunnels will be built and older tunnels will be repaired later to reduce leakages. Distribution of water within the city will also be modernised and water conservation programmes will be developed.

Action will also be taken to improve storm water management, including tax incentives to encourage the installation of more “green roofs” on buildings; expanding the amount of green, permeable open space to reduce storm water runoff; and the greening of parking lots.

The City Council has set up a task force to develop a climate change adaptation strategy and New York is the first major US city to do so. This consists of 40 different organisations and is examining the impact on critical infrastructure owned by both the public and private sectors. Sea level rise is a big concern, and the task force is looking at scenario planning and resilience measures.

Other action being taken includes the development of strategies to change public behaviour in relation to climate change. A major programme to plant one million trees is already ahead of schedule with recent evidence to suggest that property on a tree-planted street can attract a 7% increase in prices.

Mr Freed indicated that the 30% target for reductions in greenhouse gas emissions by 2030 had been chosen because much of the new technology which would help deliver these was untested or had not yet been fully developed. Although these targets are ambitious, they are achievable and will be regularly reviewed and updated, which may result in higher targets being set in the future.
77. The delegation members found this session particularly interesting. They were very impressed with the level of vision and drive shown in NYC to plan and deliver such a hugely ambitious package of policy measures designed to cope with a significant anticipated population increase and, in doing so, make the city more sustainable. The strong leadership at political level was clearly evident, as was the enthusiasm and commitment at official level to deliver the project’s many objectives.

78. It is recommended the relevant Scottish Parliament committees and SPICe researchers should be advised of the various components of PlaNYC and invited to monitor progress on their delivery. Many of the challenges being faced will also need to be addressed in Scotland and it is possible that certain of the approaches being taken in NYC could help inform the debate on appropriate solutions here. It may also be worthwhile to explore the potential for engagement and information exchange at elected member level perhaps using video-conferencing facilities.

NYC High Line project

79. Between meetings in New York, the delegation had the opportunity to visit the High Line project. The High Line was originally a transit rail line built in the 1930's above the streets of Manhattan's meatpacking district to lift freight traffic 30 feet in the air, removing dangerous trains from street level. The last train ran in 1980, after which the line fell into disrepair.

80. When the abandoned historic structure was under threat of demolition, a community-based group was formed to preserve the structure and convert it into an elevated public park. Funding by the City Council to carry out this work was agreed in 2004. Keeping elements of both the original rail system and the urban wilderness it later became, the park consists of a series of pathways that allow grasses, trees and plants to creep up at the edges. The High Line is regarded as one of the best and most innovative examples of the City Council’s efforts to provide more sustainable public open spaces throughout the city.
NYC DOT Bicycle Program

81. Representatives of the delegation also arranged to meet with Hayes Lord, Acting Bicycle Program Coordinator and Alan Ma, Project Manager, Bicycle Program from the NYC Department of Transportation (NYC DOT) to hear about the success of the city’s Bicycle Network Development program, which has encouraged a significant increase in cycling in recent years. Also in attendance was Emilia Crotty of Bike New York, an NGO which encourages and promotes cycling in the city.

82. The central objectives of the program are to implement and maintain NYC’s on and off-street bicycle network; improve cycling safety; and improve bicycle access on bridges and mass transit. It was explained that work on the programme began in 1994 with a grant provided to carry out planning work. Further funding was provided for a further 3 years from Federal sources which allowed a 900-mile network of cycle routes to be identified.

83. However, the city’s bike program now has even more ambitious targets and seeks to extend the network to 1800 miles by 2030. It also aims to double the number of commuter cyclists by 2015 and then to triple it by 2020. It is well on track to achieve these targets and recently completed its goal of building 200 bike-lane miles across all five of the city’s boroughs in just three years between 2006 and 2009, nearly doubling the citywide on-street bike network. The same period also saw expansion and innovation of across the overall network, including the installation of 4.9 miles of dedicated bike paths physically, 20 sheltered bike parking structures and 3,100 bike racks. It is hoped that an average of 50 additional bike-lane miles will be added in each year leading to 2030.

84. Half a per cent of all transport journeys in the city are now made by bike, which equates to a 66 per cent increase in 2 years. Mr Lord stated that now that cyclists are higher in number and more visible, it is noticeable that motorists pay more attention and are more respectful towards them.

85. New areas of city are being developed that were not previously residential, some of which don’t have good public transport. Efforts are being made to add new cycling facilities to serve these areas and encourage new residents to consider cycling as their principal mode of transport.

86. An important tool in supporting the bike programme is the network map which shows users how to get from A to B quickly and safely. The map shows
existing bicycle lanes, existing and planned greenways, as well as a network of bicycle-friendly streets. Separated bike paths or dedicated bike lanes are clearly marked, as are shared spaces.

87. Over 2 million copies of the map have been distributed since it was first printed in 1997. The Federal Congestion Mitigation, Air Quality (CMAC) program is the main source of funding for the bike program and it provides grants for the production of the map (200,000 print run 2 years ago, 325,000 in its latest print run) and a range of leaflets. These are distributed via community boards, colleges, libraries etc.

88. Safety rules are detailed on maps in accessible formats and the program has a partnership arrangement with Bike New York to provide educational information on cycling; initiate promotions such as bell and light giveaways; and hold information events.

89. The program obtains $3 – 4 million funding per year from CMAC for bike lanes and other infrastructure and links with PlaNYC to tap into additional funds. Cycle lane infrastructure costs range from the cheapest at $140,000 per mile to the most expensive (dedicated lane with lights, where routes join roads etc.) at around $500,000 per mile. Mr Lord suggested that a strong argument in favour of investing in bicycle infrastructure is that the same or greater value is obtained from such expenditure as that spent on conventional road improvements to serve motor vehicles.

90. The bike program has a number of implementation units and plan projects in incremental stages. For example, bollards are introduced to prevent parking, and these are removed once people become aware of a road’s use as a cycle route. Design changes are made based on experience of use. The program officials work with local business to ensure bike paths are kept clear, providing loading areas etc. The approach taken is part of a conscious effort with the DOT to adopt a complete street design philosophy, moving away from car parking provision and setting aside more space for cycling, walking etc.

91. The program has installed 8500 bike racks and installs these community by community, with 3 racks per block side. Current costs are around $425 per rack. Urban design issues are taken into account in installing bike racks and officials have developed some innovative and complementary designs such as adapting old parking meters.

92. The NYC Bicycle Access to Office Buildings Law came into effect in December 2009 and aims to increase bicycle commuting by providing cyclists with the opportunity to securely park their bicycles in or close to their workplaces. Commercial companies are now required to provide spaces for bikes and a freight elevator.
93. A great deal of work is also being done to provide bike racks and other infrastructure at subway and bus stations to encourage commuters who travel longer distances to use bikes for at least part of their journey. Bike shelters are increasingly being rolled out, utilising $3 million of funding generated from bus shelter advertising.

94. Emilia Crotty of Bike New York informed the delegation that there was no formal consultation with her organisation on the bike program developments as there it felt there was no need for this, such was the quality and quantity of the facilities being provided. She explained that the DOT officials are doing so much so well that cycling advocacy groups have had to redefine their role in terms of what they do to promote cycling.

95. Hayes Lord indicated that the program was also changing its approach to the development of additional routes. Whereas previously projects have been completed very quickly, (from planning to completion in around 6 months), efforts are now being made to slow the process down encouraging community boards to recommend routes and obtain buy-in from the community.

96. The delegation members were again impressed by the success of the NYC DOT Bicycle Network Development program, and with the clear political direction and funding provision which allowed it to be delivered. The Scottish Government has recently published its own Cycling Action Plan for Scotland setting out how cycling use should be increased to 10% of all journeys by 2020. It is recommended that the relevant officials should be advised to make contact with the DOT team to identify any good practice which would be of benefit in Scotland.

Boston - Massachusetts Climate Action Network

97. The delegation also had an opportunity to meet with Rob Garrity, Executive Director of the Massachusetts Climate Action Network (MCAN). MCAN is a coalition of locally organized groups which promotes carbon-reducing practices in homes and communities; and supporting allied organizations to grow a focused statewide movement; and leveraging a collective voice to lobby at the state level. MCAN pressure was key to the development of the New England Regional Greenhouse Gas Initiative (RGGI) agreement and the introduction of a Climate Action Plan for the state.

98. Mr Garrity explained that action to address climate change in the US was most in evidence in its coastal areas. For example, Massachusetts and California have the most progressive climate change legislation. He was of the view that the debate around science is often unhelpful, and preferred to focus on the economic advantages of addressing climate change.
99. Energy efficiency is a major issue in New York and Vermont. In Massachusetts, 6 out of 351 towns have so far adopted a voluntary “stretch code” which is an optional appendix to the Massachusetts building energy code that allows cities and towns to choose a more energy-efficient option. The “stretch code” option increases the energy-efficiency code requirements in any municipality that adopts it, for all new residential and many new commercial buildings, as well as for residential extensions and renovations. There are various grant programmes that can be accessed by communities, with communities being asked to fill out questionnaires on green issues to determine which of the schemes they may be eligible to participate in.

**Boston – the business response to climate change**

100. The delegation met with Professor David Levy, College of Management and Marketing, University of Massachusetts Boston, and Sonia Hamel, Hamel Environmental Consulting to discuss the business response to climate change in the United States.

101. Professor Levy explained that the business response in the US has been slow in comparison to that in the UK. It is estimated that addressing the climate change agenda will result in a cost to US businesses of $500 billion over the next decade and it has been a major challenge to persuade companies that making such high levels of investment is good for business.

102. However, there is a sense that a tipping point has been reached where there is enough business interest (major car companies etc.) looking for co-ordination and clarity on the action to be taken. This has prompted a drive for a clear federal lead on action to combat climate change, rather than a continuation of what to date has been a fragmented approach by individual or groups of states.

103. There has also been a movement by big business to improve the carbon management of its operations. Company accountants are getting interested as they recognise the business opportunity that effective carbon management and the consequential development of “green credentials” presents.

104. This has also had implications for financial firms, with an increasing demand for carbon accounting services to be provided. However, there is an acknowledgement that carbon data collection needs to improve in the US, as this is poor in comparison to that in Scotland and the rest of the UK, which itself is not fully developed. Indeed, many US accountants have headquarters in London to take advantage of emerging European experience in this field.

105. States are also looking at how greenhouse gas emission reduction initiatives can increase competitiveness, and are selling this to policy makers as a
business and employment opportunity. One major example is the creation of clean energy clusters such as the New England Clean Energy Council (http://www.cleanenergycouncil.org/) which has led to a rapid growth of clean energy production. The Council’s objective is to accelerate New England’s clean energy economy via an active community of 175 member organisations, including clean energy companies, venture investors, major financial institutions, universities, industry associations, utilities, and large commercial end-users. It is hoped that this emerging sector can become a powerful economic engine for New England, capable of generating tens of thousands of new jobs in the coming decade and beyond.

106. The delegation was also informed that 30 states across the US have renewable energy portfolio standards, pushing utilities to adopt more renewable sources. It is hoped that a combination of state and federal action will help deliver the US greenhouse gas emissions reduction target of 17% below 2005 levels by 2020.

107. In terms of federal action, it was explained that the American Recovery and Reinvestment Act (ARRA) of 2009, an economic stimulus package intended to create jobs and promote investment and consumer spending during the recession, also included measures to develop the energy sector and improve energy efficiency.

108. This included $11 billion to take forward the development of a smart electric grid which connects utilities and customers and allows remote management of appliances and equipment to better deal with peaks in demand. At a domestic level, this would monitor what is on in the home and respond to changes in energy use. Major energy users in the business and industry sector could make significant savings by being connected to a smart grid e.g. Google could monitor and control when servers are powered up and down to meet demand. Amongst an extensive range of funding provisions, the ARRA package also included $6.3 billion for state and local governments to make investments in energy efficiency; $2.5 billion for energy efficiency research; $3.4 billion for carbon capture technology experiments; $6 billion for renewable energy; $500 million for training of “green-collar” workers; and $400 for the development of electric vehicle technologies.

109. The influence that world-leading technology research and development activity at Massachusetts Institute of Technology, Harvard University and the University of Massachusetts Boston (UMass) is having on renewable energy provision and energy efficiency was also discussed. It was explained that there was an increasing trend whereby local companies are starting to develop products using technology developed by these institutions.

110. Professor Levy said that at UMass, his own university, proposals work was being done to develop programmes of climate change education, training on
renewables installation etc., which could be rolled out globally. It is an intention to further examine the business and commercial opportunities presented by the climate change agenda and look at ways to encourage collaboration with institutions elsewhere in the world e.g. Scottish universities, to share and exchange knowledge. He said that UMass already has good working relationships with both Edinburgh and Strathclyde Universities.

111. The suggestion was made that there was likely to be a great deal of competition in the US for any available subsidies to assist in the transition to a green economy. Questions will be asked about where the green jobs are going to be located and what the value of making the transition will be if all manufacturing opportunities end up going to China and other countries with lower production overheads.

112. Professor Levy expressed the view that you can set all the emissions reduction targets you like, but if you don’t have the economy structured in a way that allows you to commercialise the action required to meet them, there is a risk that you may not deliver. There is a need therefore to engage with venture capitalists, strategic policy makers etc. to ensure that they play a full part in the process and influence business decisions.

113. Indeed, many big companies and venture capitalists are already investing money in green initiatives and products for a reason – they anticipate regulation which will, in turn, lead to business opportunities. Members of the delegation agreed with the need to target the market first and that comfortable, convenient, and acceptable solutions will ultimately be required to change public behaviour on energy use, energy efficiency and transportation choices.

**Boston - Transportation, Planning & Development**

114. The delegation also had the opportunity to meet with Susan Rasmussen, Director of Environmental and Transportation Planning, City of Cambridge and Sonia Hamel, Hamel Environmental Consulting, to discuss transportation, planning and development.

115. Susan Rasmussen began the meeting by asserting the view that modern transportation planning should be considered as environmental planning. The City of Cambridge has been making efforts to make transport more environmentally friendly and sustainable since early 1990s, when decisions were taken to improve air quality and quality of life for residents through better transport planning decisions. This philosophy has produced some meaningful results such as, for example, a 5% drop in residents who drive to work in Cambridge since 2000. Similar success rates have also been achieved for those who commute to the city.
116. Other success stories include a 100% increase in the number of cycling journeys in 6 years and the fact that 25% of residents now walk to work. New York is the only city with higher success rates in these areas.

117. A fundamental change has been made to the design of roads infrastructure, with every street having to be able to accommodate all modes comfortably. It has not been an easy task to change the mindset of road users, but this is becoming easier as they see the benefits that the changes deliver.

118. The city officials had to get around State highway standards to deliver these improvements and had to challenge the prevailing wisdom on what constituted good design. They encouraged the State to review the highway standards and develop an understanding that streets should not just be for cars. Narrower lanes were introduced and different technologies applied to street design to ensure speed is kept down. Research has since shown that this has had a limited impact on drivers, but has delivered a huge benefit for other users.

119. Cambridge has also made significant efforts in recent years to integrate land use and transport planning. The city has major commercial, industrial and residential development activity and pressure was applied around 10 years ago to implement a development moratorium, as traffic congestion was becoming a problem. Instead, systems were introduced to analyse each development and calculate how many trips would be made by different transport modes and consider whether it would have a negative impact.

120. A comprehensive set of ordnance measures were introduced to reduce any negative impact which may be identified. For example, if a developer wants to have a certain amount of parking spaces, they must demonstrate that they have a programme to encourage the use of other transport modes. Such programmes might include a commitment to reduce car use by employees or customers (e.g. by 10% below 1990 levels) by offering incentives such as a 100% subsidy for transit passes or by providing facilities for cyclists such as showers and bike racks. There is a process of negotiation to identify suitable solutions appropriate to the circumstances of each development.

121. There is real evidence to suggest that the reduction in numbers of those driving to work is directly linked to the implementation of these ordnance measures. This approach also helps to get buy-in from developers in terms of the provision of bike lanes, links to public transport etc.

122. Car sharing is also an important element of the city’s success in reducing car numbers. There are 200 cars available to the 10,000 members of the car sharing scheme in Cambridge, which has 100,000 residents. The scheme is operated by Zipcar, a company formed in 2000 by Cambridge residents and which has expanded to 49 US cities, Canada and also to London. The
company is now the world’s largest car sharing operation with over 150,000 members worldwide.

123. Members reserve a vehicle in advance and pay a charge of $9 per hour including gas. It is estimated that 50 cars are taken off the road for each Zipcar and pilots are being conducted to see how shared cars can be more sustainable by introducing hybrids and plug-in hybrids. Parking of the shared cars can be an issue but the operators are creative about this, looking for spaces in communities that are unused for lengthy periods, such as church lots etc.

**Boston – energy efficiency**

124. Delegation members also discussed energy efficiency issues whilst in Boston with Warren Leon of Brandeis University and Consultant to the Clean Energy States Alliance.

125. Mr Leon explained that the Clean Energy States Alliance was an organisation of states from across the U.S. with established clean energy funds or programs working together to promote and co-ordinate the use of clean energy technologies. It is a non-profit organization comprised of members from 16 clean energy funds and two state agencies; it provides information and technical services to its members and works with them to build and expand clean energy markets in the United States.

126. He proffered the view that before doing anything to improve energy efficiency, it was important to analyse how electricity rates are set. Rates are set by the most expensive electricity and if you reduce use of this sufficiently it is then possible remove this rate from the market. He suggested that solar energy provides good value and would help to get this rate off the market but that wind power provided less good value so would not make the same contribution. Introducing more efficient air conditioning would also be beneficial in reducing use of the higher rate electricity.

127. Mr Leon indicated that each renewable technology has local economic development implications but careful thought has to be given as to which one will actually be best for a particular city, region or country. Some will produce more jobs in energy production; others will lead to development of local business and industry, such as installers, repairers, manufacturers etc.

128. There is no doubt that the shift to renewable will create green jobs, but not every place in the world can be a centre for this. Mr Leon advised that it would be sensible to consider carefully what genuine opportunities exist in Scotland for production and development. His current view is that the US is unlikely to be a centre for manufacturing and he expects this to migrate to China and other countries where costs are lower. It may therefore be better to
focus on local activities such as retro-fitting homes with more efficient insulation, windows, heating systems etc. which would lead to more widespread economic development and benefits.

129. However, Mr Leon warned of the potential for rebound effects from greater energy efficiency. For example, if people make savings on energy bills, they may spend the money they save on a new television and, in turn, use more energy. He also indicated that there are ways to set policy to reduce rebound effect such as if schools save money through using less energy, those savings can be reinvested in education. If major employers save money, this immediately gives them the capacity to be more competitive.

130. There are also ways in which individuals can make a difference by, for example, joining existing initiatives, such as Zipcar, and help these to grow. People can also be encouraged through incentives or rewards for their actions e.g. early adoption of hybrid vehicles, solar power installation etc. Mr Leon suggested, however, that it is easier to promote one-time actions than recurring actions e.g. changing to a low energy light bulb or installing a more efficient boiler rather than having to change thermostat settings every day.

131. A delegation member raised concerns about the impact of energy efficiency policies on poorer families. Mr Leon acknowledged this, saying that there was a need to avoid vehicles, tools etc. that are only for the rich. An example of this would be hybrid vehicles, which are currently more expensive than conventional cars. However, providing incentives such as free congestion charge, or tax incentives for those who purchase such vehicles, makes them more affordable to those who are less well off.

**Boston - Transportation technology**

132. A discussion on the how climate change can be addressed through better transportation planning and new and improved technology was held in Boston with Carol Lee Rawn, Transportation Director, Ceres, and Sonia Hamel, Hamel Environmental Consulting.

133. Ms Rawn began by providing some background on Ceres, which is a national network of investors, environmental organizations and other public interest groups working with companies and investors to address sustainability challenges such as global climate change. The organisation’s mission is to “integrate sustainability into capital markets for the health of the planet and its people”.

134. She emphasised the important role which exists for NGOs to encourage companies to incorporate climate change into thinking and to understand and evaluate the carbon cost of their activities. Ceres has been doing a great deal of work with large companies (e.g. Ford, Coca Cola, Nike, Starbucks etc.) and
NGOs to talk about climate change legislation and measures that these companies can take to combat climate change.

135. The focus of the discussion was on fuel efficiency in transport. Ms Rawn explained that 35% of the greenhouse gas emissions in the USA were from transport, which was also the fastest growth sector. This clearly needed to be addressed and work was focusing on three areas – vehicle efficiencies; a move to new fuels; and transportation efficiencies (encouraging more bike use, walking, Smart Growth measures etc.).

136. The delegation was informed that the new US Corporate Average Fuel Economy (CAFÉ) fuel efficiency standards that were being introduced would require vehicles to have an average consumption of 35 mpg by 2016, representing a 40% increase in fuel efficiency.

137. Although the Obama election and the recession were major influences in the move towards more stringent standards, it was the individual States who were the main drivers, taking forward and developing the green agenda.

138. California set its own fuel efficiency standards, and other States were encouraged to adopt them, with 14 doing so. There was discussion in 2009 about adopting California standards at national level and it was agreed to do so, with President Obama’s support.

139. One stumbling block was that CO2 did not feature in the US Clean Air Act. However a court case decided that CO2 could be considered a “dangerous air”. NGOs are happy with higher standards and the auto industry is content as it can now develop vehicle technology with greater certainty of the regulatory regime.

140. Work is also being done to resolve the issue of increasing average fuel consumption of diesel trucks, with alternative fuels such as compressed natural gas and electricity being considered. It is also likely that technology can help deliver more efficient freight systems. The sharing of trucks by companies is something else that will be encouraged and efforts are being made to get the message across to companies that this need not be viewed as a competitive issue and can benefit all parties.

141. The discussion also covered action being taken to introduce low carbon fuel standards in the US. It was explained that, if emission reduction targets are to be met, a combination of a boost in vehicle energy efficiency, lower carbon fuel standards (LCFS) and an increase in transportation efficiency will be required.

142. There will be a requirement for fuel producers to lower the carbon intensity of fuels by changing mix or buying credits e.g. from clean energy companies. Car makers are already working to develop engines that can accept a wider
range of fuels. LCFS is considered necessary to adequately reduce emissions from the transport sector as it will reduce petroleum dependency and expand the market for cleaner fuels. California adopted LCFS in 2009 and the Northeastern States are currently co-operating with California with a view to introducing similar standards.

143. Ms Rawn suggested that it was imperative that fuel producers are given incentives for reducing the carbon content of their products. This is necessary to head off a worrying trend of rising investment in unconventional fossil sources or dirty fuels e.g. conversion of tar sands oil & oil shale coal to liquids, which will exacerbate carbon emissions associated with transport sector.

**Boston - land use and transportation planning for better climate protection**

144. During the visit to Boston, delegation members travelled the short distance to the Harvard University campus where they met with Gregory K. Ingram, President and CEO and Anthony Flint, Director of Public Affairs, of the Lincoln Institute of Land Policy to discuss how better land use and transportation planning can contribute the reduction of greenhouse gas emissions. It was explained that the role of the Institute is to seek to improve the dialogue about urban development, the built environment, and tax policy in the United States and abroad. It does this through research, training, conferences, demonstration projects, publications, and multimedia, aiming to provide high quality, non-partisan analysis to support regulatory, planning, and policy decisions. Issues related to climate change are increasingly featuring in its research work and policy advice. The delegation is shown opposite visiting the Institute.

145. Mr Ingram drew the delegation members' attention to the Institute’s Planning for Climate Change in the West report, which highlights the different ways in which land use planners can address climate change and bring benefits and deliver efficiencies to local authorities. The report is focussed on the 11 US states west of the Rocky Mountains and looks at state-wide initiatives and how these can be rolled out regionally or nationally. The emphasis of the document is on avoiding sprawl in existing cities and towns, limiting the need for extensive travel for work and social purposes; maximising the opportunities for sustainable transportation;
and the use of planning strategies to reduce energy consumption. It was explained that California has the most progressive climate change legislative model as well as an excellent example of increased use of more sustainable travel in its San Francisco/Los Angeles transportation systems.

146. Another of the Institute’s publications - Urban Planning tools for Climate Change Mitigation – was also discussed. This report highlights how software and modelling programs can be used to help design neighbourhoods that will be more sustainable. One example was given of a project in which the Institute is involved in Phoenix, Arizona, where efforts are being made to try to engage area residents in planning development on trust land that will be carbon neutral. This uses a tool named “Visualising Density”, which shows options in a three-dimensional format to inform choices on urban spaces, the various transport options which might be available etc.

147. The Institute’s work in evaluating “State-wide” Smart Growth programmes in the US was also described. Smart Growth programs are designed to limit urban sprawl and deliver responsible land use planning, through more compact development; greater transit use; and enhanced environmental protection. They tend to involve more robust regimes than in the UK and Europe in including objectives to promote mass transport, reduce low occupancy car use, improve housing affordability, and improve air and water quality. The Institute carried out research on states taking the Smart Growth approach and comparing them with states that currently do not. It was considered timely to examine this as the same policy instruments used to deliver Smart Growth can be applied to address climate change.

148. The research found that the Smart Growth states have stronger state and residential regulations. One example of where this was shown to be successful was Portland, Oregon, which has an aggressive land use policy which limits density and promotes public transport use, cycling etc. Another was in Colorado where city authorities talk to each other, share policies and co-ordinate action on limiting urban sprawl, transportation, energy resources etc. Although there is no formal regional policy in place in Colorado, the approach taken simulates such a policy.

149. However, different Smart Growth states performed better in different aspects and did better where measures were priorities for that state. Achieving Smart Growth objectives is challenging and it is difficult for states to deliver the complete package and they are often forced to prioritise these.

150. The report also highlights that some people are cynical about the Smart Growth concept. The Institute is clear, therefore, that states must not simply make grand statements about their intentions with regard to increasing the density of cities, and they must have or put in place mechanisms that deliver on their objectives. For example, they must ensure that their transport
patterns are inter-related to land use policy and any package of measures needs to be associated with a policy of housing affordability (i.e. housing costs that are no more than 40% of median household income).

151. The Institute representatives also expressed the view that it is inevitable that there will need to be congestion charging in major cities in future if a true shift to denser development is to be achieved. No congestion charging initiatives have been introduced to date, although as indicated earlier in the report, New York City has shown some interest. The delegation members pointed out the difficulties in taking forward this policy which had been highlighted to them when they met with City officials in New York.

**Boston - Massachusetts Institute of Technology’s Media Lab**

152. Whilst in Boston, the delegation was also fortunate to be invited to tour the Media Lab at the Massachusetts Institute of Technology (MIT). The tour was conducted by Steve Whitaker, BT Disruptive Lab founder, and he was accompanied by Stefan Agamanolis, Chief Executive and Research Director, Distance Lab, based in Forres, Scotland.

153. As an introduction to the tour, Stefan Agamanolis, gave a presentation on the current projects being carried out by Distance Lab. Distance Lab is a creative research organisation bringing together digital media technology, design and the arts to redefine and overcome the disadvantages of distance in learning, health care, relationships, culture and other domains. In addition to conducting academic research, the Lab works with briefs from industry and governmental partners, providing advice, generating ideas and building prototypes that inspire and can lead to new innovative products and services. Mr Agamanolis explained that emerging digital media and networking technologies hold enormous potential for positively transforming economies and lifestyles in "rural and remote" regions of the world.
He provided examples of several of the organisation’s current projects, including:

- **Telehealth** – a project co-ordinated with the NHS in Moray to identify products that might impact on the management of long-term chronic conditions, focusing in particular on Chronic Obstructive Pulmonary Disease (COPD), which includes lung diseases like chronic bronchitis and emphysema. A pilot of one such emerging solution was conducted during the winter of 2007-08. This consisted of an automated phone call that warned COPD patients when cold weather was forecast for their area so they could take steps to prepare and protect themselves. Research has shown that COPD-related hospital admissions peak several days after cold weather. This service reduced COPD related hospital admissions by 21% across the areas of the UK that participated in the trial. As a result of the knowledge it gained in conducting this project, Distance Lab identified several gaps in the current telehealth technology market and has launched additional projects in this area.

- **Remote Rehabilitation** – an e-health project in a partnership with the Chest, Heart and Stroke Association (CHAS) which investigates the use of internet communication technology to allow people to engage in a pulmonary rehabilitation group from home, linking up with other patients and their therapist. The project aims to develop a new communication system that will enable sufferers of chronic lung disease (and potentially other conditions), such as COPD, to participate in group rehabilitation exercises in the comfort of their own homes in such a way as to maintain the effect of group awareness and support. This novel communication system, based on internet video-conferencing technologies, will be piloted in the Highlands of Scotland. Patients using the system will be able to see and talk to each other as well as to a physiotherapist who will lead each session. It is hoped that the use of this communication technology will ultimately widen the availability of services and improve the quality of life for people regardless of their location or their ability to travel to hospitals for treatment.

- **Sports over distance** – projects introducing ways of encouraging people in remote locations in Shetland etc. to interact using technology. Examples highlighted were remote boxing (entitled **Remote Impact**), and **Jogging over a distance**.

Other projects discussed included the redesign of an emergency medical alert pendant; a physical version of the Flickr
photo sharing network, using projectors, mobile phones etc.; the “Handmade” project which includes an exercise to archive Harris tweed and heritage skills using cameras, microphones and immersive recording; and the modelling of tourist experiences at such locations as Loch Ness, Inverness and Uig beach (Stornoway) using mobile technology.

156. One particularly interesting project involved mapping the movements, opinions and behaviours of people via mobile phone handsets by monitoring vocal tone and speaking style. This has a huge range of potential applications, such as the gathering of political or other opinions, information of peoples’ diets, health & fitness attitudes etc. Examples of pilot projects included using the system to obtain views on the comparative merits of the McCain-Obama election campaigns; and the monitoring of sickness, stress and behaviour change, which would allow prediction of when people are likely to fall ill.

157. The delegation was also given a presentation on the work of the Smart Cities research group, which aims to “pursue sustainability, liveability, and social equity through technological and design innovation”. This included information on the work being done to develop electric vehicles and, specifically the CityCar concept vehicle, which was of direct relevance to the themes being pursued by the delegation.

158. A demonstration of the Sourcemap project, which maps supply chains to help businesses manage production more efficiently and sustainably, was also given. The project has a partnership with Highlands and Islands Enterprise and has visited a number of independent small businesses in northern Scotland and worked with them to address their sourcing and marketing needs. An example was given of small breweries in the Highlands mapping their bottling and delivery practices and patterns. As a result, potential was identified for redrawing their distribution footprints and sharing delivery vehicles, with an associated reduction in both their costs and greenhouse gas emissions.

159. Certain of the projects the delegation learned about, such as the electric vehicle research and Sourcemap delivery system for breweries, appear to have real potential to deliver reductions in greenhouse gas emissions in the future.

160. Whilst many of the other projects demonstrated may appear to have little obvious connection with the themes being pursued by the delegation, it is clear that many of these will allow remote interaction and communication which have potential to reduce the need for people to travel. This in itself could serve to reduce emissions.
161. The delegation recommends that the relevant subject committees (e.g. Transport, Infrastructure and Climate Change Committee; Health and Sport Committee; Rural Affairs and Environment Committee) should be made aware of the initiatives being developed at MIT and, in a particular Scottish context, by Distance Lab. Indeed, Stefan Agamanolis has extended an invitation to delegation members and the committees of the Parliament to visit Distance Lab in Forres and see some of these projects in action.

Washington DC – High Speed Rail and other public transportation issues

162. A further series of meetings were arranged to coincide with the delegation’s visit to Washington DC. The first of these was a meeting with representatives from the US High Speed Rail Association, led by the organisation’s President and CEO, Andy Kunz and Tom Hart, Vice President of Government Affairs.

163. Mr Kunz gave a presentation detailing a nationwide project which the USHSRA is launching, with the objective of developing a 17,000 mile high speed rail (HSR) network across the US, capable of taking 220mph trains. The Association is currently looking at how a national plan to fund this project might be put together, encouraging a shift from existing forms of transport funding. It is setting out its vision towards 2030, with a plan with funding of $30 billion a year - $600 billion in total.

164. The USHRA would anticipate HSR lines being built within individual states initially, starting with the largest cities and the busiest transport corridors. States would then be connected and eventually a national network would emerge. An illustration of how it anticipates this network will evolve can be found on the Associations website: http://www.ushsr.com/hsrnetwork.html.

165. It is hoped that the proposed national HSR system would form the backbone of a complete sustainable transportation system for the US. The other components of this system would include connecting regional and commuter rail, light rail, streetcars, trams, electric buses, and bicycles.

166. The delegation was advised that HSR is being developed in a significant way by other countries across the world. For example, Spain has plans to invest around $348 billion and China $300 billion to develop their networks. In the Association’s view, the US is playing catch-up and an ambitious plan is required to prevent it from falling further behind and suffering economic disadvantage.

167. Mr Kunz expressed the view that the opportunity should have been taken to develop the Washington DC-New York-Boston Acela rail service, the nearest the US currently has to HSR, as a full HSR line, but this is tied to standard infrastructure and train speeds are limited.
168. The USHRA proposal is that the new HSR lines would be dedicated to passenger transport in the main, although it would have potential to carry mail and other light freight. The US currently has an excellent rail freight system, but this would improve further were an HSR system available to take passenger traffic. This would also allow more freight to be removed from road onto rail.

169. The Federal railroad has taken bids for funding from an $8 billion stimulus package from states to develop HSR infrastructure. This is the first time such a stimulus package has been available. Its aim is to seed development and then leave it to the states to take forward.

170. Some states are further along in their planning and have already been allocated funding from the stimulus package e.g. Florida ($1 billion) and Illinois ($1 billion). Texas is funding its own plan and has not received a great deal from the stimulus package. Funding will have an element of federal input but will come primarily from the state.

171. California will have a different model again – with funding split ⅓ state, ⅓ federal, and ⅓ private sector. The projects in both California and Florida are more advanced and could be up and running quickly. In Florida, a proposed Tampa-Orlando link, with a journey time of 90 minutes, could be up and running within 4 years. An example of the type of train which could operate is shown below¹.

172. This would then serve as a visible example to encourage development in other states. Mr Kunz said that the different approaches across states may lead to some inconsistencies in delivery methods.

173. The Association’s vision is to make the development of the infrastructure affordable to states, with the infrastructure ultimately being operated by the Federal railroad, with the trains privately run.

174. The USHRA representatives also explained that the development of HSR is important to the US from the energy security, climate change and renewable energy perspectives. It is hoped that the level of clean electricity used for HSR infrastructure would be increased significantly, leading to a long-term sustainable green solution.

¹ Photo source: NC3D
175. There is also considered to be a need to educate members of Congress on the benefits of HSR with the objective of gaining all-party support and encouraging “political sustainability” on this issue. In terms of gaining political leverage to progress the HSR agenda, the Association was keen to highlight the potential for job creation, stimulus for business and the environmental benefits that HSR would deliver.

176. Delegation representatives raised the issue of public opinion on the proposals. It was explained that although there was a high level of public support for faster, more efficient rail services, there was a recognition that much would need to be done to raise public awareness.

177. Looking to the future, should its proposals come to fruition, the Association could foresee HSR links being developed with Canada (there is a proposal for a HSR line to Montreal) and later to Central and South America.

178. Mr Kunz indicated that the Association would be more than willing to offer help and support to the UK and Scotland on what they consider to be a shared agenda of delivering HSR. In the Association’s view, there are similar barriers to be overcome but, equally, the same benefits to be gained.

179. It was explained that the USHRA regularly holds major conferences and events across the USA to discuss and promote HSR and it would welcome interest from the UK, particularly from the business sector which has to date shown little interest in the commercial opportunities the US proposals present.

180. The delegation is pictured opposite using the current Acela service to commute between New York and Boston.

181. It was agreed that the Transport, Infrastructure and Climate Change Committee’s report on the benefits of HSR to Scotland would be sent to the Association for interest and that opportunities would be identified for exchange of information in the future.

182. The delegation recommends that, in addition to providing the USHRA with a copy of the TICC Committee’s report on HSR, it would be worthwhile to pass on the organisation’s contact details to relevant stakeholder groups in Scotland on the basis that dialogue may be mutually beneficial. It is further recommended that the TICC Committee, its successors and SPiCE should keep a watching brief on the development of HSR in the US.
Following the meeting with the USHRA, the delegation met with Arthur Guzzetti, Vice-President Policy, American Public Transportation Association.

The delegation began the meeting by asking Mr Guzzetti for his views on the potential for HSR in the US. He responded by acknowledging his appreciation of what President Obama had done by providing an $8 billion stimulus package for HSR. He said that this was action that was “ahead of the curve” and had served its purpose in getting States, industry, and the public interested in the concepts and in bringing forward projects.

Mr Guzzetti suggested that there was potential for synergy between the UK & the US on high speed rail, on the basis that no firm decisions have been made in either country on precisely what the scale of their respective networks will be built or how they will be funded.

However, although the development of HSR in the US would be a good thing, in Mr Guzzetti’s view the US is not yet ready for it. He asserted that the US would need to ramp up the serious discussions required on how such a network would be financed; the development of workforce skills; and the coordination of state and federal responsibility.

Widening out the discussion to public transportation more generally, Mr Guzzetti explained that the sector was currently experiencing troubles for the first time in several decades. This was mainly due to the state of the economy, which has had the effect of restricting expansion and improvement of transport networks, with jobs being lost and fares also increasing.

The public transportation sector is working hard to get legislative stimulus to create jobs and develop transport systems. Security of transport systems in the US is another important issue, to ensure that adequate steps are taken to guard against potential terrorist attacks.

Mr Guzzetti went on to say that there will be a drive in the coming years to create more green jobs, in clean energy production and elsewhere which will replace existing jobs in established steel and automobile manufacturing industries. He suggested that the transport sector has the opportunity to make a significant contribution to the creation of “green collar” sustainable jobs.

In addition, Mr Guzzetti suggested that, given that 30% of greenhouse gas emissions in US come from transport and petroleum accounts for 70% of the fuel used, the transportation sector has major a role to play in climate change legislation and agenda.

It was also pointed out that transportation had suffered revenue reductions due in no small part to the economic downturn. Mr Guzzetti suggested that
one way to encourage more people to use mass transit is to develop and implement transport initiatives locally to suit local circumstances and travel patterns. He explained that this realisation was highlighted in Indianapolis, which research has shown does not appeal to young people as a place to live, work and socialise because it doesn’t have a good transport system. That city has now taken this on board and Mr Guzzetti viewed it as very positive that transport is considered such a key issue in the city’s development.

192. When asked for details of public transportation systems in the US, Mr Guzzetti mentioned in particular Washington DC, which moves 800,000 people a day and can cope well with major one-off events such as the most recent presidential inauguration, where 1.5 million people used its mass transit systems in one day. Mr Guzzetti also drew the delegation’s attention to Portland, Oregon, where a conscious move has been made to ensure that land use policies are integrated with transport policy decisions. This has led to the city being less supportive of car use and encouraging more biking and walking.

193. When asked about the efficacy of transportation systems in rural areas, Mr Guzzetti said that there are some good models in place in certain states and agreed that it is important that policies are put in place which will work for all citizens, regardless of where they live.

Washington DC - Sierra Club

194. When in Washington DC, the delegation met with Stephen Mills, Director, International Programs; David Hamilton, Director and Team Leader, Global Warming and Energy Program; and other colleagues to discuss how the work of the Sierra Club is adapting in order to address the impact of climate change. The Sierra Club was founded in 1882 by a Scot, John Muir, and is focused on the protection of public land, preserving national parks and wilderness.

195. It was explained that the Sierra Club has, in recent years, been considering how natural systems adapt to climate change. Historically, it was possible, with the agreement of the relevant parties, to draw a line around a particular area of land and it would be protected. Now it is necessary to obtain political protection and to engage with wider groups across government agencies to deliver on sustainable management.

196. It is envisaged that in the coming years there will be more public/private partnerships to deliver protection of land, even land that is currently in public ownership. This could be done through a variety of means, such as tax incentives, tree planting grants etc.
197. The US is active in developing climate change adaptation scenarios which should ultimately lead to a national adaptation strategy. This will, however, require co-operation with its geographical neighbours, Canada and Mexico. The aim is to create economic opportunity through adaptation at the same time as managing adaptation of natural resources. All levels of government are contributing significantly to this process, but there are several cross-boundary jurisdictional issues which will need to be overcome.

198. The delegation was informed that it had been the stated aim of the Obama administration to deliver federal clean energy and climate change legislation in its first Congressional cycle. However, this did not happen as it was unable to get the legislation passed by House of Representatives. The President had to go to the COP15 climate change summit in Copenhagen with the House of Representatives Bill proposals to signify US efforts, even though this had not been passed.

199. There is now very little time left in the current cycle and the administration is currently trying to influence Congress in a further effort to get the legislation through. However, the “Tea Party Movement”\(^2\) is influencing some Democrats from swing votes states, who are nervous about job losses as a result of action to combat climate change.

200. There may be an opportunity to get a climate change Bill (known as the Kerry-Graham-Lieberman Bill after the senators who are its chief architects) to combine with the Energy Bill and the hope would be to get this through on the Senate floor (where 60 votes are required). However, filibustering is used regularly to deny the Obama administration success and whereas the chances of getting the legislation through were around 50-50 before, it is probably more like 1 in 3 now.

201. The Senate Bill needs some significant improvement if it is to stand any chance of progressing and time is against this as the politicians will soon want to move on to next election cycle. Few Republicans will support the proposals, so it is something of a long shot and the Energy Bill may well have to be dealt with in isolation.

202. The Energy Bill will provide $6 billion in 2 years to encourage home energy efficiency retrofit to be increased, as well as a raft of measures to significantly increase the production of clean energy. Recent legislation passed by the House of Representatives removed the regulation of power stations as this relates to carbon reduction, with the result that older, dirtier power stations will still be in existence in 2022, which is considered to be a real problem.

\(^2\) The “Tea Party Movement is a populist movement of concerned citizens which emerged in early 2009 and whose political ideology is based on smaller government, lower taxes, fiscal conservatism and the recovery of individual freedoms.
203. The Climate Bill proposes a 17%, greenhouse gas reduction at 2005 levels. Many US institutions and corporations are waiting for a signal to take matters forward and create the economic shift necessary to meet this target. There is concern that, if the Climate Bill doesn’t get passed, it may not come back in the next session and the momentum created may be lost. This would have serious scientific and international relations implications.

204. It is most likely that state laws will lead to the production of more renewable energy (e.g. Colorado 30% of its energy by 2020), with stronger measures on their way. The capital costs of renewing or improving power plants is a major issue, although increasing energy efficiency will mean that this will become more cost-effective in the future. The capital costs issue introduces an element of risk as it may create a trend of rising energy prices which haven’t existed previously.

205. Delegation members asked about the compatibility of renewable energy developments in National Parks and whether such development was likely to create tensions. The Sierra Club representatives indicated that they are wary of this, and whilst they acknowledged that there will inevitably be some renewables developed, they are of the view that some areas should not even be considered. They expressed the view that other sites would be more suitable, such as Defense Bureau or other public land which is not considered to be of such environmental significance.

206. The delegation also asked about the levels of activity and engagement by senators and representatives on climate change issues. It was explained that this very much depends on where they are in political system. For example, first time senators are more likely to show an interest, rather than those who are more established.

Washington DC - address by Steven Chu, US Secretary for Energy

207. During the delegation’s attendance at the National Convention of State Legislatures (NCSL) Spring Forum in Washington DC, they were privileged to hear an address by Steven Chu, US Secretary for Energy on the need for greater energy efficiency and cleaner energy production to help address climate change. A video recording of Mr Chu’s address is available on the NCSL website.

208. The Secretary for Energy’s speech contained a very clear message that oil prices will increase and, as a consequence, the cost of recovery from the recession will increase. Other countries are rapidly investing in the manufacture of new renewable energy technology and alternatives to oil and are racing ahead of the US. China, for example, is investing $9 billion a month in clean energy and has targets of 10% of electricity to be produced from renewables by 2010 and 15% by 2020. It also has a target of developing
wind power capacity of 100GW by 2020 and has plans to build 200km of high speed rail track in the next few years.

209. Mr Chu indicated that, in order to move the US forward in tackling these issues, an $80 billion “down payment” is being made on developing a clean energy economy via the American Recovery and Reinvestment Act (ARRA) and that this will be responsible for the creation of 2-2.4 million jobs.

210. This package includes $31 billion to support State clean energy initiatives - $5 billion for “weatherisation” of homes; and a $400 million initiative to ramp up the retrofit of energy efficiency measures.

211. Under the provision of the Act, 25% of residents can get an energy audit, and grants to assist with the installation of energy-saving measures. Mr Chu said that the objective is that energy efficiency becomes a social norm in the US.

212. The Act also provides for a 30% tax credit for clean energy manufacturing projects, which will create jobs by doubling renewable generation capacity in the US by 2012. Grants will also be available in lieu of tax credits and there are already encouraging signs, with 37 small-scale solar installations being developed in New Jersey alone. The US needs strong policies to drive renewable energy development and to date it hasn’t had them.

213. Mr Chu expressed the view that State legislatures can lead the way in driving forward the energy efficiency agenda. One example is the introduction of building codes. Although 25 states have them, 100 million people live in States which have building codes introduced in 2003 or earlier, or no codes at all. Building codes have the potential to cut energy bills by 12-15% per year, delivering up to $200 savings for each household.

214. The US Government wants to work with utility commissions to align financial incentives with energy efficiency, enact renewable standards and establish clean energy funds and incentives for clean energy investments.

215. Significant Investment is also being made in maths and science education to underpin the development of skills necessary to support clean energy production. Mr Chu said that the clean energy policy is the most important in that it will stimulate innovations and deliver a cap on carbon emissions. He expressed confidence that America still has the ability to lead the world in a new industrial revolution, although he warned that time is running out.
Conclusion

216. The members of the delegation found the series of meetings and visits detailed above to be hugely interesting and informative. Indeed, some members felt that their own personal awareness of the climate change agenda had increased significantly as a result of these meetings and they would make good use of the information obtained in their work in the Parliament.

217. The delegation was very encouraged by the scale and ambition of the huge range of the policies and initiatives that are being pursued in the US, particularly at state level to reduce greenhouse gas emissions. It learned of genuine, tangible efforts to reduce emissions through the production of cleaner energy; increased energy efficiency; the provision of more sustainable and active travel; and the development and implementation of more sustainable land use policies.

218. Delegation members found this activity to be in direct contrast to the perception held by many observers that the US is either unwilling or unprepared to make a contribution to the emissions reduction. Significant progress is being made and it is possible that some of the experiences of US policy makers and elected members could be of benefit in Scotland as the implementation of the Climate Change (Scotland) Act 2009 is taken forward.

219. In this regard, several recommendations are made in this report for further contact and information exchange to take place with several of the bodies and organisations with whom the delegation met.
ANNEX A - Programme for Presiding Officer

Saturday 3 April

10:00 Start Scotland Run in Central Park with Fiona Hyslop MSP
13:30 Meet Harry and Gigi Benson
18:00 Attend Harry Benson Photography Reception
Venue: 102 Greene Street
20:00 Dinner with New York Tartan Day Committee Members

Sunday 4 April

08:30 Attend Brick Church
(both Easter Sunday services at 09:00 and 11:00)
Venue: The Brick Presbyterian Church, 62 East 92nd Street, NY 10128
12:30 Transport to Marine Inspection Office boat slip between the Coast Guard Building and the Staten Island Ferry, lower Manhattan
14:00 Transport by National Park Service (NPS) staff boat to Ellis Island
Delegation visit to Scotland’s Gift’s Exhibition on Ellis Island
16:00 Transport by National Park Service (NPS) staff boat from Ellis Island

Monday 5 April

09:00 Briefing with Sir Alan Collins, Consul General
10:00 Meet Christine C Quinn, New York City Council Speaker
12:15 Visit to the Highline Redevelopment Park project
- observe sections from Gansevoort Street to West 20th Street
15:00 Meet Jeff Eubank, the New York Stock Exchange Head of Global Opportunities and Government Relations
17:35 Concert at British Memorial Garden
SPEECH: Presiding Officer
19:30 Dressed to Kilt – reception and fashion show

**Tuesday 6 April**

08:03 Depart New York for Boston by train

13:00 Briefings on business, science and politics by Consulate staff and meeting with Consul General Phil Budden

14:30 Meet Rev. Peter-Michael Preble and representatives of the St. Andrew’s Society of Massachusetts

15:30 Courtesy visit to the General Court of Massachusetts (the State Legislature)
- hosted by the President of the Senate, Therese Murray and Speaker of the House, Robert A. DeLeo.

16:00 Presiding Officer speech at Suffolk University

**SPEECH:** Presiding Officer

18:00 Reception in delegation’s honour, hosted by the British Consul General in Boston and Scottish Development International, British Consulate-General Residence

**Wednesday 7 April**

08:00 Travel to New Hampshire General Court, Concord, New Hampshire

10:00 Meeting with Terie Norelli, Speaker of the New Hampshire House of Representatives

11:30 Reception and Luncheon hosted by New Hampshire Scots in honour of the PO’s visit

**SPEECH:** President of NH Gathering of the Scottish Clans Jon Lang will give a brief welcome, Presiding Officer follows.

13:30 Speech at St. Anselm’s College, Institute of Politics

**SPEECH:** Presiding Officer

16:45 Arrive Boston Logan Airport

19:33 Arrive Washington National
Thursday 8 April

09:00  Briefing with PEPAG & GIG Staff at British Embassy, Washington DC
11:00  Meeting at Sierra Club
14:15  Meet Sir Nigel Sheinwald, British Ambassador to the United States
15:15  Meet up with delegation and National Conference of State Legislatures (NCSL), International Programs, on arrival at Marriot Wardman Park
       Informal discussions with Quebec representatives, Scott McKay and Guy Oullette
16:00  Speech to delegates by Presiding Officer at Opening General Session of the NCSL
       SPEECH: Presiding Officer (keynote)
16:15  Observe speech to NCSL from Steven Chu, US Secretary for Energy
18:15  Evening reception with key NCSL delegates

Friday 9 April

09:45  Attend NCSL Agriculture and Energy Committee session
       SPEECH: Presiding Officer and delegation
       Attend NCSL Labor and Economic Development Committee session
       SPEECH: Presiding Officer and delegation
11:30  NCSL Plenary luncheon
       ▪ Remarks from Mr. Gary Doer, Ambassador of Canada to the United States.
       ▪ Presentation by Mr. Newt Gingrich, former Speaker of the U.S. House of Representatives.
       ▪ Further discussion with table guests from NCSL Committees
15:00  Depart Washington Union St for New York by train
17:45  Arrive at New York, Penn Station
Saturday 10 April

10:00  Kirking of the Tartan (non-denominational church service), New York
       Media at the Algonquin hotel, 59 West 44th Street

14:00  Lead the Tartan Day Parade as Grand Marshal
       Media at end of Parade

15:30  Tartan Day Parade reception, American Scottish Foundation

17:30  Delegation arrive Terminal 7, JFK Airport, New York
ANNEX B – Additional Programme for Delegation

Saturday 3 April

Travel

Sunday 4 April

As Annex A

Monday 5 April

As Annex A with differences at:

10:00 Meeting with Adam Freed, Deputy Director of Long Term Planning & Sustainability of the Mayor’s Office for Long term Planning and Sustainability (MOLTPS)

14:45 Meeting with Hayes Lord, Acting Bicycle Program Coordinator and Alan Ma, Project Manager, Bicycle Program of the NYC Department of Transportation (NYC DOT) and Emilia Crotty of Bike New York

Tuesday 6 April

As Annex A with differences at:

14:00 President of the Conservation Law Foundation, Rob Garrity, on climate policies and politics (regional and US overview)

16:00 David L. Levy, Chairman of the School of Business and Marketing, UMASS, Head of the Center for Sustainable Enterprise on Climate Change and International Networking for Climate Education for Business People and Sonia Hamel, Consultant on Climate Change and Energy
Wednesday 7 April

Separate programme (in Boston area) from Presiding Officer:

08:00 Visit to Massachusetts Institute of Technology (MIT) Media Lab, hosted by BT Disruptive Lab founder, Steve Whittaker

10:00 Panel meeting on Transportation Planning and Development with Susan Rasmussen, Climate Specialist, City of Cambridge and Sonia Hamel, Consultant on Climate Change and Energy

12:30 Seminar at Lincoln Institute of Land Policy at Harvard University with Anthony Flint and President Gregory K. Ingram

14:30 Transportation Planning and Technology Panel with Anne Tate, Rhode Island School of Design; Carol Lee Rawn, Transportation Director at CERES and Corlaie Cooper, Transportation Director at NESCAUM

16:30 Depart for Boston Logan Airport

Thursday 8 April

As Annex A with differences at:

10:00 Meeting with Andy Kunz, President & CEO, US High Speed Rail Association, Washington DC

10:30 Meeting with Arthur Guzzetti, Vice President Policy, American Public Transportation Association

12:30 Visit to Capitol Hill with Congressman Mike McIntyre's Office

Friday 9 April

As Annex A

Saturday 10 April

As Annex A
ANNEX C - Media coverage

A small sample of national, local and international media coverage is attached below.

Scotsman
http://news.scotsman.com/politics/MSPs-to-head-to-New.6199325.jp

Londonwired.co.uk

BBC
http://news.bbc.co.uk/1/hi/scotland/8601542.stm &
http://news.bbc.co.uk/1/hi/scotland/edinburgh_and_east/8614087.stm

STV

Kilmarnock Standard
http://www.kilmarnockstandard.co.uk/ ayrshire-news/scottish-news/2010/04/10/tartan-day-parade-closes-us-event-81430-26213864/

West Lothian Courier
http://www.westlothiancourier.co.uk/west-lothian-news/scottish-news/2010/04/10/tartan-day-parade-closes-us-event-62405-26213900/

Yorkshire Evening Post
http://www.yorkshireeveningpost.co.uk/7376/MSPs-to-head-to-New.6199325.jp

Belfast Telegraph
http://www.belfasttelegraph.co.uk/breaking-news/world/tartan-day-parade-closes-us-event-14762460.html

US website – Black Tie Magazine
http://blacktiemagazine.com/save_the_date_2010/new_yorks_12th_annual_tartan_day_parade.htm

New York Daily News
ANNEX D - Post Visit Recommendations

Key Theme 1

- The delegation recommends that the Scottish Parliament continues to look at options for development of a small internship programme. This issue was raised again during the Presiding Officer’s visit to Suffolk University and at the NCSL, who run a specific international internship programme.

Key Theme 2

- The delegation recommends that the Scottish Parliament continue to maintain an active dialogue with the NCSL in the United States, perhaps by trying to build on engagement again around the Spring Forum. The Presiding Officer and delegation found the NCSL Spring Forum an excellent way in which to engage with a welcoming and wide audience.

Key Theme 3

- The delegation recommends that the Transport, Infrastructure and Climate Change Committee’s report on the benefits of HSR to Scotland would be sent to the Association for interest and that opportunities would be identified for exchange of information in the future.

- The Scottish Government has recently published its own Cycling Action Plan for Scotland setting out how cycling use should be increased to 10% of all journeys by 2020. The delegation recommends that the relevant officials should be advised to make contact with the NYC DOT team to identify any good practice which would be of benefit in Scotland.

- The delegation recommends that the relevant Scottish Parliament committees and SPICe researchers should be advised of the various components of PlaNYC and invited to monitor progress on their delivery. Many of the challenges being faced will also need to be addressed in Scotland and it is possible that certain of the approaches being taken in NYC could help inform the debate on appropriate solutions here. It may also be worthwhile to explore the potential for engagement and information exchange at elected member level perhaps using video-conferencing facilities.

- The delegation recommends that the relevant subject committees (e.g. Transport, Infrastructure and Climate Change Committee; Health and Sport Committee; Rural Affairs and Environment Committee) should be made aware of the initiatives being developed at MIT and, in a particular Scottish context, by Distance Lab.
The delegation recommends that in addition to providing the USHRA with a copy of the TICC Committee’s report on HSR, it would be worthwhile to pass on the organisation’s contact details to relevant stakeholder groups in Scotland on the basis that dialogue may be mutually beneficial. It is further recommended that the TICC Committee, its successors and SPICe should keep a watching brief on the development of HSR in the US.
ANNEX E

Our sincere thanks to a large number of organisations involved in the arrangements for this year’s Scotland Week.

Organisations

- New York Road Runners
- New York Tartan Day Committee
- St. Andrew’s Society of the State of New York
- The Clan Currie Society
- Ellis Island Foundation, Inc.
- National Park Service
- American Scottish Foundation
- British Memorial Garden Trust UK Limited
- The Brick Presbyterian Church, New York
- St. Andrew’s Society of the State of Massachusetts
- New York Stock Exchange (NYSE)
- Friends of Scotland and the Dressed to Kilt Organisation Committee
- Friends of the High Line
- Bike New York
- Massachusetts Climate Action Network
- School of Business and Marketing, University of Massachusetts
- Centre for Sustainable Enterprise and Regional Competitiveness, University of Massachusetts
- International Networking for Climate Change Education for Business People
- Massachusetts Institute of Technology (MIT)
- Conservation Law Foundation
- Lincoln Institute of Land Policy, Harvard University
- Rhode Island School of Design
- CERES (national environmental network)
- NESCAUM (non-profit association of air quality agencies)
- Suffolk University
- New Hampshire Gathering of the Scottish Clans
- Lincoln Woodstock Chamber of Commerce
- New Hampshire Highland Games
- St. Andrew’s Society of New Hampshire
- St Anselm College, New Hampshire Institute of Politics
- US High Speed Rail Authority
- American Public Transportation Association
- Sierra Club (grassroots environmental organisation)
Government

- The Scottish Government
- Scottish Development International (SDI)
- The Foreign & Commonwealth Office - British Embassy, Washington DC
- The Foreign & Commonwealth Office - British Consulates in Boston and New York
- New York City Council - Office of the Speaker
- New York City Council - Office of the Mayor
- New York City Council – Office for Long Term Planning and Sustainability
- New York City Council – Department of Transportation
- City of Cambridge – Office of Environmental and Transportation Planning

Parliamentary

- General Court of Massachusetts
- New Hampshire General Court
- National Conference of State Legislatures (NCSL)
- National Assembly of Québec
- Office of Congressman Mike McIntyre, U.S. House of Representatives