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for Transport

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From the Secretary of State
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30 June

Thank you for your letter dated 5 June 2019, in which you asked for updates on actions that my Department committed to undertake in its responses to your reports over the 2016-17 and 2017-19 sessions. We welcome the challenge that we receive from the Transport Committee in holding the Government to account over its oversight of our transport networks. Taken together, this response demonstrates the significant amount undertaken across a broad range of policy areas. Of course, there is more work to be done as we seek to modernise our transport networks to meet the challenges of the 21st century, and I also set out future plans where appropriate. For ease of reference, the responses have been arranged in the same order as they appear in your letter.

8th Report of 2016-17 Bus Services Bill

Recommendation 7: DfT committed to "work closely with local authorities interested in using the powers in the Bill to improve local bus services—as, for example, it is doing with total transport and has done through the Smart Cities Partnership". Please explain what further work you have done in this area.

Officials have met over 40 Local Transport Authorities (LTAs) to discuss the opportunities for improving bus services using the Bus Services Act 2017. Some of these, such as Transport for West Midlands and Hertfordshire County Council are in active discussions with local bus operators with reference to the new powers, and Transport for Greater Manchester (TfGM) have announced their plans to pursue the franchise for bus provision in the Greater Manchester area.

Recommendation 9: DfT committed to: delivering regulations on accessibility (AV requirements etc.) "as quickly as possible". Can you update us on this work and the likely implementation date?

The Government is committed to requiring the provision of audible and visible information on board local bus services in Great Britain, and in summer 2018 consulted on detailed proposals for doing this. The proposed accessible information regulations will help millions of passengers to travel by bus with greater confidence. However, it is also important when designing and implementing the regulations that we do not risk the sustainability of the services on which passengers rely. The Government continues to consider consultation responses, and will announce later in 2019 its plans for making the regulations and the publication of supporting guidance.

Recommendation 10: DfT said it would consult on open data proposals, and it has now done so. When will the affirmative regulations on bus open data be published? When can passengers expect to see the benefit from these changes?

During summer 2018, the Government consulted on proposals to require bus operators and/or local authorities to open up data about local bus services across England. The results were subsequently analysed and the Government response to the 2018 public consultation was published in March 2019 and can be found here:

<https://www.gov.uk/government/consultations/bus-services-act-2017-bus-open-data>.

The draft bus open data regulations will come into effect in 2020. The first set of requirements to openly provide routes and timetable data will commence in 2020 and will subsequently be followed by basic fares and tickets data and location information, which will come into effect from 2021. Finally, complex fares data will be required from 2023.

My officials are currently working with the bus industry and technology sector to help both industries harness the benefits of this new technology and ensure the applications, products and services that passengers both want and need are delivered once the data is open. It is anticipated that passengers will begin to realise the benefits from 2021 onwards when fare and ticket information (which has previously been a closed data set) and location information (which currently is provided in some parts of England but not all) is provided.

Recommendation 11: DfT committed to "provide practical guidance on how the ticketing provisions in the bill can be delivered". Has this guidance been published? If so when did this happen and where can it be found?

Effective smart ticketing that integrates transport and serves communities is best achieved at a local level. My Department has published guidance on what may be achieved locally using powers under the Bus Service Act 2017. In particular, guidance on partnerships includes information on developing ticketing structures, pricing, payment options, marketing of ticketing products and the effect of competition law. It also includes advice on multi-operator and multi-modal ticketing options. The guidance suite, which comprises four separate documents on: the Act itself, franchising and the two partnership options can be found here: <https://www.gov.uk/government/publications/bus-services-act-2017-new-powers-and-opportunities>

Recommendation 12: DfT committed to publishing guidance that would "include advice on what reporting and monitoring options are available for bus operators and LTAs that are seeking to reduce the effect of congestion on local bus services". Has this guidance been published? If so when did this happen and where can it be found?

The assessment of effective bus priority measures requires accurate information on the congestion problems they are seeking to address. Bus operators are best placed to provide this information as their bus services experience such problems every day. This requires effective partnership arrangements and collaborative working between the bus operators and the LTA to ensure that the measures introduced effectively address the problems on the ground.

My Department supports this work by providing guidance for bus operators. Having carefully reviewed the existing guidance, we are comfortable that the advice – ‘Bus Priority – the Way Ahead’ – remains fit for purpose today and there are no plans to update it. Further adoption of technological innovations and sharing of good practice is best led by LTAs, through organisations such as Local Government Associations, Urban Transport Groups and the Association of Transport Co-ordinating Officers.

9th report of 2016-17: Rail franchising

Recommendation 1: DfT said that "where appropriate" it would 'continue to investigate other ways to streamline franchise bidding costs, including considering the impact on bidding costs when reviewing future franchise market reforms". Please explain what further work you have done in this area.

Rail has a critical role to play in Britain today. It delivers significant economic benefits, connecting more communities, businesses and destinations. Competition and the partnership between public and private operation has helped us deliver real improvements for passengers across the country, and franchising plays a key role in this. Of course, the issues facing our railway are complex and can't be fixed overnight, and so we are reforming the railway to ensure it delivers a reliable service today and continues to play a key role in future. Integral to this will be the continued improvement of the franchise model.

As part of this, my Department continues to recognise the value in streamlining franchise bidding costs wherever practical. In particular, my Department has baselined the bid document suite including the Franchise Agreement and Invitation to Tender, and developed a consistent set of modelling requirements and financial templates. Having a set of baseline documents and requirements limits changes to requirements between competitions. This allows bidders to use the same modelling suite as the basis for their bid for multiple competitions, and benefit from lower assurance, legal, modelling, and other associated costs. We also consider (and minimise where possible) the modelling impacts of new policies or requirements.

Recommendation 8: DfT said that it was "committed to continually improving the franchise model so that it delivers benefits for passengers and value for taxpayers. The size and structure of individual franchises are considered as part of each franchise competition, taking into account relevant factors. At a strategic level, the Government will consider whether the pattern of more numerous and smaller franchises suggested by the Committee is the right one". How has the franchise model improved since you made this commitment in April 2017?

Over the past 25 years, Britain's railways have benefited from innovation through record levels of private sector investment.

However, the Government is clear that the railways need to deliver more for passengers and taxpayers alike. Franchising has transformed the network but a new approach is needed for the pressures the system now faces. As a result, I have commissioned former British Airways Chief Executive Keith Williams to lead a Rail Review (the Williams Rail Review) that will bring root and branch change to the rail industry, including an evaluation of the current model of franchising. This is the first comprehensive review of the railway in a

generation and will set out how to create a railway for the 21st century that puts passengers at the heart of the services provided. The Williams Rail Review will enable us to fundamentally realign the railway industry to focus on the needs of passengers and freight customers across the country today and in the future.

Recommendation 14: The Committee recommended that the DfT publish a scoring system, possibly in the form of a weighted index, following a franchise competition. This would omit commercially sensitive details but give the public and industry a better understanding of the basis, in terms of quality and price, on which a franchise has been awarded. DfT agreed that "this may potentially assist with the public and industry gaining a better understanding of the basis, in terms of quality and price, on which a franchise has been awarded" and committed to "investigate ways in which the final scores could be presented showing the differential from the winning bid", to consult with RDG and to provide further update to the Committee. How did you investigate ways of doing this, and what was the outcome of the discussions between DfT and RDG on this matter?

My Department held initial discussions with Rail Delivery Group (RDG) on the publication of anonymised data with a generally positive outcome. However, the introduction of the Forecast Revenue Mechanism (FRM) into the South Eastern and subsequent competitions complicated decisions around the appropriate price figure for reporting.

With the recent award of the East Midlands competition, greater clarity has been provided around the impact of FRM on price and my Department is anticipating further discussions with RDG before agreement can be reached on the publication of information. The solution reached will also need to be consistent with the outcome of the Williams Rail Review. We will provide an update following the conclusion of these discussions.

Recommendation 16: DfT committed to "testing a wider use of outcome-based specification, including through the use of an alternative approach to specifying service quality in the East Anglia franchise; we are considering how to approach this for future competitions in light of the lessons we have learnt". Please explain what further work you have done in this area.

My Department has continued to consider its approach to specifying rail services on a franchise by franchise basis, and this is something the Williams Rail Review will be considering as part of its remit. I will ensure that any new commercial model will put passengers first, provide value for taxpayers, and deliver economic, social and environmental benefits across Britain.

The Government plans to publish a White Paper setting out how we will implement the Review's recommendations in the autumn.

Recommendation 19: DfT said that "Work is ongoing to deliver the minister's commitment to the committee to publish information about each rail franchise's performance against its contractual benchmarks". What work has been done to deliver this commitment and when do you expect to be able to fulfil it?

My Department is committed to making our data transparent, and to publishing reliable, accurate information about each rail franchise's performance against its contractual benchmarks. It has been reviewing the benchmarks for several of its franchises, to ensure each operator's targets remain challenging, but achievable. Once the review is complete, my Department will validate the performance data with a view to publishing it.

Recommendation 20: DfT said that it was then "considering, first, whether there is a case for increasing operators' risk exposure under the regimes so to sharpen the incentive mechanism; and second, what could be done to improve the alignment of performance metrics and incentives as between the train operators and Network Rail". What was the outcome of this work?

For each franchise, my Department adopts a range of mechanisms to incentivise performance and excellent customer service; for example, we now include customer satisfaction targets in all new franchises. These mechanisms ensure operators are required to invest more than originally planned in network performance, customer experience and service quality if they fall below pre-determined levels. My Department reviews these regularly to ensure that, as new franchises are let, it reflects any in-life lessons identified from the management of franchises.

This process has led to our most recent franchise agreements including measures that are designed to provide incentives to work with Network Rail in delivering better performance for customers. We have also introduced a new satisfaction target for how delays are handled to incentivise operators to manage periods of disruption in a way that minimises the impact on passengers and maintains a high-quality service.

My Department seeks to ensure that the overall risk profile is commensurate with the market's ability to bear it, and employs robust revenue sharing and support mechanisms designed to incentivise market growth, passenger satisfaction and ensure financial stability. This work includes consideration of risks, incentives and performance metrics. Any new commercial model will put passengers first, provide value for taxpayers, and deliver economic, social and environmental benefits across Britain, and this is something the Williams Rail Review will consider.

10th report of 2016-17: Vauxhall Zafira fires

Recommendation 6: DfT committed to working with DVSA to identify participants to take part in a round table discussion in January 2018 to identify practical steps to share existing sources of information more effectively, raise awareness of under-reporting and to encourage more reporting of potential safety defects. In their Spring 2018 follow up to us, DVSA said that this had proven more complex than anticipated and that 'DVSA is in full discussions with DfT as it is progressing this, to ensure DfT is satisfied with the progress and direction of discussions'. Is DfT satisfied with progress? Can you update us on what has happened over the past 12 months?

Recommendation 10: The Committee recommended that DfT and DVSA "review the Code of Practice on Vehicle Safety Defects and Recalls to see if it needs to be strengthened in respect of the obligation placed on manufacturers to inform their suppliers". DfT said that this would be complete by 31 August 2018, but that does not appear to have been achieved—the guidance on gov.uk is dated 2013. What was the outcome of the review? Do DfT and DVSA have a timetable for issuing a revised Code of Practice?

My Department is committed to ensuring the safety of all road users. In relation to recommendations 6 and 10, the Driver and Vehicle Standards Agency (DVSA) recognises that, whilst Britain has some of the safest roads in the world, more can and should be done by manufacturers to report safety defects.

Over the past 12 months, DVSA has been engaging manufacturers and representative bodies through a series of workshops to make them aware of and to reinforce their obligations under the General Product Safety Regulations 2005, and to strengthen the Code of Practice, which provides the guidance and detail on the obligations. The new Code of Practice will make clear that once manufacturers become aware of a product safety defect, they must immediately inform DVSA of this and, if relevant, their consumers and suppliers. Securing agreement and consensus on the new Code of Practice has been challenging. Nevertheless, following DVSA's engagement with manufacturers, they are now starting to see positive behaviour change across the industry. DVSA and DfT officials are currently working together to finalise the new Code of Practice, and we expect it to be published by the autumn.

1st report of 2017-19: Community Transport

The Committee and the Department have been in ongoing correspondence on this issue. Most recently, on 15 March the Parliamentary Under Secretary of State for Transport, Nusrat Ghani, wrote to inform us that DfT intends to "carry out a review of the current domestic performance regime in 2019, to see if the Transport Act 1985 is still fit for purpose and provides the correct balance for the bus sector as a whole. The terms of reference will be drawn up in due course". Can you update us on the progress of this work? We note that the relevant legislation has already been amended, to come into force from 1 October 2019.

My Department echoes the Committee's wish to maintain high-quality, safe and secure community transport services for vulnerable passengers and recognises the importance of considering long term change to foster the UK's unique community transport sector.

On 15 March my Department issued guidance and a Government response to the consultation on the use of section 19 and section 22 permits in Great Britain. We also enacted a new additional exemption to the EU Regulation on operator licensing to provide greater certainty to many community transport operators; so that they can continue to play a valuable role in improving the lives of the passengers that they serve. In the Government response, the Buses Minister, Nusrat Ghani MP, asked my Department to carry out a review of the current domestic permit regime in 2019. We have reconvened the Local Authority Working Group, which we consulted on the guidance, to gather initial views on the scope of the review and will continue to consult them to draw up the terms of reference.

2nd report of 2016-17: Improving Air Quality

Recommendation 27: The Government response said that "Work is ongoing between DfT and MHCLG to ensure policy measures such as planning policy, via the NPPF, and Permitted Development Rights, enable charging infrastructure provision". What was the outcome of this work?

The Government recognises that air quality is a major issue, and recently in October 2018 published an update to the UK Plan for Tackling Roadside Nitrogen Dioxide (NO₂) Concentrations, supported by a £3.5 billion investment into air quality and cleaner transport. My officials have been working closely with MHCLG to take forward this important work.

Planning policy is a key part of our work to improve air quality. Following a Government consultation ("*Planning reform: supporting the high street and increasing the delivery of new homes*"), the Government increased the height limit for the installation of upstand electric vehicle chargepoints in off-street

parking spaces in May 2019. This facilitates the installation of rapid chargepoints, reflecting the need for larger units following improvements in technology and effectiveness of rapid chargepoints.

The Government also published a revised National Planning Policy Framework (NPPF) in July 2018. This sets out the Government's planning policies for England and how these are expected to be applied. The revised NPPF contains two electric vehicle related sections:

- 105(e), which requires planning policies to take into account local parking standards to account for the need to ensure adequate provision of spaces for Ultra-Low Emission Vehicles (ULEVs); and
- 110(e) which outlines that applications for development should ensure they are designed to enable charging of ULEVs in safe, accessible, and convenient locations.

These additions in the NPPF are envisaged to facilitate provision of charging infrastructure by incorporating these policies in local plans. Guidance on the revised Framework will be published in mid-2019.

Furthermore, we are shortly due to consult on introducing some minimum chargepoint requirements in Building Regulations. This consultation will include:

- implementing the Road to Zero strategy commitment that we will consult on every new home to have a chargepoint, where appropriate; and
- transposing the European Performance of Buildings Directive requirement to ensure that all new non-residential buildings with more than 10 parking spaces have as a minimum ducting infrastructure for 1 in 5 car parking spaces and at least one chargepoint.

We will also be consulting on requirements for the installation of a minimum number of chargepoints for all existing non-residential buildings with more than 20 parking spaces.

These changes will result in thousands more chargepoints across the UK, in homes and at key destinations like new office blocks and supermarkets, and ensure new buildings are ready for the future.

3rd report of 2017-19: Airports National Policy Statement

Recommendation 11: DfT committed to "monitor the financeability and affordability of the Heathrow third runway scheme as the design develops and as the economic regulatory framework for expansion matures". When did the DfT make its most recent assessment and what did it conclude?

Recommendation 24: DfT said that it anticipated "launching the Aviation Strategy in the first half of 2019". Why has this been delayed and when do you plan to publish this?

Aviation connectivity is vital to productivity and ensuring our long-term capacity is critical if the UK is to attract inward investment and grow our trade with new and fast growing overseas markets. Reflecting this, the Government published the consultation on its Aviation 2050 strategy in December 2018. This considered proposals to develop a partnership for sustainable growth, improve passenger experience, and establish new connections across the world.

The consultation period was extended to June 2019 to consider the outcome of the Airline Insolvency Review and the report by the Committee on Climate Change on our long-term emission targets, both of which were published in May. The Government is now considering the responses to the consultation and plans to publish a final strategy later this year.

4th report of 2017-19: Rail infrastructure investment

Recommendation 6: In December 2017 DfT published the Strategic Case Supplementary Guidance: Rebalancing Toolkit, designed to help authors of strategic cases assess how a programme or project fits with the objective of spreading growth across the country. DfT said that the toolkit "is open to review and comment, however, given the lag effect of its use in investment decisions, Government continues to consider when the appropriate time and approach to reviewing it and its effects". When did the DfT make its most recent assessment as to whether the time was right to review the toolkit and what did it conclude?

Recommendation 7: DfT said that it would "continue to discuss the effectiveness of this toolkit with HMT and other government departments as it continues to be used and lessons learnt". What discussions has DfT had with the Treasury and other Departments on this issue to date and what were the outcomes of those discussions?

The toolkit aims to ensure rebalancing is considered more consistently within decision making by improving the focus, quality and transparency of rebalancing evidence presented in the Strategic Case. As such, it is designed

to ensure that promoters are using the right evidence, in a consistent way, when demonstrating the impacts of a transport scheme on the local economy. As the recommendation notes, the lag effect of using the toolkit in investment decisions means that, while we know the guidance is being used, we have not seen a business case that has used the toolkit from the start of the planning process through to it receiving investment approval, which means we have not been able to review its effectiveness yet. However, as set out in the toolkit guidance, we are open to reviewing the toolkit, and will ensure that we consult HMT and others as appropriate, to ensure it is embedded in decision-making, to support our commitment in the Industrial Strategy to spread growth right across the country.

Recommendation 8: DfT committed to 'Work closely with Network Rail and the supply chain in the coming months to establish an effective forward-look of the longer-term renewals portfolio, ensuring that funding decisions are made in a manner which properly reflects the needs and capability of the supply chain'. What work was undertaken and what was the outcome?

I fully recognise the importance of ensuring the supply chain has the capacity and capability to deliver our infrastructure projects. My officials have held a number of meetings with members of the supply chain and Network Rail in recent months to discuss potential means for establishing a more robust and effective forward look of the longer-term renewals portfolio, which could be used to underpin future funding decisions. This has included consideration of possible mechanisms for ensuring a smoother profiling of renewals between Control Periods, enabling the supply chain to respond in a more efficient manner. Work remains in progress and may need further consideration in light of the findings of the ongoing Williams Rail Review.

Recommendation 9: DfT said that it would "continue to call on additional expertise to support its in house capabilities and skills as appropriate" [in the context of rail enhancements delivery]. What external expertise has the DfT contracted to date, where from and at what cost to the taxpayer?

My Department has contracted specialist consultants Jacobs to provide external economic and technical support in this financial year and the last. In the financial year 2018/19, they carried out work for us on two Network Rail business cases on work in the Surbiton and Woking areas, and other connected Great Western & Wessex work such as preparatory work and meetings. In financial year 2019/20, they have carried out similar work for us on Great Western & Wessex routes enhancement support.

Recommendation 10: DfT said that there were "no plans to make changes to the market-led proposals guidance, however at the end of the current "call for ideas" we will reassess the guidance in the light of any lessons learned from this initial process and make any necessary updates to the document then". The MLP guidance does not appear to have been updated since April 2018. What was the outcome of the 'call for ideas' and why did the DfT decide not to update the guidance as a result?

My Department received 30 market-led proposals (MLPs) in response to the Call for Ideas and identified 10 that were potentially financially credible without government support. My Department continues to engage with these proposals, working collaboratively across government and with other stakeholders to explore the feasibility and strategic alignment of these schemes.

Separately, I recognise the committee's interest in ensuring documentation published by the Department is accurate and up-to-date. The MLP guidance is under constant review, and while my Department has not identified any changes resulting from the Call for Ideas we are mindful of other related considerations, such as the Infrastructure Finance Review currently being undertaken by HMT. We will consider its implications for our guidance and make any amendments if they may be required.

7th report of 2017-19: Rail timetable changes

Recommendation 7: DfT reiterated its 1 October 2018 commitment that it would introduce a simple "one click" automated claims system, available via smartphones and smartcard registration, to make claiming compensation easier for customers "for future train operators under DfT-awarded franchises". Can you confirm that this commitment forms part of the East Midlands franchise awarded on 10 April 2019, given it was not specifically mentioned in either the DfT press notice or by the Rail Minister when he appeared before Parliament?

For the next East Midlands franchise, Abellio have committed to introduce an automated claims system available via their website, to make claiming compensation easier for customers. This process will be clearly publicised to make passengers aware of process to claim compensation that they are due.

Recommendation 8: DfT said that it would "actively encourage operators to build on the good practice displayed by GTR and Northern, and encourage more innovative methods to engage more passengers". Please explain what further work you have done in this area.

My Department continues to encourage operators to build on the good practice displayed by GTR and Northern in engaging with rail user groups and other stakeholders ahead of timetable changes. Southeastern, for

example, consulted on the amendments to their timetable in May 2019. GTR has also continued to engage with user groups across their network. This has led to a range of changes to the GTR timetable in response to stakeholder requests, with stations including Preston Park and Letchworth Garden City receiving an amended service following feedback on the May 2018 timetable change

8th report of 2017-79: Mobility as a Service

Recommendations 1 & 2: DfT said it was "undertaking research to understand how the capabilities of older people are changing as they age, and the implications that these changes may have on their needs for mobility and the design of transport systems to support them" and that it would share these findings with other relevant government departments. Can you update us on the progress of this work?

Understanding the transport needs of an ageing population is essential to the long-term effectiveness of the transport system. To further this understanding, my Department has commissioned three research projects covering:

1. Capability, health and travel behaviour of older people
2. Experiences of Advanced Driver Assistance Systems amongst Older Drivers
3. Review of working patterns amongst older people and implications for transport

We are in the process of finalising the outputs, and we are aiming to publish findings later in the year. We are happy to share these findings with you once they have been published, and will ensure they feed into discussions across Government on the role of technology in ageing.

Recommendation 3: DfT said it would "continue to monitor progress of local authority "test and learn" trials and developments and will actively seek to identify knowledge gaps as these emerge". Please explain what further work you have done in this area.

As you note, my Department has committed to monitoring the progress of local authority trials and developments, and as part of this has funded the re-launch of the Transport Technology Forum (TTF) to promote innovation and remove barriers for local authorities. The TTF organised a Technical Working Group meeting in West Bromwich on 13 June and many of the trial authorities attended and helped develop a framework for guidance based on their results. This guidance will be fed back and shared to a wider local authority audience at the annual TTF conference in November.

My Department also launched the Future Mobility Zones Fund on 19 March 2019, with the deadline for receiving expressions of interest on 24 May 2019. The £90 million fund aims to create up to four Future Mobility Zones, which will focus on trialling new mobility services, modes and models; transforming the transport offer in these areas; and providing evidence for their efficacy to inform the development of future schemes.

£20m of the £90m was allocated to the West Midlands last year to help develop the concept of Future Mobility Zones and to capitalise on related investments in transport innovation in the region. Sharing lessons learned with other local areas is a key feature of the fund, and shortlisted areas will work with my Department to ensure their monitoring and evaluation proposals are robust and proportionate. Six areas have been shortlisted and winners will be announced in September.


Recommendation 4: DfT said it would "continue to review funding provided through the Future of Mobility Grand Challenge as the knowledge base is developed, and will do so in consultation with stakeholders". Please explain what further work you have done in this area.

My Department is committed to review funding provided through the Future of Mobility Grand Challenge. The Future Mobility Zones Fund received bids totalling £317 million, demonstrating the breadth of potential innovative applications for mobility services in local areas. As part of our Spending Review preparations, we will look at whether further funding would be appropriate to assist Local Authorities trial new approaches.

Recommendation 5: DfT said it would "be engaging with local authorities to identify capacity and capability strengths and weaknesses, with a view to joint action to strengthen capacity and embed best practice in relation to data". Please explain what further work you have done in this area and what has been achieved to date.

My Department is working with the Transport Data Initiative (TDI), a local authority led organisation to promote local authority engagement, to identify current data capabilities across local authority personas and roles. A workshop was held at a TDI event on 19 June, with over 70 attendees and the results will help inform the design of training materials. In addition, my Department has also recently undertaken a survey of Local Authorities in England with the aim of understanding capability and capacity issues for Local Authorities engaging with the Future of Mobility. We intend to report back to local authorities on our findings in due course and discuss potential further action with them.

I trust that the responses provided by my Department are helpful to members of the Transport Select Committee ahead of the session on 17th July. I look forward to discussing these together with any other points that the Committee may wish to raise on that occasion.

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Rt Hon Chris Grayling MP

SECRETARY OF STATE FOR TRANSPORT