

Transport Advisory Committee
1.30pm, 20th November 2014
PWD Conference room
AGENDA

Part 1	
1.	Apologies for absence
2.	Declarations of interest
3.	Confirmation of the minutes of the meeting held on 31 July 2014
4.	Matters Arising from the minutes of the meeting held on 31 July 2014
5.	New Haven Road – Report attached
6.	MPA Road, failure of Surfaced section West of Sapper Hill – Report attached
7.	RDS Paper on Coastal Shipping – Report attached
8.	Roads to Non-Agricultural Destinations – Report attached
	Date of next meeting
9.	Exclusion of Press and Public
EXEMPT	<p>The public are likely to be excluded from the meeting for this/these item(s) of business by virtue of paragraph(s) 15 and 17 of Schedule 3 of the Committees (Public Access) Ordinance 2012]</p> <p><i>The Chairman to move as follows:</i> <i>"I move that the press and public be now excluded on the ground that the next items of business to be considered are likely to disclose exempt information under paragraphs 10, 15 and 17 of schedule 3 of the Committees (Public Access) Ordinance 2012."</i></p>
10.	<p>Matters arising from the minutes of the meeting held on 31 July 2014</p> <p>There were no exempt minutes of the meeting held on 31 July 2014</p>
11.	<p>Highways Funding Plan, Camp Roads, 2014 – 2019 – Report attached</p> <p><i>NOT FOR PUBLICATION by virtue of paragraph 10 and 17 of Schedule 3 of the Committees (Public Access) Ordinance 2012, relating to Information about relevant contracts and negotiations and budgetary information</i></p>
12.	<p>Saunders Island New Airstrip – Report attached</p> <p><i>NOT FOR PUBLICATION by virtue of paragraph 10 and 17 of Schedule 3 of the Committees (Public Access) Ordinance 2012, relating to Information about relevant contracts and negotiations and budgetary information</i></p>
13.	<p>Camp Aerodromes Regulation – Report attached</p> <p><i>NOT FOR PUBLICATION by virtue of paragraph 15 of Schedule 3 of the Committees (Public Access) Ordinance 2012, relating to Draft papers for Executive Council and information about them.</i></p>

TRANSPORT ADVISORY COMMITTEE

DRAFT OPEN MINUTES

Minutes of the meeting held at 1.30pm on
In the Liberation room, Secretariat, Stanley

*“These minutes are draft minutes until confirmed by
Resolution at the next meeting of this Committee”*

Present:	Hon Gavin Short (GS)	MLA
	Hon Phyl Rendell (PR)	MLA
	Mr Manfred Keenleyside (MK)	Director of Public Works
	Mr George Betts (GB)	Work Boat Services Representative
	Mr Keith Knight (KK)	West Falklands Representative
	Mr Martin Slater (MS)	General Manager FIDC
	Miss Louise Pole-Evans (LPE)	Islands Representative
	Mr Simon Catton (SC)	Roads Engineer
	Mr David Roberts (DR)	East Representative
	Mr Simon Fletcher (SF)	Director of Central Services
	Mr Morgan Goss (MG)	FIGAS Representative
Minutes:	Ms Karin Sanchez	Administrative Officer

PART I

ACTION

1. Apologies

Mr Owen Betts - Town Representative
Mr Adam Cockwell – Work Boat Services

2. Declarations of Interest

There were two declarations of interest made
Hon Phyl Rendell – Item 8 – Jetties
Miss Louise Pole-Evans – Item 8 - Jetties

3. Confirmation of Open Minutes held on 15 May 2014

Minutes were confirmed with no amendments.

4. Matters Arising from the minutes held on 15 May 2014

Ref 7 – Sea Truck Update

AC submitted a brief report to members on the current situation. Alnmaritec are finalising the production of the parts needed for the modification, due to arrive 6th October. GB informed members that apart from the technician the Mechal regulators will need to give their final approval of the modifications made.

Ref 10. Update on Saunders Airstrip

MG reported that the request to use remaining funds under airstrip maintenance vote has not been done. Treasury advised that the Budget Select Committee has asked the policy to be reviewed and under the current ExCo policy the user pays stands. Unless this is changed they are unable to access these funds for the works. Head of Regulation Bruce Wilks is taking the lead to review this policy with a paper being submitted in September to Executive Council.

5. Highways Projects Update – Simon Catton, Roads Engineer

SC presented the report to members, highlighting the achievement made over the last year.

Cattle grids – Total of 8 cattle grids completed on the East, 6 cattle grids on the West.

West Road Capping - Completed 3.1km of capping/re-build works around Stoney Ridge against a target of 4km. However, the costs increased substantially due to underestimating costs of haulage and the need to install more geotextile than expected.

KK queried the amount of terram used and the thickness of capping material placed due to a comment made by the Assistant Roads Engineer on their site visits. SC reassured members the correct thickness was laid, and the terram has been laid in all the areas that had been considered necessary however the increase in costs resulted from hire of trucks, fuel costs etc.

SC further explained expressions of interest have been sought for works, with interest being shown for each project. Closing date is next week.

PR commented to members she was very pleased to see PWD had implemented using the NEC style contracts. SC further explained this will give contractors the flexibility to set up before commencing works, providing a clear programme of what can be achieved.

Members made further enquiries on what exact locations/areas were on the 5 year programme. SC will provide members with a detailed list (which was much as the schedule included in the funding and resource paper); however as needs and priorities change the locations move up and down the list. SC will also check if Mount Brown area was part of the programme and report back.

LPE reported a cattle grid may need replacing near an area by the old ruin on New Haven. LPE further commented that she thought the bend around is quite dangerous. SC explained this is not on the replacement list as the grid itself is fine and there is warning signage for the bend but will further investigate improvements.

SC further explained there will be no PWD road gang sent to the West this season, just the grading crew as normal.

SC informed members there was a serious culvert failure at Kings Creek on the Salvador road which is passable but with extreme caution. There have also been numerous areas that suffered flooding, and therefore damage to the road and edges. SC has sent out an announcement for the public to be cautious and to let them know PWD highways will repair as soon as possible.

6. Review of Terms of Reference – MLA Gavin Short

Members discussed the additional information now provided with the terms of reference and agreed them.

GS further questioned the procedure on submitting agenda items for the committee, explaining he has been having difficulties and has been asked to provide papers for each item. MK explained to members this is according to the Committees Access to Information Legislation where it requires all items, where possible, to be submitted to a committee with a paper. If this is not possible then the person submitting the item needs to supply a written summary of what it is intended for discussion, with clear concise information such as the topic, the information behind it, to provide a mechanism for discussion.

KK further queried the system as he had requested two items to be discussed, one was covered by the Highways Report, and another was not issued in the agenda. MK advised KK the response for the second item was to be given verbally to him by GS. GS confirmed he had sent an e-mail.

7. Roads to Non-agricultural destinations – Martin Slater, FIDC Manager

MS

MS briefed members as follows.

FIG currently implements a policy to build roads only to occupied farm settlements in the Falkland Islands. This current policy only supports the road requirements for farms and currently excludes other destinations. The idea of an expanded policy being implemented has been discussed previously on two occasions by TAC. Currently there are no funds within FIDC to support this however they have been asked to revisit this topic by FIG and submit a policy paper.

FIDC have consulted with PWD, the Policy Unit and Head of Planning with lots of input being given. The policy unit has also agreed to review this policy once we have a proposal in place.

Members discussed the draft main conditions of this proposal below:

4.1

a) Only applicable to established businesses.

PR responded that as this would exclude anyone wanting to set up a business this should not be recommended. PR further explained MLAs would like to encourage the economy and development of the Falkland Islands. This should therefore be applicable to everyone willing to establish something new as well as existing businesses. Members agreed this condition could be altered to potentially include all businesses existing or new.

b) The cost of constructing the road is split equally between FIG and the private sector (with the private sector contribution potentially being in-kind)

MK suggested a sliding scale be implemented rather than a fixed rate, as proposals and wider benefits are likely to vary and a sliding scale could take into consideration the amount of investments and benefits.

SF commented that the policy should not leave FIG open to a road being required for a company that has the means to cover all the costs themselves. But for each case to be assessed as a case by case as the budget would be limited for each scenario.

MG queried if there was to be a distance from Stanley that this policy would be applicable to. MK commented this policy is intended to support further development in camp, and this could link to RDS definition?

MS further explained the key point for the justification of a road is there is a financial benefit.

Members discussed and agreed the cost of construction of road should be assessed using a sliding scale depending on the value of the economic benefit and returns generated.

c) Once built the road becomes a public highway

MK commented this should not be an absolute explaining there may be circumstances that there may be some value; with others not having a public benefit due to it being only used by the business requesting the road. By maintaining these as public highways FIG would then become responsible for the maintenance of a road which longer term may cost more than the road itself and may be only used by a handful of people and be of no benefit to the rest of the population.

PR and GS queried would not every highway be a benefit to remain in the public domain. SF also commented this is public funds being used for just one business. MK said that the road being built would be a part of the overall package to help the development of that business and the economy of the Falklands, with the above criteria of it being financially beneficial. MK further answered SF comments that there are other private projects which are fully funded and supported by FIG as an overall development of businesses within the Islands and the roads provided here would be a small part of that.

d) FIG take responsibility for maintaining the road once it is constructed

Members agreed that if it becomes a public highway then FIG normally assumes responsibility for maintenance. MK said specifications and material used would need to be agreed to ensure the cost of maintenance does not escalate.

e) FIG to allocate a dedicated annual budget for the 'Roads to Non-agricultural Destinations'

Member agreed funding could be allocated through the Rural Development Scheme for management. PR commented that this would need to be additional funds as there is no current budget for this. MS suggested the funding should be agreed for one or two roads per year.

f) Applicants have to demonstrate the economic benefit of the road is equal or greater than the initial FIG financial construction contribution to the cost of the road over 25 years

Members agreed as above minute category b. MS will consult further with the policy unit.

g) Roads to be built by the private sector

Agreed with the above conditions of specifications and materials used.

h) Applicants will need to demonstrate that the proposed construction will meet the aims and objectives of the EDS, RDS and/or TDS

Members agreed this should be part of the application process and consistent with the financial support given where appropriate.

i) Applications related to tourism must be fully compliant with the schemes and initiatives of the Falkland Islands Tourist Board

MK commented this may be outside the scope of what that business is focusing on and trying to implement. After discussing further members agreed to remove this point as the Tourist Board initiatives are part of the TDS.

j) Applicants to include an environmental impact assessment in roads to non-agricultural destinations applications

Members agreed further consultation with the Planning department was needed as it may not be applicable to all businesses.

MS concluded and summarised the points agreed are to: have an annual budget to support the construction of 1 or 2 roads per year. Each application to be judged on a case by case with the above merits set. Each case will be prioritised depending on the delivery of a return then it would be put ahead of the next application. Over time each road will have been built based on these priorities.

MS will re-write the paper and seek further input from the Tourist Board and RBA. A cost benefit analysis is also to be produced. To be submitted at the next TAC.

8. Potential significant agenda items for the next meeting - 1. Jetties and ramps review

MK explained to members that this was to open the debate on additional works on existing jetties/ramps and if new jetties/ramps might be added to the list, as this review had been requested and there is a need for a mechanism by which we can review the policy and via that mechanism consider people's proposals fairly. There has been some useful input from Work Boat Services. There have also been cases in which people have carried out work on their own already and the policy agreed may be that we do not fully fund all works. **MK**

PR questioned if there is a survey in place. MK answered there is a schedule of installations in place, which ones might need improvements etc from Work Boat Services. The information will be collated into a table which can be presented at the next meeting.

GB suggested the number one priority should be that the facility is suitable for use by Concordia Bay. If they cannot accommodate the sea truck then focus on ramps suitable for this. Jetties no longer fit in with the current transport provided, GB suggested that building ramps which can then withstand the pressure of 7 tonnes of the Concordia Bay ramp would be ideal. If this is not possible then building ramps suitable for the sea truck.

GB explained the current operation is quite different from what preceded it and is still developing. It was obviously preferable to do all transfers directly from Concordia Bay but some sites simply are not suitable and survey would be needed to determine best sites and which facilities could be improved.

9. Funding allocation and procurement strategy for PWD Highways – ExCo paper 132/14.

SC ran through the key point of this paper.

- a) the tendering of a 3 year contract for haulage of capping materials for the MPA road
- b) the tendering of a 4 year contract for haulage of material for the North Camp road rebuild
- c) tendering of a three year contract to cover work to the B category, North Arm road
- d) tendering of a five year contract to cover work, to the A category road, Fox Bay to Port Howard
- e) to allocate the funding as agreed in appendix B of the paper

Members agreed the programme is ambitious but they are happy to see what can be achieved,

SC explained they are currently investigating materials and looking for best supply. Trial holes have been drilled, to establish amount of overburden and

extent of deposits and material testing is being done of samples extracted. Trying to find the best can sometimes mean longer hauling distances.

MK commented that PWD try and strike a balance between choosing materials that are more durable at a longer distance of haulage, versus a material that breaks down more easily and is closer by. The system that will be used for upgrading and capping where possible is intended to be to haul out on capped/upgraded sections of road, rather than haul over existing unimproved road sections and therefore breaking it down.

11. Date of Next Meeting

Next meeting to be held October/early November. Date to be confirmed.

12. Exclusion of Press and Public

The public are likely to be excluded from the meeting for this/these item(s) of business by virtue of paragraph(s) 15 and 17 of Schedule 3 of the Committees (Public Access) Ordinance 2012]

The Chairman to move as follows:

"I move that the press and public be now excluded on the ground that the next items of business to be considered are likely to disclose exempt information under paragraphs 15 and 17 of schedule 3 of the Committees (Public Access) Ordinance 2012."

PART 2

13. Confirmation of exempt minutes from the meeting held on the 15 May 2014
NOT FOR PUBLICATION by virtue of paragraph 15 and 17 of Schedule 3 of the Committees (Public Access) Ordinance 2012, relating to draft papers for Executive Council and information about them, and budgetary information

Minutes confirmed with no amendments.

From: Adam Cockwell [adam@workboat.co.fk]
Sent: 09 November 2014 22:44
To: Karin Sanchez
Subject: FW: New Haven Road

Follow Up Flag: Follow up
Flag Status: Yellow
Hi Karin,

Please can you see that the below is put on the agenda for discussion at the next TAC. It may fall under another item already on the agenda but if not then could you place it on.

Thanks

Adam

From: Master Concordia Bay
Sent: 09 November 2014 20:23
To: Adam Cockwell
Subject: New Haven Road

Hi Adam,

Hoping you are on the mend.

Not sure when you may get this but can you please raise our concerns at the next TAC Meeting.

Our concerns are around the area at the cattle grid near Paragon. There has been one head on collision there to date and many reports of near misses. The area of road has a blind summit and a slight bend in the road (the cattle grid) Neither of these are sign posted. Not sure of a solution but widening the road on the blind section and moving the cattle grid maybe one.

The other concern, mainly for new driver to the area is the Bend near what has been named Coffee Creek. This very sharp and blind corner should at least been sign posted.

Grateful if you can bring this to the table.

Kind Regards

JT

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>

MPA Road, Failure of Surfaced Section West of Sapper Hill

PWD Highways will be removing a 55m stretch of existing asphalt in the area of Brownings Gap as the asphalt is beyond economical repair (see attached pictures).

Following discussions with MLAs on this PWD have been requested to produce an ExCo paper on laying asphalt from Sapper hill to Brownings gap, at the same standard as the section which was re-surfaced by Sapper Hill.

As it is the case that the most heavily trafficked section of the MPA Road is between Sapper Hill and Pony's Pass Quarry, which includes Brownings Gap this is also intended to be presented as an option for consideration.

The Policy Unit are making appraisal of the wider economic effects of surfacing the MPA road in its entirety which is not yet completed but work done on this to the time of presenting the paper can be factored into recommendations made.



Title:	Rural Development Strategy Ferry & Coastal Shipping Review		
Status:-	Open		
Report of:	Siân Nightingale, Rural Development Strategy Coordinator		
To:	Transport Advisory Committee	Date of meeting:	20th November 2014

Appendices

- (A) RDS Action Plan & Budget 2014-2017
- (B) RDS Ferry & Coastal Shipping Survey

1. Summary

- 1.1 The Rural Development Strategy (RDS) has included a budget of £30,000 in the 2014/15 financial year to carry out a review of the ferry and coastal shipping contract.
- 1.2 A public consultation will take place from 17th November 2014 to 5th January 2015. The results of this survey will be used by the Director of Central Services to carry out a detailed review of the contract from January 2015 onwards.

2. Recommendations

- None, this is an information paper only

3. Consultation Programme

- 3.1 The following public workshops have been arranged throughout the consultation period.

Thursday 20th November

- 9am to 12pm - Drop in session in the Chamber of Commerce
- 6pm - Supper at Goose Green followed by a public meeting

Friday 28th November

- 9am - Hill Cove meeting followed by smoko
- 1.30pm - Lunch in Fox Bay Club followed by a public meeting
- 6.30pm - Supper at Port Howard Club following by a public meeting

3.2 Visits and meetings at other locations can be arranged on request.

4. Background

4.1 Funding has been allocated in the 2014/2015 RDS Action Plan for a Review of the Ferry and Coastal Shipping Service and the RDS Steering Group agreed to allocate the budget to Central Services to carry out a review (which the RDS would be involved in) to enable the Director of Central Services to carry out a detailed contract review.

4.2 It was agreed by the RDS Steering Group that prior to this detailed review being carried out that the RDS Coordinator would consult all users and the community to ask what they would want from a strategic view on the ferry and coastal shipping service. More detailed contract work could then take place when the new Director of Central Services arrives, from January 2015.

4.3 In October 2014, a survey was approved by the RDS Steering Group and it was agreed that the consultation would start in November 2014.

Rural Development Strategy

Action Plan & Budget 2014-2017



Introduction

The Rural Development Strategy (RDS) was approved by Executive Council (ExCo) in February 2012. ExCo subsequently agreed Action Plans for the delivery of projects in 2012/13 and 2013/14. The 2014-2017 Action Plan has been produced to secure continued funding for projects and new initiatives crucial to the development of Camp. The production of a three year action plan is to ensure a longer term view of the development and investment in Camp, which is vital for Camp to thrive.

The development of the 2014-2017 Action Plan has incorporated:

- The experience and knowledge of RDS Steering Group members
- Results of the Rural Tax Reliefs Consultation (April 2014)
- Outcomes of RDS workshops based on different issues faced by rural businesses and prospective investors, including Environment, Infrastructure and Workforce Priorities (February 2014)
- The opportunities and threats identified in a Waste Management Workshop organised by the Environmental Mainstreaming Group (February 2014)
- Outcomes of discussions held during an East and West Falkland familiarisation tour by the FIDC staff (November 2013)

Strategic Objectives

The RDS contains four clear strategic objectives which will help achieve the Falkland Islands Government's (FIG) vision for Camp. The Strategic Objectives are:

- To increase the value of economic activity in Camp by 20% by 2017.
- To increase the economically active population of Camp by 5% by 2017.
- To broaden the range of services available in Camp and increase accessibility of both public and private services for Camp residents, so as to lead to an overall improvement in the quality of life in Camp.
- To manage, protect and conserve the natural environment.



The Key Priority Areas

The strategic objectives will be achieved by acting upon the **5 Key Priorities** identified in the Strategy:

- Key Priority Area 1 - **Business Growth and Development**: developing a more productive and dynamic business base in Camp.
- Key Priority Area 2 - **Workforce Development**: increasing the size of the Camp labour force and improving skills and training to provide a flexible, adaptive and highly skilled workforce.
- Key Priority Area 3 - **Services**: improving access to services and expanding service provision to better serve the needs of the current population and to make Camp an attractive destination for new residents.
- Key Priority Area 4 - **Infrastructure**: providing the infrastructure required to drive growth in the economy and improve the quality of life in Camp.
- Key Priority Area 5 - **Environment**: Managing, protecting and conserving the natural environment of Camp.

The Key Priorities provide the framework for delivery with the Action Plan providing the detail. Both the Key Priorities and the detailed actions lead to the achievement of the Strategic Objectives.

The Key Priorities were identified following an intensive period of consultation held with and within the Camp community, with FIG and with the rural and Stanley-based private sector. Importantly, the Key Priorities indicate that attention needs to be given to the varying challenges facing Camp to attract people and new businesses to invest and develop in Camp.



The Guiding Principles

The delivery of the Action Plan will be aligned to the 4 guiding principles contained within the Strategy. As such, joined-up working across the public sector and community engagement will be key elements in the way that the RDS is delivered. The guiding principles also require compatibility with the Economic Development Strategy (EDS) and the adoption of “growth poles”. The former has been achieved directly through the creation of the Strategy and the latter is addressed in the Action Plan, albeit growth poles are referred to as Rural Enterprise Zones in the Plan).

Rural Enterprise Zones (REZ) will be the focus of infrastructure development which aims to build critical mass and maximise positive benefit. The development of critical mass addresses many of the RDS’s key objectives including business development and diversification, depopulation and quantity of, and access to, services. In 2012, Fox Bay East was designated as the location of the first REZ.

The RDS Action Plan (Appendix 2) details the budget and the projects that will be progressed in the 2014/2015 financial year and projections for the 2015/2016 and 2016/2017 financial years.

Performance against the Action Plan will be monitored regularly by the RDS Steering Group, through Falkland Islands Development Corporation’s (FIDC) monthly progress reports and annually in the FIDC annual report.

Implementation

The Action Plan is managed by the RDS Steering Group with financial administration and monitoring provided by FIDC. The RDS Coordinator is the principle resource available for the coordination and development of projects. ExCo, Standing Finance Committee, the FIG Policy Unit and FIDC have a role in the management, approval and delivery of the strategy.



The roles and responsibilities of each are outlined as follows:

Executive Council

- To ratify any changes to the RDS strategy and approve the RDS Action Plan
- To approve policy decisions arising from the RDS
- To encourage “joined up working” across the public sector

Standing Finance Committee

- To approve draw down of RDS project funding over £20,000

Policy Unit

- To present Policy proposals to Executive Council
- To measure FIG’s performance against the RDS Objectives
- To cascade RDS policy through FIG departments
- To apply for the annual RDS budget from FIG
- To approve draw down of project funding up to £20,000 (with or instead of the Chief Executive)

Falkland Islands Development Corporation

- To manage the financial administration project budgets once they are drawn down from FIG
- To line manage the RDS Coordinator
- To work with RDS Steering Group to produce an annual RDS Action Plan and present it to Executive Council for approval
- To monitor project and financial risks
- To provide an annual summary of RDS achievements, which will form part of FIDC’s annual report and internal project reporting

Budget

The budget required for the delivery of the RDS Action Plan 2014-2017 is as follows:

- 2014/2015 - £321,800
- 2015/2016 - £330,000
- 2016/2017 - £100,000





Rural Development Strategy Steering Group

Membership

The membership of the RDS Steering Group (RDSSG) includes the two Members of Legislative Assembly who hold the RDS portfolio, the Chief Executive of the Falkland Islands Government (FIG), the General Manager of FIDC, the FIG Head of Policy, the FIG Senior Agricultural Advisor, the RDS Coordinator and up to four Camp representatives.

Terms of Reference

- The RDSSG will have strong commitment to the achieving the RDS Vision.
- The RDSSG will be responsible for the production of an annual RDS Action Plan and will ensure alignment between the RDS strategy and the RDS Action Plan.
- The RDSSG will achieve the RDS strategic objectives through the delivery of the RDS Action Plan. The delivery of the Action Plan will reflect the RDS Key Priority Areas of Business, Workforce, Services, Infrastructure and Environment.
- The delivery of the RDS Action Plan will be aligned with the RDS's 4 guiding principles:
 - I. Community engagement and ownership
 - II. Joined up working across the public sector
 - III. Positive and effective integration with the EDS
 - IV. Growth Poles (Rural Enterprise Zones)
- The RDSSG will be responsible for recommending budget strategy and monitoring risks.
- The RDSSG will be responsible for submitting projects for funding drawdown approval to either the FIG Head of Policy or the FIG Chief Executive.
- The RDSSG will be responsible for the annual review of the RDS and the delivery of an annual report.
- The RDS will be proactive and dynamic. The RDSSG will help to identify threats and/or hurdles to the delivery of the RDS under the Key Priority Areas and contribute to problem solving.
- The RDSSG will provide a support structure for the RDS Coordinator in terms of problem solving and conflict resolution as and when required.

Rural Development Strategy Action Plan and Budget 2014-2017

For more information or a full copy of the RDS Strategy, please contact the RDS Coordinator by telephoning +500 27211 or emailing rdsproject@fidc.co.fk

Key Priority Area 1 - BUSINESS GROWTH AND DEVELOPMENT: developing a more productive and dynamic business base in Camp.

	Project	Aim	Strategic Fit	Key Actions / Milestones	2014/15 Budget	2015/16 Budget	2016/17 Budget
1	Capital Development Grant Scheme - BUSINESS	To stimulate the creation of new businesses and the expansion of existing businesses in Camp.	Stimulates new business development increasing Camp Gross Value Added (GVA). Acts as a catalyst for business growth for existing businesses thereby increasing Camp GVA. Diversifies the economic base of Camp.	<ul style="list-style-type: none"> - Promotion of scheme, including case studies through regular Wool Press articles. - Successfully working with businesses to develop and approve grant applications. - Encourage and invest in the provision of services to Camp, including garage and mechanical services. 	£63,000	£82,000	£33,000
2	Rural tax reliefs	To implement a suite of measures to attract new businesses to Camp.	Attracts new business and therefore new people, simultaneously increasing the population and increasing GVA. Acts as a catalyst for business growth thereby increasing Camp GVA. Stimulates new business development and investment in Camp, increasing GVA.	<ul style="list-style-type: none"> Recommendations to Executive Council on rural tax reliefs (October 2014). - Changes in legislation to accommodate rural tax reliefs. - Promotion of new rural tax reliefs. 	£0	£0	£0

Key Priority Area 2 - WORKFORCE DEVELOPMENT: increasing the size of the Camp labour force and improving skills and training to provide a flexible, adaptive and highly skilled workforce.

	Project	Aim	Strategic Fit	Key Actions / Milestones	2014/15 Budget	2015/16 Budget	2016/17 Budget
3	Training scheme	To improve skills and provide training in Camp.	Improves personal and professional skills which are major factors in growing a more entrepreneurial environment. Skills development improves business productivity and therefore business performance having a positive impact on GVA. Leads to improved viability of businesses' ability to expand into other markets.	<ul style="list-style-type: none"> - Coordination with Education Department, particularly with the Skills Audit. - Promotion of Community Development Scheme. - Consultation with Camp community on skills and training requirements. - Successful delivery of training and workshops in Camp. 	£1,000	£13,000	£0

Key Priority Area 3 – SERVICES: improving access to services and expanding service provision to better serve the needs of the current population and to make Camp an attractive destination for new residents.

	Project	Aim	Strategic Fit	Key Actions / Milestones	2014/15 Budget	2015/16 Budget	2016/17 Budget
4	Review of ferry and coastal shipping service	To ensure that the coastal shipping service makes a maximum contribution to meeting the strategic objectives of the RDS by facilitating economic activity.	Supports business growth contributing to GVA. Strengthens national infrastructure which in turn supports business and drives up GVA. Supports multiple sectors of the economy acting as a key enabler.	<ul style="list-style-type: none"> - Survey users of the ferry and coastal shipping service on future service needs (November 2014). - Director of Central Services to carry out detailed review of coastal shipping/ferry contract (from January 2015). 	£30,000	£4,000	£0
5	Review of current rural waste management and recycling methods	To assist the rural community in developing and improving waste management and recycling facilities.	Improved waste management facilities will improve basic facilities and thereby improve the quality of life and make Camp a more attractive destination for new residents. Improved waste management will help protect the natural environment. New waste management services could provide an opportunity for an alternative income source.	<ul style="list-style-type: none"> - Liaise with FIG and Environmental Mainstreaming Group for recommendations for waste management and recycling (2014/2015). - Consult and work with the Camp community on improving waste management and recycling (2015/2016). 	£0	£30,000	£0

Key Priority Area 4 - INFRASTRUCTURE: providing the infrastructure required to drive growth in the economy and improve the quality of life in Camp.

	Project	Aim	Strategic Fit	Key Actions / Milestones	2014/15 Budget	2015/16 Budget	2016/17 Budget
6	Rural Enterprise Zone improvements	Consulting with Fox Bay residents, refurbishment of the Old Managers House at Fox Bay and possibly including community and office space.	Contributes to the establishment of REZ, a key element of the RDS, by enabling additional accommodation, community and office space at Fox Bay. This project will improve community cohesion and provide an opportunity for the residents to have a role in the development of their own community, working with the RDS.	<ul style="list-style-type: none"> - Consult with Fox Bay community on preferred options and proposals (September 2014). - Present proposal to Executive Council for approval (October/November 2014). - Advertise tender for refurbishment works (January 2015). - On-going consultation with Fox Bay community. 	£90,000	£0	£0

	Project	Aim	Strategic Fit	Key Actions / Milestones	2014/15 Budget	2015/16 Budget	2016/17 Budget
7	Rural Enterprise Zone improvements	To make the selected REZ appealing and attractive to new residents and businesses.	Following on from the refurbishment of the Fox Bay Old Managers House, this project contributes to the establishment of REZ, a key element of the RDS. Will make the REZ more appealing for prospective residents and improve the quality of life of those already living in the REZ.	<ul style="list-style-type: none"> - Consult with Fox Bay community on possible REZ improvements (September 2014). - Launch of refurbished Old Manager's House complex and assistance in business, community use set-up (2015/2016). - Other Fox Bay REZ improvements. 	£800	£5,000	£0
8	Rural Enterprise Zone Housing	Increase the availability of housing available in the selected REZ.	Increases the economically active population of Camp. Creates new infrastructure in Camp.	<ul style="list-style-type: none"> - Consult with Fox Bay community on possible new housing developments (September 2014) - Work with Environmental Planning Department on preparing a development plan for Fox Bay (January 2015). - Request additional funds in 2015/2016 budget to enable additional housing or serviced plots to be made available at Fox Bay. 	£0	£0	£0
9	Developing Camp Water Systems Grant Scheme	The improvement of basic water supplies in Camp addressing both business and domestic requirements.	Improving water systems improves the quality of services and quality of life in Camp - a strategic objective. Improving water systems facilitates the growth of businesses such as horticulture and the development of tourism accommodation thereby increasing GVA.	<ul style="list-style-type: none"> - Promotion of scheme, including case studies through regular Wool Press articles. - Successfully working with businesses to develop and approve grant applications. 	£10,000	£30,000	£1,000
10	Water consultation exercise	To use the skills of experienced hydrographers to identify long-term solutions to the water problems facing the Camp population particularly those in larger settlements.	This will enable informed decision-making about water projects which if implemented will: <ul style="list-style-type: none"> - Enable an increase in population - Improve basic utilities thereby improving quality of life. 	<ul style="list-style-type: none"> - Setting Terms of Reference for consultation work needed (November 2014). - Advertising tender for consultants to carry out water consultation exercise (December 2014). 	£30,000	£0	£0

	Project	Aim	Strategic Fit	Key Actions / Milestones	2014/15 Budget	2015/16 Budget	2016/17 Budget
11	Capital Development Grant Scheme - HOUSING	To provide support for the development of housing for employees/workers where lack of housing can be shown to be a barrier to business growth.	Increases the economically active population of Camp. Facilitates business growth thereby increasing Camp GVA. Diversifies the economic base of Camp. Creates new infrastructure in Camp.	<ul style="list-style-type: none"> - Promotion of scheme, including case studies through regular Wool Press articles. - Successfully working with businesses to develop and approve grant applications. 	£45,000	£45,000	£25,000
12	Tourism road signage	To design and install road signage indicating tourism destinations, tourism providers and tourism attractions.	Facilitates a growth in tourism numbers, enabling business growth and contributing to increase in GVA. Makes Camp an easier place to navigate, increasing the opportunity for tourism spend - contributing to an increase in GVA. Contributes to national infrastructure.	<ul style="list-style-type: none"> - Work with Public Works Department on signage requirements (September 2014). - Transfer of funds to Public Works Department to enable them to order additional signage (October 2014). - Promotion of new signage (February 2015). 	£3,000	£5,000	£0
13	Review of maintenance of Camp airstrips policy	To review the policies on the maintenance of Camp airstrips.	The accessibility of rural destinations by air is vital to allow businesses to develop. Access to goods, mail and freight increases the quality of life in Camp. Improved infrastructure will better serve the needs of the current population and make Camp an attractive destination for new residents.	<ul style="list-style-type: none"> - Liaise with Head of Regulatory Services on the progress of the current review (October 2014). - Update RDS Steering Group and Camp community on progress of the review. 	£0	£0	£0
14	Review of jetties and ramps policy	To review the policy on the maintenance of Camp jetties and ramps.	The accessibility of Outer Islands by sea is vital for the access of supplies and machinery, allowing businesses to develop and increasing the quality of life in Camp. Improved infrastructure will better serve the needs of the current population and make Camp an attractive destination for new residents.	<ul style="list-style-type: none"> - Liaise with Director of Public Works throughout their review (October 2014). - Update RDS Steering Group and Camp community on progress of the review. 	£0	£0	£0
15	Quality of Life scheme	Support Quality of Life improvements in Camp.	The improvement of the quality of life in Camp forms part the strategic objectives and key priority areas.	<ul style="list-style-type: none"> - Successfully working with communities to develop opportunities to improve Quality of Life. 	£6,000	£6,000	£6,000

Key Priority Area 5 – ENVIRONMENT: Managing, protecting and conserving the natural environment of Camp.

	Project	Aim	Strategic Fit	Key Actions / Milestones	2014/15 Budget	2015/16 Budget	2016/17 Budget
16	Power/ Renewable energy consultation	To appoint a Rural Energy Advisor on a two year contract to review and update the existing FIG renewable energy scheme and provide recommendations to Camp residents for improvements or alternatives.	The production of power is an economic enabler allowing business to grow. Improves basic utilities in Camp which improves the quality of life. The protection, maintenance and enhancement of the natural environment are cross-cutting themes in the RDS.	<ul style="list-style-type: none"> - Advertise Rural Energy Advisor position (September 2014). - Successfully appoint a Rural Energy Advisor. - RDS to arrange and undertake a familiarisation tour around Camp community with the newly appointed Rural Energy Advisor. 	£25,000	£50,000	£25,000
17	Review of current renewable energy schemes and exploring new energy sources	To update the guidelines and eligibility of the current FIG renewable energy scheme. To explore, trial and promote different cost-effective renewable energy sources.	Revised FIG “24 Hour Power” scheme, which currently focuses on wind power. Increased use of renewables in Camp reduces the reliance on fossil fuels. 24 hour power improves quality of life. Improved access to power enables business growth.	<ul style="list-style-type: none"> - Review of current grant schemes. - Consult and advise Camp community on renewable energy options. 	£18,000	£50,000	£10,000
18	Environmental Awareness Campaign	To promote the importance of working with nature and conserving the natural environment, whilst utilising natural resources.	Increased awareness of the importance of conserving the natural environment Exploring opportunities for sustainable use of natural resources will aid business growth and development whilst managing, protecting and conserving the natural environment.	<ul style="list-style-type: none"> - Consult with Camp community and other stakeholders on options for environmental awareness Campaign (2015/2016). - Launch Campaign (2015/2016). 	£0	£10,000	£0
TOTAL ANNUAL BUDGET					£321,800	£330,000	£100,000



FALKLAND ISLANDS
Rural Development

*Thank you for your interest in the
Rural Development Strategy*



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Rural Development Strategy

Ferry Service & Coastal Shipping Survey

17th November 2014 to 5th January 2015

INTRODUCTION

The Rural Development Strategy (RDS) Steering Group are currently carrying out a survey on future ferry and coastal shipping requirements in the Falkland Islands.

The current contract is held by Workboat Services Limited, who own and operate the M/V Concordia Bay. This contract is due to expire on 3rd July 2016. The current contractual obligations are to visit the Outer Islands and Fox Bay at least every six weeks and a minimum of two ferry crossings per week.

The base schedule used is shown below, although this can change to accommodate long weekends, Sports Week and Christmas.

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Week 1	Return			East to West	West to East, Return, East to West	West to East	Return
Week 2	South East Islands & Fox Bay						
Week 3	Return			East to West	West to East, Return, East to West	West to East	Return
Week 4	Western Islands						
Week 5	Return			East to West	West to East, Return, East to West	West to East	Return
Week 6	Return				Return, East to West	West to East	

The current priority list for the Concordia Bay is: Ferry crossings, Island cargo deliveries, Livestock movements, Sub-contract works followed by Falkland Islands Government works.

The results of this survey will be used to inform future contract requirements for a ferry and coastal shipping service. This review will be carried out by the incoming Director of Central Services from January 2015.

**You can also complete this survey online by going to:
www.surveymonkey.com/s/rdscoastalshipping**

FERRY SERVICE

Question 1. Do you use the Ferry Service?

- Yes
 No

If answering no, can you please provide details on why you don't use the ferry service and what (if any) changes would encourage you to use this service and then move onto Question 5.

Question 2. How many ferry crossings have you made in the last year?

- 1-5
 6-10
 11-15
 16 or more

Question 3. Which of the following is your main purpose for using the ferry service **(please tick the main purpose of use only)**:

- Holiday
 Visiting family and friends
 Business
 Commuting to work
 Medical
 Shopping/collect supplies
 Other (please specify): _____

Question 4. What other purposes have you used the ferry service for **(please tick all that apply)**

- Holiday
 Visiting family and friends
 Business
 Commuting to work
 Medical
 Shopping/collect supplies
 Other (please specify): _____

Question 5. How useful do you find the current ferry schedule for the following purposes (please rate on a scale of 1 to 5, 1 being inconvenient with your plans and 5 being very convenient)?

Purpose of trip	Convenience of current schedule					N/A
	(very convenient)	5	4	3	2	
Holiday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visiting family and friends	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Business	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commuting to work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medical	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shopping/collect supplies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 6. What changes to the schedule would make the ferry service more convenient for you to use **(please tick one only)**:

- Daily
- Every other day during the week and daily during weekends
- Every other day
- Twice a week only
- I don't envisage having to use the ferry service in the future
- Other (please specify): _____

Question 7. If the frequency of ferry runs were to increase, how much would you be willing to pay for this extra service **(please tick one only)**:

- Significantly more than I currently pay
- Slightly more than I currently pay
- No more than I currently pay
- I'd expect to pay less than I currently pay

Question 8. Are there any other possible improvements or comments you would like to add about any future ferry service?

Question 9. What changes could be made to the ferry and/or FIGAS schedules to make them more compatible and increase the options available for travelling around the Falkland Islands?

COASTAL SHIPPING

Question 10. Do you currently use the Coastal Shipping Service? *If not, please tick no and then go to Question 14.*

- Yes
- No

Question 11. Currently the Concordia Bay is scheduled to visit each of the Outer Islands every six weeks. Do you find these visits **(please tick one only)**:

- Too infrequent
- About right
- Too often

Question 12. What would be your preferred frequency of visits for the Outer Islands (**please tick one only**):

- Every two weeks
- Every four weeks
- Every six weeks
- Every eight weeks
- Other (please specify): _____

Question 13. If the frequency of visits to the Outer Islands increased, how much would you be willing to pay for this extra service (**please tick one only**):

- Significantly more than I currently pay
- Slightly more than I currently pay
- No more than I currently pay
- I'd expect to pay less than I currently pay

The current FIG designated ports for use are Fox Bay and Port Howard on West Falkland and New Haven and Stanley on East Falkland. There is the potential for the Concordia Bay to call into other ports as required, for example to a more remote settlement with fuel and supplies when these cannot be moved overland due to road conditions.

Question 14. In any future coastal shipping contract, would you like to see the vessel call into ports other than Fox Bay, Port Howard, New Haven and Stanley on the following occasions: (**please tick one only**):

- I won't have a need to use the coastal shipping service in the future (*please move to Question 17 next if you tick this option*)
- Never
- When fuel and other supplies cannot be delivered overland
- One or two a year as a scheduled visit
- Included in the regular schedule - if so, what would be your preferred frequency for visits:
 - Every two weeks
 - Every four weeks
 - Every six weeks
 - Every eight weeks
 - Other (please specify): _____

Some farms and most island groups have been provided with a sea truck ramp, or jetty under the Stabex Scheme. With the development of the coastal shipping service to include a ro-ro vessel some settlements have been able to take opportunity for direct cargo transfer from Concordia Bay, in some cases by the self-help construction of ramps.

Some locations are suited to this, others may not be. It is intended that a survey will be completed to determine with certainty which locations could be upgraded to allow access.

Question 15. If your farm is in a location where the development of a ramp would be possible to allow direct transfer from Concordia Bay, would you (**please tick one only**):

- Build and fund the ramp works yourself
- Build the ramp works with assistance from FIG (ie by way of equipment, or funding)
- No works are required as the existing ramp/jetty is currently suitable for our needs
- Other (please specify): _____

Question 16. Are there any comments you would like to make about jetty and/or ramp facilities?

Question 17. Are there any other possible improvements or comments you would like to add about any future coastal shipping service?

FOX BAY CONSOLIDATION SERVICE

Question 18. Do you use the consolidation service to Fox Bay? *If answering no, can you please provide details on why you don't use this and what changes would encourage you to use this service and then move onto Question 22.*

- Yes
- No

Comments on not using the service...

Question 19. Currently the Concordia Bay is scheduled to visit Fox Bay every six weeks to deliver fuel and consolidated cargo. Do you find these visits **(please tick one only)**:

- Too infrequent
- About right
- Too often

Question 20. What would be your preferred frequency of visits to Fox Bay **(please tick one only)**:

- Every two weeks
- Every four weeks
- Every six weeks
- Every eight weeks
- Other (please specify): _____

Question 21. If the frequency of visits to Fox Bay increased, how much would you be willing to pay for this extra service **(please tick one only)**:

- Significantly more than I currently pay
- Slightly more than I currently pay
- No more than I currently pay
- I'd expect to pay less than I currently pay

Question 22. Are there any other possible improvements or comments you would like to add about any future consolidated cargo service to Fox Bay?

GENERAL

Question 23. In considering future ferry and coastal shipping services please rank the following in terms of importance (**please number the boxes 1 to 5, 1 being the highest priority and please rank the order of all the services**):

- Ferry crossings
- Island cargo deliveries
- Livestock movements
- Sub-contract works
- Falkland Islands Government works

Question 24. Please use the space below for any other further comments you may have regarding any future ferry and coastal shipping service in the Falkland Islands.

ABOUT YOU

Question 25. Your location (**please tick one only**):

- Stanley
- Mount Pleasant Complex
- East Falklands (excluding Stanley and Mount Pleasant)
- West Falklands
- Outer Islands

Question 26. Are you answering as a (**please tick one only**):

- Business owner
- Private individual
- Other (please specify) _____

Question 27. Please provide your name and contact details if you are happy for us to contact you for clarification on any of your answers (optional).

Thank you for taking the time to complete this survey.

You can return your completed survey or find out more information by:

Post to: Siân Nightingale, RDS Coordinator, Falkland Islands Development Corporation, Stanley
Email: rdsproject@fidc.co.fk
Phone: +500 27211
Fax to: +500 27210

There is also a box in the Post Office where you can return your completed survey.

FALKLAND ISLANDS DEVELOPMENT CORPORATION
STAFF PAPER

Title:	Roads to Non-Agricultural Destinations – Application Process		
Status:-	Open		
Report of:	Martin Slater – FIDC General Manager		
To:	TAC	Date of meeting:	20th November 2014

1.0 Summary

- 1.1 This paper proposes an early draft for an application process for Roads to Non-Agricultural Destinations.

2.0 Recommendations

- 2.1 The TAC is recommended to endorse the process outlined.

3.0 Background

- 3.1 Before 1990, the extent of the Falkland Islands road network was limited to Stanley, the MPA road and 7kms of road on West Falkland. In 1989/1990, road construction plant was purchased by FIG with the objective of building roads to all occupied farms in the Falkland Islands. The initiative was partly funded by STABEX, a stabilisation of export earnings grant provided by the European Union (EU) from 1990 but discontinued in 2006. The construction of roads was financed from funds dedicated to 'Jetties, Sea Truck Ramps and Link Roads', which were allocated (in total) just over €1.8m from STABEX.
- 3.2 By 2010, the construction of roads to all occupied farms was virtually complete. The delivery of the programme has enabled FIG to achieve its objective of 95% of the Falkland Islands population living within a 30 minute drive of the road network.
- 3.3 The current FIG roads policy is focused on providing public roads to occupied farms and excludes other destinations. Other destinations could include tourism accommodation providers, places of interest (e.g. wildlife, scenery, etc.), businesses and private residences. This issue has prompted two attempts by FIDC (at the request of FIG) to resolve the lack of a policy for roads to non-agricultural destinations.
- 3.4 In 2007, the FIDC General Manager, proposed a policy that roads to non-agricultural destinations be constructed by the private-sector, with financial

assistance from FIDC. The level of FIDC funding would be determined by the business case for each individual road. The business case would identify the level of increased profit caused by the road, and if justified would receive a loan. If there was an environmental justification for the road, a grant could be provided. The General Manager concluded that the funds for this initiative would be provided by the, now depleted, FIDC reserves. The progress of this paper stalled and the next FIDC General Manager was asked to revisit the subject in 2009.

- 3.5 In 2010, the FIDC Business and Finance Development Analyst, proposed a policy that was based on the economic benefit of the potential applicant's road to a non-agricultural destination. The level of FIG financial support for the construction of the road was dependent on the level of economic benefit over 20 years. Essentially, the higher the economic benefit the higher the FIG financial contribution to build the road.
- 3.6 In June 2014, FIDC was again asked by FIG to revisit this subject and to propose a policy for the construction of roads to non-agricultural destinations. A discussion paper was submitted to the Transport Advisory Committee (TAC) in July 2014 and suggestions were provided by the Committee. A paper on this subject was also submitted to FIDB on the 21st August 2014. Both papers formed the basis of a paper that was submitted to Executive Council by the FIG Head of Policy on the 15th October 2014.
- 3.7 At the meeting on the 15th October 2014, the paper on roads to non-agricultural destinations was debated at length. A revised recommendation agreed that proposals may be submitted to FIDC for analysis, in accordance with agreed criteria, to be considered as part of the National Infrastructure Plan. The criteria included the requirement that there is an overall economic benefit that exceeds the cost of construction. The details of the scheme are as follows;
- Any existing or new business would be eligible to apply for the subsidy;
 - The cost of constructing the road will be split between FIG and the private sector business, with the relative contributions to be determined on a sliding scale depending on the value of the economic benefit and returns generated;
 - Once built, the road may become a public highway – conferring an obligation on FIG to maintain the road on an on-going basis;
 - Applicants will be required to demonstrate that the economic benefit of the road is equal or greater than the initial FIG financial construction contribution to the cost of the road over 25 years;
 - Roads are to be built by the private sector (to avoid placing additional pressure on PWD resources);
 - Applicants will need to demonstrate that the proposed construction will meet the aims and objectives of the EDS, RDS and TDS;
 - Applications related to tourism must be fully compliant with the schemes and initiatives of the Falkland Islands Tourist Board; and
 - Applicants should include an environmental impact assessment of the proposed road if required (to ensure that positive and negative impacts are fully considered e.g. reducing adverse effects on plant life from off-roading; negative effects of increased traffic/visitors to sensitive sites etc.).

4.0 Financial Implications

- 4.1. There are no financial implications attached to this paper.

5.0 Application Process

- 5.1 In order to conduct an accurate assessment of any proposals for roads to non-agricultural destinations, there will need to be a formal application process. The following is an early draft of a step-by-step process for applications;

1. With assistance from an FIDC Development Officer as required, applicants complete and submit an application form to FIDC (see 6.1);
2. FIDC receives completed form and reviews submission;
3. Using a template spreadsheet the economic benefit of the road is calculated (see 7.1);
4. PWD is asked to make an appraisal of the standard of construction of the proposed road relative to projected usage and review the costing submitted. Where appropriate further or revised information may be requested of the applicant (if for instance costings or construction standard do not appear realistic or appropriate). This data is then fed into a template spreadsheet;
5. The net economic benefit of the road is calculated.

6.0 Application Form

- 6.1 The following is an early draft of the application form's structure;

1. Name of Business
2. Is the applicant an existing business?
3. Where would the proposed road go from and to?
4. What is the estimated length of the proposed road?
5. The applicant to provide a detailed quote provided by the private sector for the construction of the road.
6. Inclusion of annual maintenance costs for the proposed road.
7. Inclusion of the following information;
 - a. Proposed routing
 - b. Construction details
 - c. Type of road
 - d. Nature and scale of traffic projected over a 25 year period
 - e. Main users of the proposed road
 - f. Would this road pass through a nature reserve, national park or other environmentally sensitive area and if so what provision is planned to ameliorate effects?
8. Provide details on how the applicant intends to finance their contribution of the road or what match funding is to be made available, if necessary.
9. If the applicant is a tourism orientated business, are they a participant of FITB schemes?

10. Provide details regarding how the construction of the proposed road meets the objectives of the EDS, RDS and TDS.

7.0 Economic Benefit

7.1 FIDC and the FIG Policy Unit will discuss how the economic benefit from applications can be calculated in detail in January 2015. The Head of Policy has been able to provide some initial thoughts on the information requirements to calculate the economic benefits of a road, which are as follows;

- Current turnover of the business (£);
 - Total revenue derived from agriculture;
 - Total revenue derived from tourism;
 - Total revenue derived from other activities;
- Will the primary road users be tourists?
 - If yes, how many tourists currently drive/are driven to the destination at present?
 - What charge is currently levied to transport passengers to the destination?
 - What charge would be levied by the business in the future?
 - How many additional tourists are expected to visit as a result of the road construction?
 - Will the road attract additional tourists to the Islands?
- Road Use;
 - What volume and type of traffic is expected to use the road?
 - What is the current journey time along the proposed route of the road?
 - What is the expected journey time after the road is completed?
- Current Road related Expenditure;
 - What is the current expenditure of the business on vehicle maintenance (associated with travel to the proposed destination)?
 - What reduction in expenditure on vehicle maintenance is anticipated following construction of the road?
- Does the proposed road travel through or close to any environmentally sensitive areas (e.g. areas of rare plant life or wildlife)?
- Will the road provide any other benefits to the community? (E.g. improving social networks, easier access to health and education services, easier access to airstrips etc.).

8.0 Conclusion

8.1 Further work will be needed to finalise the application process and produce an accurate method of calculating the total economic benefit of any proposed road construction. This work will be undertaken alongside discussions with those responsible for the production of the National Infrastructure Plan.