

**Dates and times, location for any meeting of the aviation working group announced by then Transport minister Michael Matheson in February, 2021.**

<b>Date</b>	<b>Time</b>	<b>Location</b>	<b>Attendee List</b>
16 March	17:00-18:30	Microsoft Teams	Gordon Dewar Edinburgh Airport Derek Provan AGS Airports Inglis Lyon Highlands and Islands Airports Ian Forgie Prestwick Airport Tim Alderslade Airlines UK Ali Gayward easyJet Steve Heapy Jet2 Eddie Wilson Ryanair Dawn Wilson TUI Janice Hogarth SPAA Johnathan Hinkles Loganair
29 March	9:30-11:00	Microsoft Teams	Gordon Dewar Edinburgh Airport Derek Provan AGS Airports Inglis Lyon Highlands and Islands Airports Ian Forgie Prestwick Airport Tim Alderslade Airlines UK Ali Gayward EasyJet Chris Gadsden EasyJet Steve Heapy Jet2 Eddie Wilson Ryanair Dawn Wilson TUI Janice Hogarth SPAA Johnathan Hinkles Loganair
12 April	9:30-11:00	Microsoft Teams	Gordon Dewar Edinburgh Airport Derek Provan AGS Airports Johanna Wallace Highlands and Islands Airports Ian Forgie Prestwick Airport Tim Alderslade Airlines UK Ali Gayward EasyJet Chris Gadsde EasyJet Steve Heapy Jet2 Eddie Wilson Ryanair Dawn Wilson TUI Janice Hogarth SPAA Johnathan Hinkles Loganair
4 May	11:30-13:00	Microsoft Teams	Gordon Dewar Edinburgh Airport Derek Provan AGS Airports Inglis Lyon Highlands and Islands Airports Ian Forgie Prestwick Airport Tim Alderslade Airlines UK Ali Gayward EasyJet

			Chris Gadsde	EasyJet
			Steve Heapy	Jet2
			Eddie Wilson	Ryanair
			Dawn Wilson	TUI
			Janice Hogarth	SPAA
			Johnathan Hinkles	Loganair



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Aviation Working

## Terms of Reference

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## Background

The Scottish Government welcomes the significant role that the aviation sector plays in supporting Scotland's connectivity and economy. The combined impact of COVID-19 on consumer demand and legal restrictions on international travel to restrict the importation of the virus to Scotland, are recognised to have had a significant impact on both the aviation industry itself, and the broader economic sectors which rely upon it. Those restrictions have been necessary and are considered proportionate to the health benefits which they deliver. However, the Scottish Government remains committed to supporting the industry however possible, to ensure that business can resume and connectivity restored when appropriate and safe to do so.

The Scottish Government Aviation Working Group is being established to complement the existing engagement between Scottish Ministers and the aviation industry.

## Purpose, Remit and Proposed Outcomes

The purpose of the Scottish Government Aviation Working Group is to provide a structured and transparent forum for discussion between Scottish Government and representatives of the aviation industry. Recognising that decisions around travel restrictions to support health outcomes are multifaceted, the Working Group will provide industry with a single point of entry to various policy disciplines across the Scottish Government, including health policy, clinicians, economy and transport, to facilitate a rounded and balanced discussion.

Industry feedback indicates that the single greatest ask of Government is to provide a clear framework for the aviation industry to inform its commercial decision as it plans for the restoration of international connectivity. That will be the Working Group's principal focus.

The Working Group will focus on working with the aviation sector to set out the conditions that will need to be met for the easing of restrictions on international travel, including the data that will inform decisions on relaxing and removing restrictions.

We look for four nations alignment wherever possible in the approach to restrictions on international travel, and will look to use the information from this group to help engage with the UK Government as they take forward their Global Travel Taskforce.

The Working Group will also aim to provide industry with as much information as possible to inform their own commercial plans, recognising that the industry needs time before it can significantly increase operations. This will include discussions on the methodology for decision making which includes both clinical assessment of

health risk, methodology for assessing the efficacy of the managed isolation policy over time, and methodology for assessing the economic impact (positive and negative), to inform balanced decision-making.

The Working Group will deliver a series of industry recommendations to Scottish Ministers on the requirements for a clear pathway out of the current travel restrictions.

## Administrative arrangements

As the Scottish Government looks for four nation alignment wherever possible in the approach to restrictions on international travel, the Group will endeavour to work to a similar timeline as the UK Government's Global Taskforce.

There will be four meetings of the group, which will cover

- A. How a pathway on international travel could be developed – approach and methodology
- B. Assessing the effectiveness of the current measures and using this to consider what will be needed in future
- C. Vaccine Passports and approaches which are being taken in other countries
- D. Assessing the economic impact to inform balanced decision making.

Subject to Parliamentary business, the Cabinet Secretary for Transport, Infrastructure and Connectivity will Chair discussions.

Meeting papers will be issued by the Secretariat around three calendar days before any meeting. Tabled meeting papers may be published online.

A short note of the meeting will be produced by the Secretariat within five days of the meeting date.

All notes of meetings will be published online within once month of approval by the subgroup Chair.

## Membership

To allow the group to make maximum progress in a short timeframe the membership of this group has been carefully selected to include a representation of the range of commercial interests which are present in the Scottish market. We will continue to engage directly with all other stakeholders.

NAME		ORGANISATION
Gordon	Dewar	Edinburgh Airport
Derek	Provan	AGS Airports
Inglis	Lyon	Highlands and Islands Airports
Ian	Forgie	Prestwick Airport
Tim	Alderslade	Airlines UK
Ali	Gayward	easyJet
Steve	Heapy	Jet2
Eddie	Wilson	Ryanair
Dawn	Wilson	TUI
Johnathan	Hinkles	Loganair
Janice	Hogarth	SPAA

## Official support

NAME		ORGANISATION
Scott	Wightman	Director of External Affairs, Scottish Government
[REDACTED]	[REDACTED]	Directorate for Covid Public Health, Scottish Government – International Travel Restrictions
[REDACTED]	[REDACTED]	Directorate for Covid Public Health, Scottish Government – Covid Community Surveillance–
Dominic	Munro	Director for Covid 19 Exit Strategy, Scottish Government
John	Harden	Deputy National Clinical Director
[REDACTED]	[REDACTED]	Office of the Chief Economic Adviser – Economic Analysis
Frances	Pacitti	Director of Aviation, Maritime, Freight and Canals, Transport Scotland
[REDACTED]	[REDACTED]	[REDACTED] Transport Scotland
[REDACTED]	[REDACTED]	[REDACTED], Transport Scotland

## Freedom of information

The Scottish Government is accountable to the people of Scotland, and their representatives, for all that it does on their behalf. A cornerstone of that accountability is the Government’s commitment to being open and transparent

across all of its activities. This commitment is reflected in the Government's approach to handling requests for information under the Freedom of Information (Scotland) Act 2002 (FOISA).

The FOISA Act introduced a general statutory right of access to all types of 'recorded' information of any age held by Scottish public authorities. Subject to certain conditions and exemptions, any person who makes a request for information will be entitled to receive it.

Agendas, papers and approved minutes of the Working Group will be proactively published on the Transport Scotland website.

## Media queries

All media enquiries regarding the Aviation Working Group should be directed to the Scottish Government communications team. (Link [here](#) for contact details).

## Draft workplan

There will be four meetings of the group, which will cover

- A. How a pathway on international travel could be developed – approach and methodology
- B. Assessing the effectiveness of the current measures and using this to consider what will be needed in future
- C. Vaccine Passports and approaches which are being taken in other countries
- D. Assessing the economic impact to inform balanced decision making.

# AVIATION WORKING GROUP MEETING ONE

## Agenda & Discussion Points

### 1. Welcome & introductions /Aims objectives

### 2. Agree the terms of reference

#### Question

Is the Scottish Government content in principle to develop a pathway of measures specific to the aviation sector, which take us from current policy of managed isolation to resumption of unrestricted international travel at the appropriate time?

### 3. Approach and methodology for easing the restrictions on international travel

#### Questions

1. How did you develop the Scottish Government's COVID-19 Strategic Framework?
2. What are the conditions for lifting each of international travel restrictions?  
*Essential travel only*  
*Quarantine hotels/Self-isolation*  
*Testing*  
*Red, Amber, Green list countries*
3. Will we provide dates for moving through each of the phases/ various travel restrictions? If no, why not? What other metric could be used to provide greater (but not absolute) confidence in timing, to inform industry preparations?
4. In the medium term, what do you think the requirements for international travel will be? (i.e vaccine passports? Pre-departure testing?)
5. How high is the risk of importing new variants which are resistant to the current vaccines compared to mutations developing in this country?
6. How does this work fit in with the UK Government's Global Travel Taskforce?
7. Will Scotland take the same approach to international travel as England in the future?

### 4. Operational considerations

#### Questions

1. What lead in time is needed to restore connectivity?
2. Assuming that different markets will take longer than others, are there priority markets or quick wins?
3. Are there any other factors that should inform our approach to metric/ trigger for moving through stages of the pathway?

### 5. Summary and Way Forward

## AVIATION WORKING GROUP MEETING TWO

### Agenda & Discussion Points

1. **Welcome and up-date from the Cabinet Secretary on his meeting with the Secretary of State for Transport** (10 min)
2. **Up-date on actions from the last meeting** (5 min) Fran
3. **Stakeholder ideas for pathway for easing international travel restrictions** - Discussion lead by EasyJet (40 min)
4. **Operational considerations** (15 min) stakeholders

### Questions

- a. What lead in time is needed to allow airports and airlines to implement changes to the requirements? (i.e. if need to separate out passengers as not all international passengers need to enter managed isolation)
  - b. Are there any other factors that should inform our approach to metric/ trigger for moving through stages of the pathway?
5. **Four Nations Approach – next steps for Scotland following the report by the Global Travel Task Force** Rachel/ **RED** **ACTE** (7 min)
  6. **Summary and Way Forward** (5 min)

# AVIATION WORKING GROUP MEETING THREE

## Agenda & Discussion Points

1. **Welcome** (5 min) Cab Sec
2. **Global Travel Taskforce – views from the sector** (30 min) Rachel Sunderland
3. **Overview of the work Scottish Government is doing on Covid Status Certification** (15 min) [REDACTED]
4. **Questions for stakeholders on Covid Status Certification** (25 min) [REDACTED] *to draft questions*
5. **International Perspective – IATA travel pass and best practice form other countries** (15 min) stakeholders
6. **Summary and Way Forward** (5 min) Cab Sec

# AVIATION WORKING GROUP MEETING FOUR

## Agenda & Discussion Points

### 1. Welcome

### 2. Up-date on actions from the last meeting

1. Decision on whether the Scottish Government will produce their own pathway for easing restrictions on international travel or whether we will use the same framework as the UK Government.
2. Share with the group the timeline for process of arriving at and implementing the Scottish Government's approach to easing restrictions on international travel
3. Consider how the Scottish Government might help reduce the cost of testing requirement for international travel

### 3. Safe Pathway for easing restrictions on international travel- Stakeholder feedback following update on actions

### 4. Communication

### 5. Covid-Status Certification

### 6. Summary and Way Forward

**AVIATION WORKING GROUP MEETING ONE**  
**16 March 2021, 18:45-19:15**

<b>Key Message</b>	Know how important international connectivity is for Scotland's economy and society and want to work with them to develop a safe pathway out of the current restrictions to allow international travel to resume.
<b>Who</b>	Gordon Dewar           Edinburgh Airport Derek Provan           AGS Airports Inglis Lyon              Highlands and Islands Airports Ian Forgie                Prestwick Airport Tim Alderslade         Airlines UK Ali Gayward             easyJet Steve Heapy             Jet2 Eddie Wilson            Ryanair Dawn Wilson            TUI Janice Hogarth         SPAA Johnathan Hinkles     Loganair
<b>What</b>	Meeting to discuss a safe pathway to the resumption of international travel
<b>Why</b>	Following the introduction of the managed isolation requirement, you announced the creation of an Aviation Working Group.  The Working Group will focus on working with the aviation sector to set out the conditions that will need to be met for the easing of restrictions on international travel, including the data that will inform decisions on relaxing and removing restrictions.
<b>Where</b>	Microsoft Teams
<b>When</b>	16 March 2021 17:00-18:30
<b>Supporting Officials</b>	<ul style="list-style-type: none"> <li>• [REDACTED] Directorate for Covid Public Health, International Travel Restrictions</li> <li>• Dominic Munro, Director for Covid 19 Exit Strategy</li> <li>• John Harden, Deputy National Clinical Director</li> <li>• Frances Pacitti, Director of Aviation, Maritime, Freight and Canals, Transport Scotland</li> <li>• [REDACTED] [REDACTED] Transport Scotland</li> <li>• [REDACTED] Transport Scotland</li> </ul>
<b>Alternative contact</b>	
<b>Briefing</b>	<b>Annex A:</b> Agenda and Steering Brief for meeting  <b>Annex B:</b> Background for Agenda Item 2  <b>Annex C:</b> Background for Agenda Item 3  <b>Annex D:</b> Background for Agenda Item 4

## AVIATION WORKING GROUP MEETING ONE

ANNEX A

### Agenda & Discussion Points

1. Welcome & introductions /Aims objectives
2. Agree the Terms of Reference
3. Approach and methodology for easing the restrictions on international travel
4. Operational considerations
5. Summary and Way Forward

<b>Item 1:</b>	<b>Welcome and Introductions</b>
<b>Key Message:</b>	<p>Thank you for taking the time to join today's call at such short notice.</p> <p>Aviation is key Scotland's international connectivity and re-opening the economy when it is safe to do so and we recognise that how we communicate policy decisions will have a material impact on how effectively Scotland can recover its connectivity.</p> <p>I understand your desire for travel restrictions to be eased as quickly as possible and while we will continue to be led by the four harms approach, which is likely to necessitate some measures to address the ongoing COVID risk, we want to get your input on the stages and conditions for lifting restrictions.</p>

<b>Item 2:</b>	<b>Terms of Reference (Annex B)</b>
<b>Key Messages:</b>	<p>Ask whether everyone agrees the Terms of Reference.</p>
<b>Discussion:</b>	<p><b><u>Question</u></b> Is the Scottish Government content in principle to develop a pathway of measures specific to the aviation sector, which take us from current policy of managed isolation to resumption of unrestricted international travel at the appropriate time?</p> <p><b><u>Answer</u></b> Yes, although this will need to align with the Scottish Government Strategic Framework. We will also continue to take a four nations approach wherever possible, so we will also consider the outcomes of the UK Government's Global Travel Task Force.</p> <ul style="list-style-type: none"><li>• Listen to any other comments the stakeholders have on the Terms of Reference and if these do not fundamentally change the focus of the group agree to amend.</li><li>• Explain that their input will help the Scottish Government engage with</li></ul>

	<p>the UK Government's Global Travel Taskforce and inform the Scottish Government approach.</p> <ul style="list-style-type: none"> <li>• Understand the need to make progress on this as quickly as possible, which is why have focused this on the key issues.</li> </ul>
	<p><b>Background briefing for this item is set out in Annex B</b></p>

<b>Item 3:</b>	<p><b>Approach and methodology for easing the restrictions on international travel</b></p>
<b>Key Messages:</b>	<p>I want to use this opportunity to look at a number of key questions on the approach and methodology for the easing of restrictions on international travel.</p> <p>I will ask either John Harden, Deputy National Clinical Director or officials to address these in the first instance and then I would welcome input from other members of the group.</p>
<b>Discussion:</b>	<p><u>Questions to ask (for answers from officials see Annex C)</u></p> <ol style="list-style-type: none"> <li><b>1. How did you develop the Scottish Government's COVID-19 Strategic Framework? (Dominic Munro)</b></li> <li><b>2. What are the conditions for lifting each of international travel restrictions? (John Harden and [REDACTED])</b> <p style="margin-left: 40px;"><i>Essential travel only</i> <i>Quarantine hotels/Self-isolation</i> <i>Testing</i> <i>Red, Amber, Green list countries</i></p> </li> <li><b>3. Will we provide dates for moving through each of the phases/ various travel restrictions? If no, why not? What other metric could be used to provide greater (but not absolute) confidence in timing, to inform industry preparations? (Rachel Sunderland and Dominic Munro)</b></li> <li><b>4. In the medium term, what do you think the requirements for international travel will be? (i.e vaccine passports? Pre-departure testing?) (John Harden)</b></li> <li><b>5. How high is the risk of importing new variants which are resistant to the current vaccines compared to mutations developing in this country? (John Harden)</b></li> <li><b>6. How does this work fit in with the UK Government's Global Travel Taskforce? (Rachel Sunderland)</b></li> <li><b>7. Will Scotland take the same approach to international travel as England in the future? (Rachel Sunderland)</b></li> </ol> <p style="text-align: center;"><b>Background briefing for this item is set out in Annex C</b></p>

<b>Item 4:</b>	<b>Operational considerations (Annex D)</b>
	To help us with our planning and communication, it would be really helpful to have feedback from the group on the following questions:
	<ol style="list-style-type: none"> <li>1. <b>What lead in time is needed to restore connectivity?</b></li> <li>2. <b>Assuming that different markets will take longer than others, are there priority markets or quick wins?</b></li> <li>3. <b>Are there any other factors that should inform our approach to metric/ trigger for moving through stages of the pathway?</b></li> </ol>
	<b>Background briefing for this item is set out in Annex D</b>

<b>Item 5:</b>	<b>Summary and Way Forward</b>
	Thank you for all your helpful input. This has given us lots to reflect on and my office will be in touch shortly to arrange the next meeting.

**Aviation Working Group – Terms of Reference**

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### **1. Background**

The Scottish Government welcomes the significant role that the aviation sector plays in supporting Scotland's connectivity and economy. The combined impact of COVID-19 on consumer demand and legal restrictions on international travel to restrict the importation of the virus to Scotland, are recognised to have had a significant impact on both the aviation industry itself, and the broader economic sectors which rely upon it. Those restrictions have been necessary and are considered proportionate to the health benefits which they deliver. However, the Scottish Government remains committed to supporting the industry however possible, to ensure that business can resume and connectivity restored when appropriate and safe to do so.

The Scottish Government Aviation Working Group is being established to complement the existing engagement between Scottish Ministers and the aviation industry.

### **2. Purpose, Remit and Proposed Outcomes**

1.

The purpose of the Scottish Government Aviation Working Group is to provide a structured and transparent forum for discussion between Scottish Government and representatives of the aviation industry. Recognising that decisions around travel restrictions to support health outcomes are multifaceted, the Working Group will provide industry with a single point of entry to various policy disciplines across the Scottish Government, including health policy, clinicians, economy and transport, to facilitate a rounded and balanced discussion.

Industry feedback indicates that the single greatest ask of Government is to provide a clear framework for the aviation industry to inform its commercial decision as it plans for the restoration of international connectivity. That will be the Working Group's principal focus.

The Working Group will focus on working with the aviation sector to set out the conditions that will need to be met for the easing of restrictions on international travel, including the data that will inform decisions on relaxing and removing restrictions.

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The Working Group will also aim to provide industry with as much information as possible to inform their own commercial plans, recognising that the industry needs time before it can significantly increase operations. This will include discussions on the methodology for decision making which includes both clinical assessment of health risk, methodology for assessing the efficacy of the managed isolation policy over time, and methodology for assessing the economic impact (positive and negative), to inform balanced decision-making.

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The Working Group will deliver a series of industry recommendations to Scottish Ministers on the requirements for a clear pathway out of the current travel restrictions.

### 3. Administrative arrangements

As the Scottish Government looks for four nation alignment wherever possible in the approach to restrictions on international travel, the Group will endeavour to work to a similar timeline as the UK Government's Global Taskforce.

There will be four meetings of the group, which will cover

- A. How a pathway on international travel could be developed – approach and methodology
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### 4. Membership

To allow the group to make maximum progress in a short timeframe the membership of this group has been carefully selected to include a representation of the range of commercial interests which are present in the Scottish market. We will continue to engage directly with all other stakeholders.

NAME		ORGANISATION
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Stewart	Adams	Prestwick Airport
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Steve	Heapy	Jet2
Eddie	Wilson	Ryanair
Dawn	Wilson	TUI
Janice	Hogarth	SPAA
Jonathan	Hinkles	Loganair

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### 5. Official support

NAME		ORGANISATION
Scott	Wightman	Director of External Affairs, Scottish Government
[REDACTED]	[REDACTED]	Directorate for Covid Public Health, Scottish Government – International Travel Restrictions
[REDACTED]	[REDACTED]	Directorate for Covid Public Health, Scottish Government – Covid Community Surveillance–
Dominic	Munro	Director for Covid 19 Exit Strategy, Scottish Government
John	Harden	Deputy National Clinical Director
[REDACTED]	[REDACTED]	Office of the Chief Economic Adviser – Economic Analysis
Frances	Pacitti	Director of Aviation, Maritime, Freight and Canals, Transport Scotland
[REDACTED]	[REDACTED]	[REDACTED] Transport Scotland
[REDACTED]	[REDACTED]	[REDACTED] Transport Scotland

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### 8. Draft workplan

There will be four meetings of the group, which will cover

- A. How a pathway on international travel could be developed – approach and methodology

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- B. Assessing the effectiveness of the current measures and using this to consider what will be needed in future
- C. Vaccine Passports and approaches which are being taken in other countries
- D. Assessing the economic impact to inform balanced decision making.

Q and A on approach to lifting international travel restrictions

1. **How did you develop the Scottish Government's COVID-19 Strategic Framework?**
2. **What are the conditions for lifting each of international travel restrictions?**

*Essential travel only*

This will require sustained reduction in the prevalence of the virus, proven efficacy of the vaccine and understanding of the presence and impact of variants across other nations.

*Quarantine hotels/Self-isolation*

Both of the above are in place for the same reason – to prevent importation of cases from overseas and triggering another wave of disease as a result. This would allow for more easing of domestic restrictions whilst in place.

The additional risk is the importation of new variants which allow immune escape from other countries where mitigations are insufficient to restrict the wider community transmission of them.

Global vaccination and surveillance to identify risk areas will be the most important factors in being able to begin to remove these.

*Testing*

Global vaccination and surveillance to identify risk areas will be the most important factors in these being able to begin to remove this. Until the JBC can provide greater reassurance about its ability to confidently assess the risk of importation from different countries, then the requirement for pre-departure testing will likely remain for some time. For similar reasons, the need for some form of quarantine and testing on arrival will also likely continue for some time to come.

*Red, Amber, Green list countries*

I'm not sure this will be lifted for some time to come. It is dependent on the levels of virus worldwide, and the efficacy of the vaccines at limiting the effects to the population.

3. **Will we provide dates for moving through each of the phases/ various travel restrictions? If no, why not? What other metric could be used to provide greater (but not absolute) confidence in timing, to inform industry preparations?**

Not convinced that it is helpful to provide specific dates since as key issue is about evidence and data rather than specific dates. Relaxation of any of the measures will depend on efficacy of the virus against new variants, prevalence of the virus, etc.

4. **In the medium term, what do you think the requirements for international travel will be? (i.e vaccine passports? Pre-departure testing?)**

Vaccine certification is not an appropriate alternative to managed isolation. However, we are contributing to the World Health Organisation Safer Vaccination Programme on vaccine certification. This includes consideration of technical details, ethical and equality issues, and privacy standards. The outcome of those discussions will guide our work in this area. In addition, we need to be mindful that the vaccines do not

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have 100% efficacy, and as such would not infer immunity certification, therefore some degree of mitigations may still need to be followed for some time.

**5. How high is the risk of importing new variants which are resistant to the current vaccines compared to mutations developing in this country?**

We already know of a number of variants where there are concerns over the efficacy of both the vaccine mediated immune response and the immune response of those previously exposed to Covid. These are in Brazil, and South Africa and have spread to other nations already. Many of these countries have close links with the UK and as a result there is a reasonable risk of importation of these variants.

Some of these mutations could arise de novo in the UK but with vaccinations being rolled out and measures in place to suppress transmission, the aim is that these will be minimised.

**6. How does this work fit in with the UK Government's Global Travel Taskforce?**

We will look closely at any findings or recommendations which come out of the Global Travel Taskforce. We will consider where there is scope to align but cannot commit without having seen the report.

**7. Will Scotland take the same approach to international travel as England in the future?**

Our preference would be to work on a four nations basis on international travel. However, while that is our preferred approach we will not hesitate to take different decisions, if necessary to safeguard the wellbeing of communities in Scotland.

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### **Annex D – Operational Considerations**

#### **Previous feedback from stakeholders**

- Airlines have indicated that they have seen an increase in booking from English airports following the announcement of a provisional date for opening of international travel in England. They have not seen a similar increase in bookings from Scottish airports.
- The short time scale of implementing managed isolation was criticised by the aviation industry for a number of reasons, including insufficient time for them to put in place the necessary operational arrangements and communicate with their customers as well as the perceived lack of engagement on this.

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Cabinet Secretary for Transport, Infrastructure and Connectivity

**SECOND MEETING OF THE AVIATION WORKING GROUP  
29 MARCH 9:30-11:00**

<b>Key Message</b>	Know how important international connectivity is for Scotland's economy and society and want to work with them to develop a safe pathway out of the current restrictions to allow international travel to resume.
<b>Who</b>	Gordon Dewar            Edinburgh Airport Derek Provan            AGS Airports Inglis Lyon                Highlands and Islands Airports Ian Forgie                 Prestwick Airport Tim Alderslade          Airlines UK Ali Gayward               EasyJet Chris Gadsden            EasyJet Steve Heapy               Jet2 Eddie Wilson              Ryanair Dawn Wilson              TUI Janice Hogarth          SPAA Johnathan Hinkles      Loganair Karen Dee                 Airport Operators Association
<b>What</b>	Meeting to discuss a pathway out of the current restrictions on international travel, in particular what safeguards might be needed to manage the different risks.
<b>Why</b>	Following the introduction of the managed isolation requirement, you announced the creation of an Aviation Working Group.  The Working Group will focus on working with the aviation sector to set out the conditions that will need to be met for the easing of restrictions on international travel, including the data that will inform decisions on relaxing and removing restrictions.
<b>Where</b>	Microsoft Teams
<b>When</b>	<i>Date</i> 29 March <i>Time</i> 9:30-11:00
<b>Supporting Officials</b>	<ul style="list-style-type: none"><li>• [REDACTED] Directorate for Covid Public Health, International Travel Restrictions</li><li>• John Harden, Deputy National Clinical Director</li><li>• Rachel Sunderland, Deputy Director, Population and Migration</li><li>• Frances Pacitti, Director of Aviation, Maritime, Freight and Canals, Transport Scotland</li><li>• [REDACTED], Transport Scotland</li><li>• [REDACTED] Transport Scotland</li></ul>
<b>Alternative contact</b>	

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<b>Briefing</b>	<b>Annex A:</b> Agenda and Steering Brief for meeting (if there is no formal agenda, then just a list of topics that can reasonably be expected to come up)
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**MEETING WITH AVIATION WORKING GROUP**

**ANNEX A**

**Agenda & Discussion Points**

- 1. Welcome and up-date on your meeting with the Secretary of State for Transport**
- 2. Up-date on actions from the last meeting**
- 3. Stakeholder ideas for pathway for easing international travel restrictions**  
(Discussion lead by EasyJet)
- 4. Operational considerations**
- 5. Four Nations Approach – next steps for Scotland following the report by the Global Travel Task Force**
- 6. Summary and Way Forward**

<b>Item 1:</b>	<b>Welcome and up-date on your meeting with the Secretary of State for Transport</b>
<b>Key Message:</b>	<p>Our preference would be to work on a four nations basis on international travel where possible but clearly focus remains on safeguarding communities from the importation of variants of the virus.</p> <p>We have a shared aim to support the resumption of international travel but that needs to be based on evidence. We do not believe that this will be possible before 17 May at the very earliest, particularly as the position in many of our closest European neighbouring countries is deteriorating at the moment.</p> <p>While recognise the desire to resume international travel we need to look carefully at the situation in individual countries prior to resumption of travel to those countries/regions.</p> <p>Any steps that we take will be based on evidence. Therefore exploring the potential for the JBC to establish criteria which could be used to assess countries.</p> <p>Over the summer we used the evidence from the JBC to undertake a risk assessment of individual countries. Interested in considering scope for a risk assessment with a focus on identifying countries which could comprise a green list</p>

<b>Item 2:</b>	<b>Up-date on actions from the last meeting</b>
<b>Key Messages:</b>	Now I'll hand you over to Fran Pacitti who will give a quick up-date on the actions from the last meeting.
<b>Discussion:</b>	Stakeholders might ask about the implications of this week's judicial ruling on other restrictions as well as about travel to the islands.

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	<p><b>Only if asked:</b></p> <p><u>Judicial review</u></p> <ul style="list-style-type: none"> <li>We are considering the implications for all aspects of Scottish Government's approach to managing the pandemic.</li> <li>As set out in our last meeting, our approach to international travel is based on the evidence from SAGE and JBC, and is designed to reduce the risk of variants of concern entering the country.</li> </ul> <p><u>Travel</u></p> <ul style="list-style-type: none"> <li>We are gauging views to inform decision making on travel to the islands and are engaging with all the relevant transport operators as part of that process.</li> <li>Loganair's response on this issue is helpful and it's being considered as part of the analysis.</li> <li>On domestic travel more generally, the First Minister has already given an indicative date for allowing non-essential travel and we note that airlines are starting to load up more capacity and even the occasional new domestic route in response to that.</li> </ul>
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<b>Item 3:</b>	<b>Stakeholder ideas for pathway for easing international travel restrictions</b>
<b>Key Messages:</b>	I would like to start this meeting by hearing from you on what you think the pathway for easing international travel restrictions should be. [REDACTED] [REDACTED] has kindly offered to take us through easyJet's ideas for a pathway and I will then open the floor for comments and suggestions on this.
<b>Discussion:</b>	<ul style="list-style-type: none"> <li>Handover to [REDACTED]</li> <li>After [REDACTED] has finished ask for comments and suggestions from the other members of the group.</li> <li>Once everyone in the group has given their comments and suggestion ask [REDACTED] Directorate for Covid Public Health, to provide some initial feedback on their suggestions and to provide the group with the background on how the different measures are used.</li> </ul>

<b>Item 4:</b>	<b>4. Operational considerations</b>
<b>Key Messages:</b>	To help officials with the development of the pathway and the future communications on the international travel measures it would be helpful to get input from the group on the following questions:
<b>Discussion:</b>	<p><u>Questions</u></p> <p>a. What lead in time is needed to allow airports and airlines to implement changes to the requirements? (i.e. if need to separate out passengers as not all international passengers need to enter managed isolation)</p> <p>b. Are there any other factors that should inform our approach to metric/ trigger for moving through stages of the pathway?</p>

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<b>Item 5:</b>	<b>Four Nations Approach – next steps for Scotland following the report by the Global Travel Task Force</b>
<b>Key Messages:</b>	I'll hand over to Scott Wightman now to cover any additional points on the next steps for Scotland following the report by the Global Travel Task Force.
<b>Discussion:</b>	<ul style="list-style-type: none"><li>• Opportunity for the members of the group to ask any questions on this which have not already been covered.</li></ul>

<b>Item 6:</b>	<b>Summary and Way Forward</b>
<b>Discussion:</b>	<ul style="list-style-type: none"><li>• Sum up the main points and agree any actions.</li></ul>

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Cabinet Secretary for Transport, Infrastructure and Connectivity

**THIRD MEETING OF THE AVIATION WORKING GROUP  
12 APRIL 9:30-11:00**

<b>Key Message</b>	Know how important international connectivity is for Scotland's economy and society and want to work with them to develop a safe pathway out of the current restrictions to allow international travel to resume.																										
<b>Who</b>	<table style="width: 100%; border: none;"> <tr><td style="width: 50%;">Gordon Dewar</td><td>Edinburgh Airport</td></tr> <tr><td>Derek Provan</td><td>AGS Airports</td></tr> <tr><td>Johanna Wallace</td><td>Highlands and Islands Airports</td></tr> <tr><td>Ian Forgie</td><td>Prestwick Airport</td></tr> <tr><td>Tim Alderslade</td><td>Airlines UK</td></tr> <tr><td>Ali Gayward</td><td>EasyJet</td></tr> <tr><td>Chris Gadsde</td><td>EasyJet</td></tr> <tr><td>Steve Heapy</td><td>Jet2</td></tr> <tr><td>Eddie Wilson</td><td>Ryanair</td></tr> <tr><td>Dawn Wilson</td><td>TUI</td></tr> <tr><td>Janice Hogarth</td><td>SPAA</td></tr> <tr><td>Johnathan Hinkles</td><td>Loganair</td></tr> <tr><td>Karen Dee</td><td>Airport Operators Association</td></tr> </table>	Gordon Dewar	Edinburgh Airport	Derek Provan	AGS Airports	Johanna Wallace	Highlands and Islands Airports	Ian Forgie	Prestwick Airport	Tim Alderslade	Airlines UK	Ali Gayward	EasyJet	Chris Gadsde	EasyJet	Steve Heapy	Jet2	Eddie Wilson	Ryanair	Dawn Wilson	TUI	Janice Hogarth	SPAA	Johnathan Hinkles	Loganair	Karen Dee	Airport Operators Association
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Janice Hogarth	SPAA																										
Johnathan Hinkles	Loganair																										
Karen Dee	Airport Operators Association																										
<b>What</b>	Meeting to discuss a pathway out of the current restrictions on international travel, in particular what safeguards might be needed to manage the different risks.																										
<b>Why</b>	<p>Following the introduction of the managed isolation requirement, you announced the creation of an Aviation Working Group.</p> <p>The Working Group will focus on working with the aviation sector to set out the conditions that will need to be met for the easing of restrictions on international travel, including the data that will inform decisions on relaxing and removing restrictions.</p>																										
<b>Where</b>	Microsoft Teams																										
<b>When</b>	<p><i>Date 12 April</i> <i>Time 9:30-11:00</i></p>																										
<b>Supporting Officials</b>	<ul style="list-style-type: none"> <li>• [REDACTED] Directorate for Covid Public Health, International Travel Restrictions</li> <li>• John Harden, Deputy National Clinical Director</li> <li>• Rachel Sunderland, Deputy Director, Population and Migration</li> <li>• [REDACTED] Unit Head, COVID Ready Society</li> <li>• Liz Sadler, Deputy Director, COVID Ready Society</li> <li>• [REDACTED] Covid Status Certification, Policy Lead – Data &amp; Innovation</li> <li>• [REDACTED] [REDACTED] Transport Scotland</li> </ul>																										
<b>Briefing</b>	<b>Annex A:</b> Agenda and Steering Brief for meeting																										

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**MEETING WITH AVIATION WORKING GROUP**

**ANNEX A**

**Agenda & Discussion Points**

- 1. Welcome**
- 2. Global Travel Task Force – stakeholder views**
- 3. Overview of the work Scottish Government is doing on Covid Status Certification**
- 4. Questions for stakeholders on Covid Status Certification**
- 5. IATA travel pass and best practice form other countries**
- 6. Summary and Way Forward**

<b>Item 1:</b>	<b>Welcome</b>
<b>Key Message:</b>	Our preference would be to work on a four nations basis on international travel where possible but clearly focus remains on safeguarding communities from the importation of variants of the virus.

<b>Item 2:</b>	<b>Global Travel Task Force – stakeholder views</b>
<b>Key Messages:</b>	<p>1. In our last meeting I mentioned that the Joint Biosecurity Council had been commissioned to do some modelling work to inform the approach to lifting restrictions on international travel, and I'll hand over now to Rachel Sunderland to give you a quick up-date on this work.</p> <p>2. Since our last meeting the UK Government have published the report from the Global Travel Taskforce. I would be interested in hearing your views on this report and the approach proposed by the UK Government.</p>
<b>Discussion:</b>	<p>[REDACTED]</p> <p><u>Lines to take</u></p> <ul style="list-style-type: none"><li>• This is a report from the UK Government reflecting policy proposals for England. Engagement with the UK Government hasn't been what we, or [REDACTED] would have wanted.</li><li>• Note the Prime Minister was more cautious in his Easter Monday</li></ul>

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	<p>announcement on international travel than he has been previously. Perhaps reflects deteriorating position in many European neighbours.</p> <ul style="list-style-type: none"> <li>• UK Government wants to see a return to non-essential travel as soon as possible while still managing the risk from imported cases and variants of concern but that any return to non-essential international travel will be no earlier than 17 May.</li> <li>• The Scottish Government is similarly clear that we want to see a return to non-essential travel but that needs to be done on the basis of evidence about when it is safe to do so.</li> <li>• We will be looking to engage closely with the UK Government on implementation with the aim of adopting a four nation approach where we can.</li> <li>• A “green list” approach has been part of our thinking on the approach in the medium term, so there is common ground. We need to work through the detail of the criteria in the methodology with UK and other DAs.</li> <li>• Decisions on border health measures are a devolved matter and will be taken by Scottish Government Ministers on the basis of evidence and with the safety of our communities as our primary concern.</li> </ul>
	For background please see Annex B

<b>Item 3:</b>	<b>Covid Status Certification</b>
<b>Key Messages:</b>	<ul style="list-style-type: none"> <li>• In the Scottish Government’s Strategic Framework update in February, we said that a Covid certification programme may have the potential at the right time to support the opening up of international travel and the domestic economy. However, more information is needed on vaccine efficacy and how long immunity lasts before it is possible to assess whether such a programme will be appropriate in Scotland. There are also a number of issues relating to data security and equality, human rights and ethical issues that need to be addressed. This includes taking into account the fact that the vaccines are not currently licensed for under 16s.</li> <li>• I’m going to hand you over to Liz Sadler who will set out the Scottish Government policy position around certification and international travel, and give an overview of the preparatory work we are doing.</li> <li>• Now [REDACTED] is going to briefly talk about what this means in practice, including more details developing a technical solution</li> </ul>
<b>Discussion:</b>	<ul style="list-style-type: none"> <li>• Once Liz and [REDACTED] have given the overview ask the group if they have any questions or comments.</li> </ul>
	For background please see Annex C

<b>Item 4:</b>	<b>Questions for stakeholders on Covid Status Certification</b>
<b>Key Messages:</b>	<ul style="list-style-type: none"> <li>• To help with the work that is being done on Covid Status Certification, it would be really helpful to have your thoughts on the following:</li> </ul>
<b>Discussion:</b>	<ul style="list-style-type: none"> <li>• We would welcome your thoughts on whether a certification programme should be used domestically – and what the potential</li> </ul>

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	<p>benefits or negative impacts may be for your interests.</p> <ul style="list-style-type: none"><li>• In particular, we would be interested to hear your views on Covid status certification on domestic flights.</li><li>• We would welcome your contributions on whether you have been exploring any digital or paper based proofs of Covid status for use on flights?</li></ul>
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<b>Item 5:</b>	<b>International Perspective</b>
<b>Key Messages:</b>	<ul style="list-style-type: none"><li>• In the last meeting we touched upon what other countries were doing and sharing best practice and I would be interested in hearing from you any specific examples which would be helpful for either the Covid Status Certification work or the wider approach to international travel.</li></ul>
<b>Discussion:</b>	<ul style="list-style-type: none"><li>• Listen to examples given and sum up main points at the end.</li></ul>

<b>Item 6:</b>	<b>Summary and Way Forward</b>
<b>Discussion:</b>	<ul style="list-style-type: none"><li>• Sum up the main points and agree any actions.</li></ul>

## Report from the UK Government's Global Travel Taskforce

### Background

3. The UK Government established a Global Travel Taskforce (GTT) to consider and make recommendations aimed at facilitating a return to international travel while managing the risk of imported cases and variants. The UK Government has previously said that international travel from England will resume no earlier than 17 May. The GTT was due to report on 12 April but we understand will now be published by 9 April.

### Issues

#### Engagement

4. [REDACTED]



#### Reopening International Travel

5. There was a strong hope within the aviation and tourism sector that the GTT would signal a return to non-essential international travel. However, the Prime Minister in his announcement on Easter Monday and the draft GTT itself both play down the possibility of an early restart. Indeed in the roadmap review paper published on Monday to coincide with the Prime Minister's statement the UKG states that 'For the moment, the Government advises people not to book summer holidays abroad until the picture is clearer'. We understand that there has been a negative reaction from stakeholders given the expectations that were raised. The GTT report itself makes no firm commitments but instead refers to removing measures limiting outbound travel by 17 May at the earliest and implementing a 'traffic light' country system with three tiers to which different restrictions are applied depending on risk. As predicted this would entail a red list which would require travellers entering managed isolation; an amber list which would be linked to self-isolation and a new green list. The proposed criteria for these lists is set out below:

- **Red countries: High-risk** countries (currently known as "red list") as a result of a known Variant of Concern or strong links to a country with a known Variant of Concern.
- **Amber countries: Moderate-risk** countries based on either prevalence or instances of Variants of Concern. Sequencing capability will also be considered.

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- **Green countries:** Low-risk countries with high levels of testing, genomic sequencing and reporting, and low and stable or reducing epidemiological indicators.

[REDACTED]

7. The GTT paper also includes commitments to a review of the Passenger Locator Form; comprehensive measures to assess and assure safety readiness across all modes of transport prior to a resumption of travel; the introduction of a passenger charter by 17 May and reforming the enforcement powers that the CAA has on airlines that 'breach consumer rights'. The paper also refers to the use of vaccine certification to support the resumption of international travel and the paper refers to continuing 'close co-operation with industry to work towards a digital certification system that is interoperable, safe and secure'. The UK Government is working on having capacity within its NHSX app by 17 May to enable individuals to present evidence of their vaccine status. The NHSX app is not used in Scotland or the other DAs so it will be important that these discussions are undertaken on a four nations basis to ensure a technical solution to allow secure, authenticated access to COVID vaccination and testing status works across the UK. An Annex to the paper also refers to a number of international pilots/models including CommonPass and the International Air Transport Association Travel Pass which have been successfully trialled on a number of flights including some into the UK. [REDACTED]

### Next Steps

8. [REDACTED]

## **Covid Status Certification**

### **Top lines**

- A COVID status certification programme **may** have the potential **at the right time** to support the opening up of international travel and the domestic economy in line with work being carried out as part of the WHO Safer Vaccinations Programme.
- However, more information is needed on vaccine efficacy and how long immunity lasts before it is possible to assess whether such a programme will be appropriate in Scotland.
- There are also a number of issues relating to data security and equality, human rights and ethical issues that need to be addressed. This includes taking into account the fact that the vaccines are not currently licensed for under 16s.
- We are working on certification issues on a Four Nations basis and are contributing to the WHO Safer Vaccinations Programme, sitting on three working groups covering data quality, standards and equality issues to support the reopening of international travel once it is safe to do so.
- This includes further exploration of what a certificate could and could not be used for and work on standards, which will guide our next steps both internationally and domestically

### **WE WORKING WITH THE WHO ON A 4 NATIONS BASIS ON COVID CERTIFICATION FOR INTERNATIONAL TRAVEL**

- We are working on COVID status certification on a Four Nations basis and are contributing to the WHO Safer Vaccinations Programme.
- We sit on three working groups covering data quality, standards and equality issues to support the reopening of international travel once it is safe to do so.
- We are also taking into account the outline plans from our EU counterparts with their Digital Green Certificate.
- The WHO has already published their final data standards, and the Digital Health directorate is currently reviewing them.
- We are working, on a 4 nations basis, to scope a technical solution to allow secure, authenticated access to COVID vaccination and testing status.
- This is to ensure technology is not the limiting factor should the work underway indicate it would be appropriate to introduce certification at the right time.

### **MORE INFORMATION IS NEEDED**

- Most who have been vaccinated so far have only received 1 of the 2 required doses.
- More information is required in relation to the efficacy of the vaccines in use including their impact on transmission of the virus, the length of immunity post vaccine and the differences between the different vaccines.
- We also need to understand more about the impact of new variants on vaccine escape.
- Although information is starting to become available and so far is promising it will be some months before sufficient data is available to be confident about the full efficacy of the vaccines.

### **THERE ARE A NUMBER OF DATA SECURITY, EQUALITY AND HUMAN RIGHTS ISSUES TO ADDRESS**

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- From an equalities perspective, we need to consider that no vaccine is currently licensed for under 16s and clinicians advise pregnant women and people with certain medical conditions or serious known allergies against vaccination.
- We also need to acknowledge that some sectors of the population, such as certain minority ethnic groups, are more vaccine hesitant.

### **TESTING DATA WITHIN COVID STATUS CERTIFICATION**

- Proof of testing status is used on a limited basis at present (for example for travel).
- We are carrying out further exploration of what a formal "test status certificate" could and could not be used for and work on standards, which will guide our next steps both internationally and domestically.

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Cabinet Secretary for Transport, Infrastructure and Connectivity

## FOURTH MEETING OF THE AVIATION WORKING GROUP Tuesday 4 May 11:30-13:00

<b>Key Message</b>	Know how important international connectivity is for Scotland's economy and society and want to work with them to develop a safe pathway out of the current restrictions to allow international travel to resume.
<b>Who</b>	Gordon Dewar            Edinburgh Airport Derek Provan            AGS Airports Johanna Wallace        Highlands and Islands Airports Ian Forgie                Prestwick Airport Tim Alderslade         Airlines UK Ali Gayward             EasyJet Chris Gadsde            EasyJet Steve Heapy             Jet2 Eddie Wilson            Ryanair Dawn Wilson            TUI Janice Hogarth         SPAA Johnathan Hinkles     Loganair Karen Dee                Airport Operators Association
<b>What</b>	Meeting to discuss a pathway out of the current restrictions on international travel, in particular what safeguards might be needed to manage the different risks.
<b>Why</b>	Following the introduction of the managed isolation requirement, you announced the creation of an Aviation Working Group.  The Working Group will focus on working with the aviation sector to set out the conditions that will need to be met for the easing of restrictions on international travel, including the data that will inform decisions on relaxing and removing restrictions.
<b>Where</b>	Microsoft Teams
<b>When</b>	<i>Date 4 May</i> <i>Time 11.30-13:00</i>
<b>Supporting Officials</b>	<ul style="list-style-type: none"><li>• Penelope Cooper , Director of Outbreak Management</li><li>• [REDACTED] , Directorate for Covid Public Health</li><li>• [REDACTED] International Travel Restrictions</li><li>• [REDACTED] Covid Status Certification, Policy Lead – Data &amp; Innovation</li><li>• Fran Pacitti, Director AMFC</li><li>• [REDACTED] Transport Scotland</li></ul>
<b>Briefing</b>	<b>Annex A:</b> Agenda and Steering Brief for meeting

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## MEETING WITH AVIATION WORKING GROUP

ANNEX A

### Agenda & Discussion Points

#### 1. Welcome

#### 2. Up-date on actions from the last meeting

1. Decision on whether the Scottish Government will produce their own pathway for easing restrictions on international travel or whether we will use the same framework as the UK Government.
2. Share with the group the timeline for process of arriving at and implementing the Scottish Government's approach to easing restrictions on international travel
3. Consider how the Scottish Government might help reduce the cost of testing requirement for international travel

#### 3. Safe Pathway for easing restrictions on international travel- Stakeholder feedback following update on actions

#### 4. Communication

#### 5. Covid-Status Certification

#### 6. Summary and Way Forward

<b>Item 1:</b>	<b>Welcome</b>
<b>Key Message:</b>	<p>As we are in the pre-election period we need to be cautious about public announcements of new policy decisions.</p> <p>I would therefore like to remind everyone to keep the information we are going to share with you confidential until we make a public announcement on this after the elections.</p>

<b>Item 2:</b>	<b>Up-date on actions from the last meeting</b>
<b>Key Messages:</b>	<ul style="list-style-type: none"><li>• Since the last meeting the revised JBC methodology has been considered by the four UK Chief Medical Officers who agreed that it was appropriate and robust.</li><li>• Due to pre-election restrictions on decisions and announcements, we cannot state categorically what our intentions are.</li><li>• However, we have always said we wanted to take a four nations approach to easing travel restrictions and introducing a red-amber-green system of assessing risk of travel from individual countries.</li><li>• Subject to the outcome of the election, it is likely therefore that we will introduce this system, ideally on the same timescale as England.</li></ul>

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	<ul style="list-style-type: none"><li>• It is not appropriate for us to announce this decision until after the elections and the formation of a new administration, however we wanted to share the likely direction of travel with you in confidence to enable you to start preparing.</li><li>• We have urged the UK Government to wait until after the election so that we can make a joint announcement on easing restrictions on international travel, [REDACTED] [REDACTED]</li><li>• On the cost of testing, we are looking at a number of options, including allowing private sector testing to be used for international travel. Officials are also engaged with UK Government to understand its plans in this area and to align if possible.</li></ul>
<b>Discussion:</b>	<p><b>Will Scotland have the same countries on the green, amber, red list as England?</b> We have always been clear that we want a 4 nations approach, and this will hopefully extend to which countries are on the green/amber/red lists. On the few occasions where there was divergence last year, this was due to valid concerns about the risk of travel from the countries in questions – and in most occasions, the UK Government followed the Scottish lead shortly after.</p> <p><b>What countries will be on the green list?</b> We understand the JBC is due to produce a further version of the international watch list this week. We will hopefully see this shortly, but based on recent experience there is a reasonable chance we will only see it shortly before any UK Government announcement.</p> <p><b>Will arrivals from amber list countries need to enter managed isolation?</b> Due to restrictions associated with the pre-election period, we cannot confirm what restrictions will apply for each category. However, if the traffic lights system is introduced by the new administration, it is likely that amber list arrivals won't be required to enter managed isolate, but they will likely be required to self-isolate at home.</p> <p><b>What testing will be required for people arriving from green list countries?</b> The UK Government is proposing that green list arrivals will be required to do a post-arrival test on day 2. Subject to the same caveats about pre-election restrictions and the decisions of any new administration, it is likely that a 4 nations approach will also be adopted in this area.</p> <p><b>How often will the lists be changed?</b> We understand that the u JBC will produce a new watchlist every three weeks?</p> <p><b>Have you called on the UK Government to not charge VAT on tests?</b> We are restricted in what we can say and do during the pre-election period. [REDACTED] [REDACTED]</p>

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<b>Item 3:</b>	<b>Safe Pathway for easing restrictions on international travel</b>
<b>Key Messages:</b>	<ul style="list-style-type: none"> <li>• Appreciate that many of you wanted clarity about this at an earlier stage, however we were restricted both by being in the pre-election period and, as mentioned at the previous need, on the need to see the JBC methodology that would underpin the new system.</li> <li>• [REDACTED]</li> </ul>
<b>Discussion:</b>	<ul style="list-style-type: none"> <li>• [REDACTED]</li> <li>• [REDACTED]</li> </ul>

<b>Item 4:</b>	<b>Communication</b>
<b>Key Messages:</b>	<ul style="list-style-type: none"> <li>• In the previous meetings of the Working Group you have stressed the importance of consumer confidence.</li> <li>• We are therefore keen to work with you on the communications for the new system for international travel and welcome any suggestions you have on the messaging.</li> </ul>
<b>Discussion:</b>	<ul style="list-style-type: none"> <li>• Listen to their views and offer to put SG Comms in touch with their PR teams</li> </ul>

<b>Item 5:</b>	<b>COVID-Status Certification</b>
<b>Issue</b>	[REDACTED]
<b>Key Messages:</b>	<p>Scottish Government officials are continuing to carry out work, including scoping the equality and ethical issues relating to Covid status certification, with a view to offering advice to the new administration after the election.</p> <p>We are working on a fully digital solution to facilitate international travel but this will not be in place on 17 May. We are therefore working with 4 Nations on an interim solution (likely paper based and vaccination data only).</p> <p>The NHS App referred to in the media is currently England specific.</p>
<b>Discussion:</b>	<p>Question for stakeholders:</p> <p>What requirements if any are you putting on travellers on domestic and international flights to provide covid status?</p>

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<b>Item 6:</b>	<b>Summary and Way Forward</b>
<b>Discussion:</b>	<ul style="list-style-type: none"><li>• Thank everyone for their participation in the group</li></ul>

## **Note of Aviation Working Group meeting One 16 March 2021**

### **Agenda Item One – Welcome and Introductions**

- Cabinet Secretary for Transport Infrastructure and Connectivity outlined the purpose of the group, namely to seek industry input on the pathway to the resumption of international travel. He also outlined the reasons why Scotland is currently taking a different approach to England on international travel.

### **Agenda Item Two – Terms of Reference**

- Terms of reference were agreed.

### **Agenda Item Three**

- An update was provided on the Strategic Framework and the timetable for easing restrictions which was announced earlier that day.
- Officials then provided answers to the following questions:

#### **1. What are the conditions for lifting each of international travel restrictions?**

##### *Essential travel only*

This will require sustained reduction in the prevalence of the virus, proven efficacy of the vaccine and understanding of the presence and impact of variants across other nations.

##### *Quarantine hotels/Self-isolation*

Both of the above are in place for the same reason – to prevent importation of cases from overseas and triggering another wave of disease as a result. This would allow for more easing of domestic restrictions whilst in place.

The additional risk is the importation of new variants which allow immune escape from other countries where mitigations are insufficient to restrict the wider community transmission of them.

Greater confidence about the efficacy of the vaccination programme and more robust global surveillance to identify risk areas will be the most important factors in being able to begin to remove these.

##### *Testing*

As with other restrictions, understanding the efficacy of the vaccination programme in light of new variants and improved surveillance across the globe to identify risk areas will be the most important factors being able to begin to remove the requirement for pre-departure and post-arrival testing. Until the JBC can provide greater reassurance about its ability to confidently assess the risk of importation from different countries, then the requirement for pre-departure testing will likely remain for some time. For similar reasons, the need for some form of quarantine and testing on arrival will also likely continue for some time to come.

*Red, Amber, Green list countries*

Might be needed for some time to come. It is dependent on the levels of virus worldwide, and the efficacy of the vaccines against new variants.

**2. Will a different approach be taken to people from Scotland and people living overseas?**

At the moment we do not know whether the vaccine also stops transmission of the virus and we do not have sufficient data on how effective the vaccine is against certain variants. Therefore we are not in a position to determine if a different approach could be taken. This is further complicated by the fact that a number of different kinds of vaccines are being used which means some might be more effective than others at stopping transmission and protecting against certain variants.

**3. As new variants seem to keep appearing, how do we escape the constant waiting cycle and give the industry more notice of changes/ allow more international travel to resume?**

We have got a lot better at tracking cases and genome sequencing has got better in some, but far from all, countries. This means we are better at identifying risk and dealing with outbreaks than was the case at the start of the pandemic. Also a lot of the variants have similar characteristics, so the global research which is going on to understand how the current variants transmit and affect people should also be applicable to new variants which emerge. This will allow us to make quicker decisions and focus the vaccine programme to meet new threats more quickly.

- Airports and airlines then raised the issue of communications and that in their view Government messaging was negative, which meant people in Scotland were not booking summer holidays, but counterparts in England were as the messaging was thought to be more encouraging. The sector representatives suggested that the messaging is framed more positively, highlighting that people would be able to reschedule any holidays they book if restrictions had to be re-imposed.
- The question was put to industry of what, in the absence of dates, would provide them with confidence in their discussions with consumers/ lenders/ shareholders etc.
- A number of stakeholders also expressed the view that Scotland should not pursue a different approach to England on international travel, given that people travelling between Scotland and England would reduce any health benefits of Scotland taking a stricter approach. [REDACTED]

**Agenda Item Four-** Ran out of time to discuss this item in the meeting

**Agenda Item Five -Summary and next steps**

Actions

1. Next meeting to be arranged – Private Office

2. Summary of the conditions for easing for restrictions to be circulated to the group- John Harden (done –included in this note)
3. Industry to provide answer to the questions for agenda item four per email (as there was no time to discuss these in the meeting).

## **Note of Aviation Working Group Meeting Two 29 March 2021**

### **Actions**

1. Rachel Sunderland – Provide an up-date at the next group on JBC modelling work and the next steps following the report from the Global Travel Task Force

### **Agenda Item One- Welcome and up-date on the Cabinet Secretary's meeting with the Secretary of State for Transport**

- The Cabinet Secretary provided an overview of the main points from his meeting with the Secretary of State for Transport last week, emphasising that there is a lot of common ground between the UK and Scottish Government on the approach to international travel.
- The Joint Bio-Security Council (JBC) has been commissioned to model what data would be needed in order to implement a safe system for the return to non-essential international travel and assess, from clinical perspective, what safe guards would be needed to address the different risks.

### **Agenda Item Two - Up-date on actions from the last meeting**

- [REDACTED]

### **Agenda Item Three -Stakeholder ideas for pathway for easing international travel restrictions** (Discussion lead by EasyJet)

- EasyJet presented the result of the research they had commissioned from Yale University.
- Aim is to restart international travel whilst also protecting the NHS and stopping variants of concern undermining the UK vaccine programme.
- Based on the data from this research, they proposed a four tier approach to international travel (Green – no restrictions, Amber short quarantine and antigen testing, Red – longer quarantine and testing, Purple – strict measures like flight ban due to high prevalence and variants of concern.)
- Highlighted the effect of different lengths of quarantine on outbound and inbound tourism [REDACTED]
- Other stakeholders were broadly supportive of this approach to easing restrictions on international travel, saying having an idea of what things might look like in the future will give people confidence to travel. They also raised the point that it would be helpful to have a better understanding of what Government deemed an acceptable level of risk, and when they would be setting out what the approach will be.
- Also asked if a different approach could be taken to business travel as the evidence from the Yale study shows that the risk is lower if the traveller only stays in the country for a short time.

- Clinicians highlighted length of stay is not the only factor, also how many people you meet in this time and if stay 2 meters apart, hand wash etc. Also pointed out that currently very difficult to assess if variant of concern is present in the place the person is travelling to/from meaning that most places would be in the purple tier.

#### **Agenda Item Four – Operational considerations**

- Stakeholders confident that operationally they are ready for when restrictions start to lift but stressed importance of having adequate notice of changes and of the Passenger Locator Form working

#### **Agenda Item Five - Four Nations Approach – next steps for Scotland following the report by the Global Travel Task Force**

- Next steps will depend on the clinical advice, including the results of the JBC modelling and the outcomes of the UK Government Global Travel Taskforce.
- No plans to make changes to the current system in the short term (before 17 May)
- Would want to make any changes to the current length of time in quarantine on a four nations basis.

#### **6. Summary and Way Forward**

- Stakeholders asked about intra-UK travel and travel to the islands. Been engaging with the relevant island authorities and expect to be able to provide greater clarity on this shortly.

## **Note of Aviation Working Group Meeting Three 12 April 2021**

### **Actions**

1. Decision on whether the Scottish Government will produce their own pathway for easing restrictions on international travel or whether we will use the same framework as the UK Government.
2. Share the group the timeline for when a report on the Scottish Government's approach to easing restrictions on international travel will be produced
3. Consider how the Scottish Government might help reduce the cost of testing requirement for international travel – including whether to call on the UK Government to not have VAT on PCR tests.

### **Agenda Item One- Welcome**

### **Agenda Item Two - Global Travel Task Force – stakeholder views**

- Explained that there was a lot of common ground between the UK Government and the Scottish Government on opening up international travel, but need to wait until have the results of the JBC modelling work and the advice from all the four Chief Medical Officers before we are able to make a decision on the framework and timing of easing the current restrictions.
- Engagement continues at an official level with the UK Government with the aim of working together to develop and implement a four nations approach to international travel.
- Stakeholders expressed the view that it would be helpful to know now whether the Scottish government intended to use the same framework as England for international travel or develop their own version.
- Stakeholders main concern in relation to the UK Government's proposed approach is the cost of testing, which is seen as prohibitively high and they asked Scottish Government to consider what they could do to reduce this should Scotland require the same for green list countries as England. One suggestion was for the UK government not to charge VAT on PCR tests.
- They also mentioned it would be helpful to have greater clarity on a number of issues, including what happens if someone tests positive whilst aboard.

### **Agenda Item Three – COVID- Status Certification**

- Officials outlined the work that they had been doing on COVID-Status certification. Currently this is only investigative and no decision has been made about whether this will be used in Scotland. [REDACTED]  
[REDACTED]
- However, expected that other countries will require UK Citizens to show proof of vaccination/ negative test in order to enter their country, therefore Scottish Government officials are working with officials from the other nations to develop a process to allow people to show proof of vaccination (and ensure

that GPs do not get overwhelmed by these requests). Conscious of the short timeframes to get this up and running, so in the short term might be a paper based, but hope longer term to have a digital solution in place.

- Also working with the WHO and the EU on this, with the longer term aim of developing a global solution.

#### **Agenda Item Four- Summary and Way Forward**

- Summary of actions

## Note of Aviation Working Group Meeting Four 4 May 2021

### 1. Welcome

### 2. Up-date on actions from the last meeting

Up-date of JB work. Optimistic four nations approach – have aligned system however SG can't announce until know outcome of elections.

On timings - Reviewed every three weeks on four nations basis and review international travel regs every 28 days. 31 May next statutory review date. 10 May confirm rating different countries to operate traffic light system and set date become operational

#### Questions and comments from stakeholders and answers provided

- Three weeks or criteria? – three – red, amber green try to align with UK Government
- Testing costs? – looking at private sector testing. [REDACTED]  
[REDACTED]
- Islands policy? Do the same UK? – important for opening up the green list – [REDACTED]  
[REDACTED] [REDACTED]  
[REDACTED]
- Are the requirements the same for each category? – yes
- Want countries to be added to green list sooner than every three weeks
- Wanted further reassurance – [REDACTED]  
[REDACTED]
- FM- decide early after the election if the same administrations – final decision not been made yet
- Will SG subsidise cost of test? – up to new administration- [REDACTED]  
[REDACTED]

### 3. Safe Pathway for easing restrictions on international travel- Stakeholder feedback following update on actions

### 4. Communication

### 5. Covid-Status Certification

Interim solution in Scotland - for outbound travel – paper based solution – vaccination solutions

Longer term want a UK aligned – look and appearance

## **6. Summary and Way Forward**

### Action

Officials will continue to engage before announcements

From: Jonathan Hinkles <[REDACTED]>

Sent: 25 March 2021 17:17

To: [REDACTED]

Cc: Pacitti F (Frances) [REDACTED]

[REDACTED]

Harden J (John)

<[REDACTED]>; Wightman S (Scott) [REDACTED]

>; Sunderland RE (Rachel)

<[REDACTED]>; Munro D (Dominic) <[REDACTED]>

Subject: RE: Agenda for next meeting of the Aviation Working Group - Monday 29 March

Hi [REDACTED]  
DAC

Thanks for this.

Given the prospect of continuing domestic travel restrictions as well, particularly to and from the Scottish islands, I'd welcome the opportunity to discuss this. It can perhaps sit under AOCB but is of key importance to airports and Loganair also, and there is no other extant forum through which to discuss it.

Kind regards  
Jonathan Hinkles  
Loganair

From: [REDACTED]

Sent: 25 March 2021 14:06

[REDACTED]

Jonathan Hinkles

[REDACTED]

Cc: [REDACTED]

Subject: Agenda for next meeting of the Aviation Working Group - Monday 29 March

Hello all

Please find attached the agenda for the next meeting of the Aviation Working Group.

[REDACTED]  
DAC

[REDACTED]

From: [REDACTED]

Sent: 30 April 2021 11:22

To: [REDACTED]

[REDACTED]

; Munro D (Dominic) [REDACTED]

[REDACTED]

Sunderland RE (Rachel) <[REDACTED]>

Wightman S (Scott) [REDACTED]

; [REDACTED]

[REDACTED]

Director of Outbreak Management

[REDACTED]

Cc: Pacitti F (Frances) [REDACTED]

Subject: RE: Draft agenda for Aviation Working Group for comment

[REDACTED]

Just to feed back from a catch up call [REDACTED] and I have just had with Tim Alderslade at Airlines UK, Gordon Robertson at EDI and Brian MacLean at AGS.

- EDI understand from the call they had yesterday that a 4 nations approach is “likely” and Mr Matheson was going to speak to FM.
- The sector was not happy about the Working Group being delayed again, but recognised that a positive meeting on Tuesday was preferable to one today where no new information would be provided. They were clear that if there is no decision on Tuesday, they’d immediately ramp up their public messaging about the consequences for the industry, jobs etc.
- [REDACTED]

Some more detailed points:

- They think it's important that a 4 nations approach continues through the period of a traffic light system being in place. They still do not understand why Scotland took different decisions in relation to some countries which were added to/taken off travel corridor lists last summer when clinicians are working from the same data. To avoid confusing passengers and to avoid market distortion, it was important that a 4 nations approach on the overall policy continued in relation to the colours applies to each country.
- [REDACTED]
- They are lobbying UKG to remove VAT on PCR tests but DFT and HMT have different views. They were clear that the cost of PCR tests had to come down to around [REDACTED] so they are not a barrier. [REDACTED]
- Finally, they are keen that there is a reasonable gap between decisions and implementation. Stampedes to get back to the UK are not in anyone’s interests so they are asking for more time between a decision being taken and it being implemented. Decisions on a Thursday evening, implemented on a Saturday morning are less than idea.

[REDACTED]

[REDACTED]

[REDACTED]



An agency of  The Scottish Government

**From:** Tim Alderslade [REDACTED]  
**Sent:** 30 April 2021 11:40  
**To:** [REDACTED]  
[REDACTED] Brian McClean [REDACTED];  
Gordon Robertson <[REDACTED]>  
**Subject:** AuK one-pager

All

Good to chat earlier.

As promised, I've attached the one-pager that sets out some of the asks we're pushing with the UKG. Any Qs do shout and look forward to meeting on Tuesday.

Best wishes  
Tim

**Tim Alderslade**  
Chief Executive



**Airlines UK**  
the association of UK airlines  
web: [airlinesuk.org](http://airlinesuk.org)  
twitter: @airlines\_uk  
[REDACTED]

With thanks to our Gold Members



## Airlines UK – Note on air travel restart priorities

### Priorities for May 17:

- UK airlines have significant concerns the Global Taskforce Report (GTR) framework will fail to deliver a meaningful restart to international travel without a major relaxation of restrictions and complexity. It requires urgent review.
- **Our immediate focus is on the announcement confirming a 17 May restart** – and accompanying classification of countries:
  - We strongly believe that the evidence justifies many of the UK's main markets (incl. much of the EU and the US) **being Green come 17 May**.
  - The **success of the UK's vaccine rollout** and significantly improving health picture (alongside tools like digital certification and accurate, rapid tests) means we can protect public health and support the UK's economic recovery through the restoration of air connectivity.
  - Without Green countries, people will not travel. For most people the **Amber Tier will effectively be closed travel** – as it requires quarantine and multiple expensive tests. Routes are not viable under these conditions and carriers won't fly them.
  - We need an announcement before May 17 on the process of how tier allocation will be reviewed, how often (we support every two weeks) and transparency on the criteria / allocation.

### Changes needed to the framework:

- The Tier structure is supported by industry. However, despite the vaccine rollout and the improving health picture, 'Green' status is significantly worse than the testing-free Travel Corridors used in 2020 and will limit restart prospects. Action needed includes:
  - Recognising vaccination status
  - Reducing test requirements which are a massive deterrent to travel and **should not be required under the 'Green' tier**
  - Where tests are required standard lateral flow tests should replace PCR tests as much as possible
  - Where PCR tests are required for higher risk travellers VAT should be removed from these tests and their cost brought down to under £30.
  - **The islands policy – a critical lifeline last year – should continue.** Island destinations represent some key markets in Europe – if they can be Green based on local level data, they should be.
  - The Amber tier also needs amendment to reflect a more pragmatic quarantine and test regime given the risk.
- **We need these changes to the framework ahead of the announced 28 June review**
- FCDO advice relating to Covid-19 remains divorced from travel policy. This creates confusion and erodes consumer confidence. **FCDO advice needs to align with new Tiers** (i.e., not advise against travel to Green and Amber without separate threat reasons) or risks making whole system pointless. People will not travel with invalid travel insurance and tour operators cannot operate to countries where the FCDO advise against travel.

### Success relies upon the Border:

- Restart will mean the border will come under immediate pressure. We have already seen six hour or more queues at Heathrow due to Covid checks. Chaos risks undermining the whole summer, as passengers simply won't take the risk to book if they see huge disruption on the news.
- We are incredibly concerned at the progress in solving Border issues. There has been a lack of senior level engagement and we have little confidence the current process will generate the results we all need:
  - For example, we do not know the passenger volume assumptions underpinning BF resource planning, whether 100% manual checks will continue, and do not have timelines for when improvements – such as a fully digitized PLF and use of E-Gates with the PLF – will be introduced.
  - **The summer and 'autumn' are too late – we need better systems in place by May 17.**

From: Jonathan Hinkles [REDACTED]

Sent: 04 May 2021 12:44

To: Ali Gayward [REDACTED]; tim.alderslade <[REDACTED]>  
[REDACTED]

[REDACTED]

Subject: RE:

Hi all

Completely agreed from us as well – this is a very positive step forward. [REDACTED]

[REDACTED] I felt it important to assure the Cabinet Secretary that there was support from the airline community for the course of action he outlined.

Kind regards

Jonathan  
Loganair

From: [REDACTED]

Sent: 04 May 2021 13:20

To: Pacitti F (Frances) <[REDACTED]>

Cc: [REDACTED]

Subject: Working Group

Fran – Just had Brian MacLean on from AGS. Keen to stress that they thought meeting was reasonably positive and [REDACTED]

[REDACTED]

[REDACTED]



An agency of  The Scottish Government

From: Ali Gayward [REDACTED]

Sent: 04 May 2021 13:16

To: tim.alderslade [REDACTED]

[REDACTED] Pacitti F (Frances) [REDACTED]

Subject: RE:

Likewise [REDACTED] very happy to support a joint approach to comms.  
ACTE

Thank you!

Brgds,

Ali

**ALI GAYWARD**

UK Country Manager

[REDACTED]

fly us: [www.easyJet.com](http://www.easyJet.com)

holiday with us: [www.easyjet.com/holidays](http://www.easyjet.com/holidays)

tweet us: [www.twitter.com/easyJet](https://www.twitter.com/easyJet)

friend us: [www.facebook.com/easyJet](https://www.facebook.com/easyJet)

follow us: [www.instagram.com/easyJet](https://www.instagram.com/easyJet)



From: Tim Alderslade [REDACTED]

Sent: 04 May 2021 12:56

To: [REDACTED]

Ali Gayward

[REDACTED]

Subject: Re:

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

V happy to jump on a comms call [REDACTED]  
ACT

And did you manage to speak to the good people within DFT about you joining their comms WG?

From: [REDACTED]

Date: Tuesday, 4 May 2021 at 12:39

To: Tim Alderslade <[REDACTED]>

Cc: [REDACTED]

[REDACTED]

Subject: RE:

Tim – That’s much appreciated thanks. [REDACTED]

[REDACTED] I’d also like to encourage a Comms discussion between our folk and airlines/airports so we get the messaging to pax right on the different requirements for each colour of country...

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



An agency of  The Scottish Government

From: Tim Alderslade <[REDACTED]>

Sent: 04 May 2021 12:29

To: [REDACTED]

Cc: [REDACTED] Jonathan Hinkles

[REDACTED]

Subject: Re:

[REDACTED]

[REDACTED] This is good progress and although we still believe the UKG are being too conservative in terms of their approach to reopening on 17 May I don’t want the Cabinet Secretary to think we are not happy with where we’ve got to compared to a couple of weeks ago. Still a little way to go and the elections obviously complicate things, and there are things we will continue to push on like PCR testing costs and questioning the requirement for PCR at all for Green countries,

but we can see that things are moving along the Government food chain nicely. It's the destination, not the means of getting there, that counts.

Have copied in Jonathan, Ali, [REDACTED] case they want to share any thoughts.

Tim

From: SPAA Secretary [REDACTED]

Sent: 05 May 2021 10:11

To: Cabinet Secretary for Transport, Infrastructure and Connectivity <[REDACTED]>

[REDACTED]

Cc: [REDACTED]

Subject: Aviation Working Group

Good Morning

I just wanted to thank the Cabinet Secretary for including the SPAA in the Aviation Working Group and for the work that he has carried out on our behalf. The discussion yesterday was a great deal more positive than expected and it was good to hear of the results of that work and the plans of Scottish Government, and the report that is going forward to the First Minister for approval. It is good to see the commitment by Mr Matheson to work with the travel trade and we hope that this will be endorsed next week by the First Minister.

The two areas of concern that were not fully addressed refer to the reduction of costs of PCR tests and we would hope that this will be reviewed on an ongoing basis as at these high levels, it will be a barrier to many people being able to afford to travel. We would be grateful if any progress or changes can be reported back to us.

The other item related to the vaccination certificate and the preliminary use of a paper certificate and we would be grateful if you could keep us updated on progress there.

Kind regards

[REDACTED]

SPAA Secretary

[REDACTED]

Address : 9 - 10 St Andrews Square, Edinburgh EH2 2AF