

FREIGHT SEMINAR REPORT

Held on 15th March 2010 at Victoria Quay, Edinburgh



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1 Introduction

A freight seminar aimed at Local Authorities was held on 15 March 2010. It was attended by officials from Local Authorities, representatives from freight trade associations, and business, members of Regional Transport Partnerships and the Scottish Government.

PowerPoint presentations were given by:

- Elizabeth Baird of the Scottish Government discussed the Climate Change (Scotland) Act 2009 and the impact it could have on Local Authorities;
- Marshall Poulton of the City of Edinburgh Council discussed options they are considering to help them meet the challenge of Climate Change.
- Tony McElroy of Tesco gave a presentation on the work his company had undertaken to reduce its carbon footprint:
- Rachael Dillon of the Freight Transport Association talked about a carbon monitoring scheme her organisation was running:

The aim of the seminar was two fold:

- the identification of barriers that Local Authorities faced to enable a reduction in carbon emissions both from their own freight activities and those of the wider haulage industry; and
- what were the enablers to allow for carbon reduction.

To stimulate debate, a series of presentations on a variety of subjects were given, coupled with syndicate work aimed at drawing together ideas and thoughts from delegates. The questions discussed by the syndicates were:

- what is currently preventing you from achieving Government's target of 42% reduction by 2020 and 80% reduction by 2050 in carbon emissions?
- do we have the right administrative and regulatory environment and if not, what has to change?
- what are you doing at the moment to enable carbon reduction?
- who needs to do what in the future to enable carbon reduction i.e. converting talk into action?

Detail on the presentations are contained within the body of the report, which also highlights the broad themes raised during the seminar and also contains a series of anonymous quotes from the delegates who attended the event.

2 Barriers to Carbon Reduction

2.1 Climate Change

Elizabeth Baird of the Scottish Government gave a presentation on the Climate Change (Scotland) Act 2009 and how it would impact upon Local Authorities:



Microsoft PowerPoint
Presentation

A short Q&A session then followed which included discussion on:

- target setting and monitoring arrangements for carbon emissions;
- partnership working between Government, Local Authorities and industry to reduce freight carbon emissions; and
- a Scottish Government transport research document that had been published in the summer of 2009. This contained ideas ranging from parking in the workplace, road pricing and improvements to the public transport network.

2.2 The Carbon Impact

Marshall Poulton outlined some of the options he was considering for Edinburgh City Council to meet the challenge of Climate Change.



Microsoft PowerPoint
Presentation

After the presentation, discussion included:

- the need for communication and collaboration between Local Authorities and industry if freight emissions were to be reduced;
- Edinburgh Council may consider low emission zones within the city in the future;
- cars causing congestion on key routes into and out of Edinburgh. It had been estimated that 70-75% of these journeys were single occupancy;
- incentives could be the way forward to reduce emissions e.g. the possible use of priority lanes by HGVs with cleaner engines, bus lanes etc.

2.3 Broad Themes identified in the Morning Session

The broad themes that were identified as barriers to co-operation were:

- no clear leadership has been identified directing Local Authorities on the steps they have to take to meet emission targets;
- Local Authorities felt that they do not have sufficient knowledge / understanding of the freight industry;
- the implementation of projects based on the relaxation of night-time curfews may be difficult for Local Authorities to arrange;
- freight is seen as not being a main, priority issue in many Local Authorities;
- Local Authority representatives mentioned there was a political dimension that had to be considered when looking at freight related matters e.g. “there are no votes in freight, but are in passenger transport”; and
- more work could be carried out by Freight Quality Partnerships to help local Authorities collaborate with industry in tackling emission reductions.

3 Enablers to Allow Carbon Reduction

3.1 Delivering Freight and Cutting CO₂ Emissions

Tony McElroy of Tesco gave a presentation on the work his company had undertaken to reduce its carbon footprint:



Microsoft PowerPoint
Presentation

After the presentation a short discussion took place and points raised included:

- future supermarkets could be made more pedestrian friendly by placing car parks at their rear not the front;
- it was noted that the company tried to locate its stores in areas with good public transport to ensure easy access for all, although it was acknowledged that the majority of people still wished to use their cars;.
- the level of packaging on products was raised. It was acknowledged that further work could be done in reducing this, however this needed to be balanced with ensuring products being transported were protected from damage; and
- Tesco were asked whether they would consider running a train to Aberdeen. The Inverness service is a dedicated service which runs 20 boxes a day so feel it is successful. The amount going to Aberdeen was not as large as this so Tesco assess that operating a service that may only be as little 10 boxes per train would not be cost effective.

3.2 Carbon Monitoring

Rachael Dillon of the Freight Transport Association gave a presentation on a carbon monitoring scheme:



Microsoft PowerPoint
Presentation

Several issues were discussed as a consequence of the message Rachael Dillon brought to the event including:

- Lorries were essential traffic but had to pay fuel duty at same rate as cars;
- FTA has active fuel duty discussions with the UK Government. They had not been as successful as the Association had hoped i.e. they had made several requests to differentiate fuel duty between cars and HGVs as lorries had no choice but to make journeys; and
- Likewise, Scottish Ministers had written repeatedly to the UK Government seeking the introduction of a fuel duty regulator and differential rates of duty to be applied to remote and rural areas.

3.3 Broad Themes Identified in the Afternoon Session

The broad themes that were identified as opportunities to enable carbon reduction were:

- a lack of appropriate lorry parking facilities was a factor felt to be adding to congestion. In future scoping work could be undertaken with regards to considering parking for lorries at park and rides;
- there is good practice available which needs to be shared: there was a need to develop effective communications between Local Authorities and industry on a regular basis to facilitate this;
- industry is aware of alternative fuels, bio-fuel, hydrogen cells and electric vehicles and are waiting to see which option was going to be most sustainable in the long term before investing;
- there is scope to encourage and increase use of car sharing;
- scope to develop consolidation centres; challenge will be in ensuring they can develop and flourish without on-going public funding – key will be in identifying potential added value services they could offer (e.g. break-bulking; pricing) and possibly combining effectively with other policy tools (e.g. establishment of air quality zones); and
- international benchmarking might be useful, looking at how the freight industry works in other countries and learn from best practice.

5 Delegates

1. Phil Flanders, Road Haulage Association
2. Gavin Scott, Freight Transport Association
3. Dan Cathcart, Freight Best Practice
4. Maya Rousen, Scottish Enterprise
5. Rab Dickson, Nestrans
6. Jack McConnachie, North Ayrshire Council
7. Michael Cairns, Tactran
8. Mark Skilling, Aberdeenshire Council,
9. Billy Thompson, West Lothian Council
10. Bob McLellan, Fife Council
11. Brian Sharkie, Edinburgh City Council
12. Marshal Poulton, Edinburgh City Council
13. Tony McElroy, Tesco
14. Sandy Thompson, Tesco
15. Keith Orton, Eats Ayrshire Council
16. Alastair Short, Sestran
17. Jane Findlay, Fife Council
18. Kenny Bisset, Fife Council
19. Rachael Dillon, Freight Transport Association
20. Tony Jarvis, Highland & Islands Enterprise
21. Steve Frayling, Glasgow Council
22. Roddy MacDougall, Glasgow Council
23. Pam Stott, Scottish Government
24. Ian Farmer, Scottish Government
25. Jeff Gibbons, Scottish Government
26. Margaret Horn, Scottish Government
27. Alastair Wilson, Scottish Government
28. Justin Huthersall, Scottish Government
29. Jim Heatherill, Scottish Government
30. Joe Dowd, Transport Scotland
31. Elizabeth Baird, Scottish Government
32. Jim May, Scottish Government