

**SCOTTISH FREIGHT AND LOGISTICS ADVISORY GROUP (SCOTFLAG)
MEETING ON 30 JANUARY 2013 2013, 13:00, VICTORIA QUAY**

- Present:** Margaret Horn (Transport Scotland) (Chair)
John Nicholls (Transport Scotland)
Phil Flanders (Road Haulage Association)
Jim McCall (British International Freight Association)
Adrian Brown (Scottish Enterprise)
Michael Cairns (Tactran)
Douglas Norris (Chartered Institute of Logistics and Transport)
David Spaven (Rail Freight Group)
Pam Stott (Transport Scotland)
Jim May (Transport Scotland)
Frank Roach (Hitrans) by teleconference
Rab Dickson (Nestrans) by teleconference
- Guests:** George Mitchell (Distribution Industry Partnership Scotland)
Peter Cullen (Transport Scotland)
David Anderson (Transport Scotland)
- Apologies:** Gareth Williams (Scottish Council for Development and Industry)
Chris MacRae (Freight Transport Association)
Chris Dubber (United Road Transport Union)
John Nicholls (Transport Scotland)
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WELCOME AND MATTERS ARISING

1. Margaret Horn welcomed everyone to the meeting. Minutes were approved – and all actions from the previous meeting had been addressed.

DISTRIBUTION INDUSTRY PARTNERSHIP SCOTLAND (DIPS)

2. George Mitchell gave a presentation about DIPS. DIPS had originally been set up by the whisky industry and is part of the Scottish Business Crime Centre. It had now expanded to include haulage companies, freight operating companies, retailers and insurers. The main purpose of his organisation was to facilitate the flow of information between its members to avoid them becoming victims of crime.
3. A full discussion took place with group members and George Mitchell on a range of issue including:
 - a) metal theft being a major issue across the UK;
 - b) DIPS potentially working with the RHA to distribute statistics for Scotland on freight related crime;
 - c) the possible under reporting of crime by large logistic companies / retailers to avoid reputational damage etc.

4. A copy of the presentation is detailed below.



Microsoft PowerPoint
97-2003 Presentator

Action: Jim May to forward George Mitchell's details to group members.

FREIGHT SCOTLAND

5. Peter Cullen reported that work was being undertaken to integrate the Freight Scotland website into the Traffic Scotland website. This exercise would be beneficial as it would reduce the number of government websites on the internet and lower running costs through only having to maintain one website. The procedure for merging the 2 sites would be:

- a) review the current content of the Freight Scotland site to establish what, if any, data is no longer valid/required;
- b) place the Freight Scotland site within the Traffic Scotland site; and
- c) place a re-direct onto the defunct Freight Scotland website.

6. Peter Cullen said work was progressing on a text to speech APP for drivers with smartphones. The alerts it generates will cover issues such as road works, accidents, incidents etc. It was hoped that companies within the logistics chain would take part in a trial being planned for April. Phil Flanders agreed to canvass his members on this matter.

Action: Phil Flanders to forward names who will take part in trial to Peter Cullen.

A9 DUALLING

7. David Anderson confirmed that the A9 dualling process was scheduled to be completed by 2025 and would provide the following benefits:

- a) economic growth;
- b) improved road safety; and
- c) improved journey times and reliability.

8. David Anderson said that over 1,000 members of the public had attended a series of road shows to highlight the dualling. David Anderson added that he is in contact with colleagues on the A9 Safety Group, which included Phil Flanders and Chris MacRae.

9. David Anderson noted that a major challenge would be to avoid a negative impact upon the scenery / environment as the A9 passes through some of the most scenic areas of Scotland.

10. David Anderson added that Transport Scotland had created an A9 dualling website. (The link is: <http://www.transportscotland.gov.uk/a9dualling>)

11. David Spaven asked what analysis had been carried out to justify dualling rather than a multi modal shift between the A9 and the Highland main Line? David Anderson replied that the challenge was to make best use of road and rail. The STPR process had effectively considered the issue of dualling.

MEMBER UPDATE ON CURRENT ISSUES

12. Rab Dickson said that the recent statement on the Aberdeen western peripheral route had increased business confidence in the north east of Scotland. He was also hopeful that developments regarding an Aberdeen / Inverness rail upgrade would be announced soon.

13. Frank Roach reported that increased funding for the Hitrans whisky project had been received from the EU. The project has until February 2014 to be completed and a haulier to take forward the project would be appointed shortly.

14. Jim McCall said that Heriot Watt University were planning a study about the movement of air cargoes. BIFA had offered to assist the students. The brief was being drawn up and would be concluded by March and the intention was for the project to be completed by August 2013. Adrian Brown asked if Scottish Enterprise could be involved in drawing together the brief. This was agreed. All members were interested in seeing the brief.

Action: Adrian Brown to liaise with BIFA on the statistics project brief. Brief to be circulated to members for information.

FUTURE WORKS PROGRAMME

15. Margaret Horn reported that limited responses had been received from members on this matter. Therefore it would not be taken forward at the meeting. One issue that had been identified as a result of this exercise was the possible input that ScotFLAG may have with regards to the Commonwealth Games. This could be explored in the future.

SUB-GROUP REPORT – ROAD TO RAIL SEMINAR

16. Pam Stott said 2 road to rail seminars were being considered. Phil Flanders was investigating holding an event in the central belt whilst Rab Dickson was exploring one for the Aberdeen area. It was the intention to hold both seminars in March / April 2013.

REGIONAL TRANSPORT PARTNERSHIPS

17. Michael Cairns reported that a successful SEStran event for the Rosyth to Zeebrugge ferry had taken place in Edinburgh in the Autumn. The rEU requirement for use of low sulphur fuel had been highlighted during the event as potentially affecting the viability of the service.

18. Michael Cairns mentioned that a freight page had been added to the Tactran Connect website. This offered online information on freight related issues within

Tayside and Central Scotland and also contained an interactive map giving information on issues such as parking, roadwork's, bridges etc. A link to the website is: <http://www.tactranconnect.com/freight.asp>

19. Michael Cairns said Tactran had attracted EU Interreg funding to support a consolidation project for Perth. This exercise would be 18 months long and had to be completed by the end of 2015. He also added that Dundee City Council had received EU funding to investigate urban logistics. This may include joining Ecostars. The funding will last for 2 years and the council will hold a conference in June to outline the work it intends to carry out.

20. Rab Dickson reported that a freight forum meeting would take place in Aberdeen in March, in conjunction with a road to rail seminar.

21. Rab Dickson said work was being carried out on possible improvement for turning circles on the North East road network to help HGVs.

AOB

22. After discussion, it was agreed that future ScotFLAG presentations could include:

- a) freight statistics – Jim McCall;
- b) whisky movement report – Frank Roach; and
- c) Edinburgh Ecostars – Pam Stott.

23. Jim May stated that a possible seminar could be organised by ScotFLAG during the summer on either the Commonwealth games or for the Regional Transport Partnerships Chairs.

Action: Members to consider appropriate seminar to be carried out by ScotFLAG.

DATE OF NEXT MEETING

The next meeting would be in May 2013.