

**SCOTTISH FREIGHT AND LOGISTICS ADVISORY GROUP (ScotFLAG)
MEETING ON 3 JUNE 2010, 11:00, VICTORIA QUAY**

Present: Alastair Wilson (Scottish Government) (Chair)
Gavin Scott (Freight Transport Association)
Chris MacRae (Freight Transport Association)
Phil Flanders (Road Haulage Association)
Maya Rousen (Scottish Enterprise)
Gillian Hastie (Transport Scotland)
Rab Dickson (Nestrans)
Gareth Williams (Scottish Council for Development and Industry)
Pam Stott (Scottish Government)
Jim May (Scottish Government)

Guests: David Fisher (Skills for Logistics)
Chris Campbell (Skills for Logistics)
Fiona Locke (Scottish Government)
Zak Tuck (Scottish Government)

Apologies: Frank Roach (Hitrans)
Margaret Horn (Scottish Government)

WELCOME

1. Alastair Wilson welcomed everyone to the meeting. He welcomed David Fisher and Chris Campbell from Skills for Logistics and thanked David for agreeing to give a presentation on how training can have a positive impact on both the image and the carbon footprint of the freight industry.
2. Alastair Wilson noted that this was the final meeting to be attended by Gavin Scott prior to his retirement in July, Alastair took the opportunity on behalf of the Group to thank Gavin for all the work he has done, not only as a member of ScotFLAG, but also more broadly in his role within the FTA, and for the positive impact he had made during the previous 32 years.

MATTERS ARISING

3. The following points were raised:-
 - a) **Freight Best Practice (FBP) Scotland** - Pam Stott would give an update on FBP Scotland as a substantive agenda item;
 - b) **Transport Scotland Rail Consultation** - Gillian Hastie confirmed that she had e-mailed copies of the Transport Scotland Rail Consultation paper to all ScotFLAG members;

- c) **Freight Seminar** - Jim May had forwarded a link for the freight seminar held in Victoria Quay on 15 March 2010 to all ScotFLAG members;
- d) **Connekt** - Maya Rousen said that following the presentation made on the Connekt programme at the meeting of the Group on 15 March further discussions had taken place within Scottish Enterprise. The next steps would be to undertake a mapping exercise to ascertain what is currently available to the freight industry in Scotland e.g. FBP, eco driving training etc. This could then be compared to what is on offer with the Connekt Programme to evaluate if it brought any added value for the industry. Pam Stott mentioned that it might be worthwhile setting up a small sub group to consider what European funding could be available for the industry to tap in to. It was suggested that such a sub group could consist of Pam Stott and Maya Rousen. Pam Stott and Gavin Scott also raised the issue of a DfT facilitated steering group that has been tasked with carbon issues within the supply chain. It was important that any work undertaken in both England and Scotland is complimentary and any standards introduced should be applicable across the UK.

Action: A decision to be taken on establishing a sub group to look at European funding at the meeting of 14 September 2010.

- e) **Scottish Government Park and Ride Paper** - Pam Stott explained that the report mentioned at the last ScotFLAG meeting was in fact an internal Scottish Government policy paper on park and ride facilities. Included in the paper were considerations of what added value could be achieved through such developments as the use of lorry parking facilities or provision of alternative fuel infrastructure. There are currently no plans to publish the paper. Pam Stott mentioned that her colleagues had assured her that if they identified any opportunities for lorry parking, they would inform her. Pam Stott would then pass on the information to ScotFLAG members.

CREATION OF NEW TRANSPORT SCOTLAND AGENCY

- 4. Alastair Wilson reported that following an internal Scottish Government review, the Transport Directorate and Transport Scotland would merge to form a new agency called Transport Scotland. The merger would probably take place in August 2010. Although the name Transport Scotland was being retained, it would in reality be a new organisation with a new Agency Framework Document focused on offering an integrated Transport system for Scotland. The new body would offer both the policy and operational requirements for the nations' transport needs. The new agency would operate out of both Glasgow and Edinburgh.

5. The Group noted a concern expressed by Gareth Williams that the new body should engage constructively with industry and stakeholders and not be central belt focused.

NATIONAL TRANSPORT STRATEGY (NTS) REFRESH

6. Zak Tuck gave a brief presentation on the NTS refresh. The report is attached below:



Microsoft PowerPoint
Presentation

7. The NTS had been published in December 2006 and offered a 20 year vision based around 3 key strategic objectives which were to:
 - a) reduce emissions;
 - b) improve journey times and connections; and
 - c) improve quality, accessibility and affordability
8. A commitment had been given to review the NTS every 4 years. However, as the vision of the NTS remains relevant, the intention was to "refresh" rather than carry out a full scale review and rewrite of the strategy. It was important to reflect the changes which had taken place since the NTS was first published including the changed financial landscape and economic downturn. To enable this a core group of Scottish Government staff had been tasked with undertaking this exercise in consultation with industry and a report was likely to be completed by the end of the year. Stakeholders would be given an opportunity to feed into the process.
9. Rab Dickson asked if the 3 subsidiary documents of the NTS would also be refreshed. Fiona Locke answered that there were currently no plans to do so, although once the refresh of the NTS was complete it might be necessary to refresh the daughter documents accordingly. Pam Stott reminded the Group that the Freight Action Plan had been reviewed in 2009 resulting (among other things) in the establishment of ScotFLAG.

SKILLS FOR LOGISTICS PRESENTATION

10. David Fisher gave a presentation on training related matters which is detailed below:



Microsoft PowerPoint
Presentation

11. David Fisher said that Skills for Logistics had come through a re-licensing programme which he felt helped his organisation to identify not only what they were doing well but more importantly where they could improve.
12. Some of the main activities of Skills for Logistics over the coming year would include:-
 - a) awareness raising of his organisation amongst employers;
 - b) up-skilling of staff to help with the carbon agenda;
 - c) eco-driving to allow for big carbon gains; and
 - d) an attempt to introduce a variant of Skills Academies in Scotland.
13. Pam Stott reminded colleagues of the separate Lifelong learning policy framework in Scotland from the rest of the UK, and highlighted the need for Skills for Logistics to work closely with colleagues in SG Lifelong Learning before moving forward with Skills Academies to ensure they were in line with Scottish Ministers priorities.
14. Maya Rousen felt that the training landscape was potentially seen as being cluttered and confusing for employers who may not be sure of where to go for information e.g. is it a college, Skills for Logistics or Skills Development Scotland? Chris Campbell acknowledged this might be the case but steps were being carried out to clarify roles and remits for employers to enable them to identify their training needs and then identify courses to meet the needs of their staff.

Action: Jim May and Pam Stott to meet with colleagues in Lifelong Learning to discuss the training needs of the industry.

IMAGE OF THE INDUSTRY

15. Gavin Scott gave a presentation on the image of the industry. The report is attached below:



Microsoft PowerPoint
Presentation

16. Gavin Scott said that the FTA had commissioned research into what the public thought of the logistics industry. Over 2,000 people were questioned and broadly the results showed that:
 - a) the average person thought very little about the freight industry;
 - b) most people connected this freight with road haulage;
 - c) the success of the industry was taken for granted; and

d) non-driving young city dwellers had least knowledge of freight.

17. Pam Stott said that part of the problem for industry was that it was a victim of its own success (i.e. people did not consider freight transport as long as goods were being delivered efficiently).

18. Gavin Scott mentioned that rather than have a high profile campaign outlining the successes of logistics, the report recommended a low key approach on publicity to avoid the scenario of the sector looking defensive with regards to its image.

FREIGHT BEST PRACTICE (FBP) SCOTLAND

19. Pam Stott tabled papers on FBP Scotland which is detailed below:



20. Pam Stott mentioned that the report gave an overview on some of the achievements of FBP Scotland since November 2008 and detailed the programme for the year 2010 - 11. This included:-

- a) the pocket guide on bad weather driving was by far the most successful document produced so far by FBP Scotland;
- b) more site specific visits were being organised by the programme managers AECOM. The haulage industry in Scotland was relatively small and word of mouth was a great way to pass on a positive message. Successful site visits would boost the image of FBP Scotland;
- c) AECOM would be attending a number of events across Scotland during 2010/11, which would give the programme a good geographical coverage. Phil Flanders pointed out that there were no Transport Commissioner events planned this year and there was some confusion over possible Skills for Logistics events. It was agreed that details would be clarified with AECOM.
- d) AECOM were of the opinion that it was not appropriate to do a case study on Freight Quality Partnerships at the moment. Instead they suggested a "lite guide" for transport managers on lorry parking. After discussion it was agreed that a Freight Quality Partnership case study should be done at a later date. Rather than a "lite guide", it was agreed that the most useful document would be a pocket guide for drivers on lorry parking.

21. Jim May mentioned that a telephone questionnaire to identify market penetration of FBP Scotland was being carried out by the Scottish Government. The exercise was to be completed in June 2010 but from the

data so far drawn together, awareness of the programme needed to be higher and would involve more work from AECOM.

Action (1): Jim May to contact AECOM to begin a scoping exercise on a lorry parking pocket guide for drivers.

Action (2): Jim May to gain clarification from AECOM on events.

FREIGHT QUALITY PARTNERSHIPS (FQP) REPORT

22. Rab Dickson said that he had circulated the previous minutes of ScotFLAG meetings to all FQPs. He had no new initiatives to comment on and intended in the future to report back to the Group via:

- a) an annual written report to be presented at the Spring meeting;
- b) oral reports at the other quarterly meetings.

23. Gavin Scott said that SPT have carried out a report on the setting up of a consolidation centre and had concluded that there was no appetite for one. Maya Rousen added that the findings may have been influenced by the quality / type of questions used in the questionnaire used for information gathering.

24. Phil Flanders mentioned that SesTran was also doing work on a dry port within its area. Maya Rousen added that with budgets becoming increasingly tight, RTPs may find themselves working more closely together in the future on joint initiatives.

LORRY PARKING SUB GROUP REPORT

25. Phil Flanders reported that a questionnaire had been designed for lorry parking, one for drivers and one for employers. It was intended to:

- a) produce an electronic version of the questionnaire that would be on the Transport Directorate website;
- b) advertise the questionnaire and encourage companies and individuals drivers to complete it via the RHA, FTA and STUC; and
- c) Jim May would convert the data into results.

26. For information, the questionnaires are produced below:



Microsoft Office
Word Document



Microsoft Office
Word Document

27. Phil Flanders said that this was another essential element of the information gathering required to enable the Sub Group to produce a report in the Autumn.

28. Gavin Scott mentioned that HITRANS have £10,000 to undertake lorry parking research: it may be worth contacting them on what actions they intend to carry out.

29. Pam Stott said that the Department for Transport (DfT) were also carrying out a review of lorry parking in England and Wales. The Sub Group should liaise with them to ensure that both exercises are complementary. A meeting between DfT and Devolved Administrations is scheduled for 17 June and lorry parking is on the agenda.

Action (1): Jim May to contact HITRANS on remit of lorry parking research and alert them to the existence of the questionnaire.

Action (2): Jim May to collate questionnaire results.

CLIMATE CHANGE SUB GROUP REPORT

30. Gavin Scott referred to the paper submitted at the previous ScotFLAG meeting by the Sub Group. No further work had been undertaken pending consideration of the Connex programme and its potential impact upon carbon and the Scottish haulage industry.

DATE OF NEXT MEETING

31. The dates of the next 2 meeting are on:

- a) 14 September in Victoria Quay at 11.30am; and
- b) 7 December in Victoria Quay at 11.30am.