

**SCOTTISH FREIGHT AND LOGISTICS ADVISORY GROUP (SCOTFLAG)
MEETING ON 13 OCTOBER 2011, 13:30, VICTORIA QUAY**

Present: Alastair Wilson (Transport Scotland) (Chair)
Gareth Williams (Scottish Council for Development and Industry)
Phil Flanders (Road Haulage Association)
Michael Cairns (Tactran)
Rab Dickson (Nestrans)
Pam Stott (Transport Scotland)
Jim May (Transport Scotland)
David Spaven (Rail Freight Group)
Chris Dubber (United Road Transport Union)
Douglas Norris (Chartered Institute of Logistics and Transport)

Telephone: Chris MacRae (Freight Transport Association)

Observer: Robert Boyter (Transport Scotland)

Apologies: Frank Roach (Hitrans)
Jim McCall (British International Freight Association)
Maya Rousen (Scottish Enterprise)
Colin Bell (Scottish Enterprise)
Tony Trench (UNITE the Union)

WELCOME

1. Alastair Wilson welcomed everyone to the meeting, especially the new members of the group.

MATTERS ARISING

2. The following point was raised:-

- a) **Scottish Enterprise** - Alastair Wilson noted that Maya Rousen was no longer a member of the group due to taking up a new role within her organisation, and that her colleague Colin Bell would be her replacement. As Chair, he wished formally to thank Maya for the enthusiasm and professionalism she had brought to the group during the last 2 years, and to support for the freight industry for a number of years prior to that.

SCOTFLAG REFRESH

3. Alastair stated that the completion of the refresh exercise had resulted in changes to the group's membership and a renewed focus on wider supply chain issues. This would enable ScotFLAG to continue to build upon and develop partnership working, both between industry and government and between national and regional/local transport policy makers. It could also encourage innovative thinking, both within the Scottish supply chain and in relation to policies being implemented by Scottish Ministers that impact upon the industry.

4. For the benefit of new members, Alastair outlined the role and remit of the group, including:
 - a) advising on and monitoring the delivery of freight policy in order to achieve the Scottish Government's national outcomes and objectives;
 - b) considering the impact of Scottish Government policies on freight movements; and
 - c) the promotion of partnership working across the public sector and industry.He reminded members of collective agreement not to use the group for lobbying purposes.
5. Gareth Williams welcomed the expansion of the group to cover all aspects of the logistics chain in Scotland and wondered if ports representation would be useful? It was agreed that it would.

Action: Alastair Wilson to pursue ports representation

WINTER PREPAREDNESS

6. Pam Stott reported that during the Summer she had met with representatives of the Association of Chief Police Officers in Scotland (ACPOS), the Freight Transport Association (FTA) and the Road Haulage Association (RHA) to discuss winter preparedness. As part of this process an HGV driver leaflet on what to do if bad weather strikes had been developed and would be issued to industry on 1 November.
7. Pam added that other issues on winter resilience for the freight industry had been explored, including:-
 - a) a free Freight Hotline which would be set up for hauliers to report difficulties on the trunk road network during periods of extreme weather; and
 - b) the provision of an on-line radio service reporting on trunk road network conditions.
8. Chris MacRae emphasised that communication would be a key issue for industry in the event of heavy snow this winter: If they receive appropriate information timously they will be able to plan their work accordingly.
9. Pam Stott reported on work that had been carried out by the Scottish Government in partnership with the public and private sectors. The exercise "Polar Storm" had been held on 7 September, bringing together Central Government, Local Authorities, the emergency services, industry representatives and others to consider how robust plans for the forthcoming winter were and what improvements would be needed. A range of actions had been identified.
10. Phil Flanders commented that he had attended the event and had been impressed by the winter planning in place from Network Rail. Chris MacRae hoped that equal priority would be given to both passengers and freight in the event of bad weather by Network Rail this winter.

11. Pam Stott added that a write round would be issued to all operator licence holders on the steps HGV drivers should take in the event of extreme weather. This information would be received by hauliers on 1 November.

LORRY PARKING SUB-GROUP

12. Phil Flanders confirmed that the final report had been completed and forwarded to all ScotFLAG members. In essence it offered a snapshot of overnight lorry parking within Scotland. From the evidence gathering phase of the project, which included an online survey and telephone one-to-ones, the main findings were:-

- a) the number of known lorry parking sites within Scotland accounted for 25% of the whole within Great Britain i.e. a total of 35;
- b) the average cost of an overnight stay in Scotland was £12.00;
- c) a number of lorry parks did not charge for overnight stays;
- d) the most important requirements for an overnight parking facility were toilets, showers, canteens and security fencing;
- e) evidence to date showed no requirement for public sector intervention, as no market failure had been identified.

13. Phil outlined the recommendations from the report:-

- a) Transport Scotland to ensure that the information it retains on lorry parking on the Freight Scotland website is regularly refreshed;
- b) Transport Scotland to consider facilitating an online forum for feedback from HGV drivers on lorry parking;
- c) freight industry media should be encouraged to run regular articles/features on lorry parking sites across Scotland. These articles would raise the profile and awareness of lorry parking availability and standards;
- d) Regional Transport Partnerships (RTP's) to take the opportunity to engage with Local Authorities in relation to:
 - i. exploring the costs and benefits for the use of park and ride sites for overnight parking by HGVs when there will be few cars using the facilities;
 - ii. HGVs being given access to suitable coach and car parking facilities within urban areas;
- e) encourage the other mainland regions of Scotland (SPT, SeSTran and SWestran) to carry out their own studies collectively or individually to complete the study for the Scottish mainland; and
- f) the Sub-Group to investigate which current overnight lorry parks need to carry out actions to enable them to achieve an appropriate standard of security.

14. Chris Dubber welcomed the report and agreed that a big problem for his members was not the number of overnight lorry parks available, but rather the lack of facilities within them (e.g. no toilets, eating facilities etc).

15. Pam Stott confirmed that Transport Scotland was investigating the creation of a free downloadable App for HGV drivers. It would contain a map of Scotland showing the location / facilities of all known lorry parking sites.

16. A copy of the report is attached below:



Microsoft Office
Word Document

DRIVER CERTIFICATE OF PROFESSIONAL COMPETENCE (CPC) SUB-GROUP

17. Pam Stott reported that a short life Sub-Group had been set up to look at the level of uptake for drivers in Scotland since September 2009 (when the CPC came into effect). Although this was a reserved matter, a lack of qualified HGV drivers would adversely impact upon the Scottish supply chain, Scottish businesses and hence the potential for achieving sustainable economic growth.

18. An evidence gathering exercise had been completed and a report drawn together. Its main findings included:-

- a) Transport Scotland officials to remain in contact with the Driving Standards Agency, seeking quarterly updates on training volumes in order to monitor progress;
- b) the ScotFLAG Training Sub-Group will continue to monitor the situation and will meet when required; and
- c) a copy of the report to be published on the Transport Scotland website and forwarded to the Department for Transport for information.

19. A copy of the report is provided below:



Microsoft Office
Word Document

CLIMATE CHANGE SUB-GROUP

20. Jim May reported that the Freight Best Practice Scotland Programme had produced a short online toolkit for hauliers. Its purpose was to offer industry free quick choices that may help towards a reduction in carbon emissions.

21. For information, a copy of the toolkit had been issued to ScotFLAG members and is attached below:



Microsoft Office
Word Document

REGIONAL TRANSPORT PARTNERSHIPS (RTPs) REPORT

22. Rab Dickson reminded the group that in 2007 all RTPs had been asked to develop individual strategies to meet the needs of their stakeholders. Informal

refreshes of these strategies were being carried out by several RTPs. Other activities included the following:-

- a) Hitrans continued to do work in relation to lorry parking;
- b) SeSTran were working with freight stakeholders to try and increase the level of use of the Rosyth to Zeebrugge service;
- c) Nestrans had created an online freight page for hauliers and had also looked into the potential effect of Euro 5 engines on air quality within Aberdeen city centre. They hoped that the planned park and ride site for Aberdeen would consider the use of overnight parking for HGVs.

23. Michael Cairns added that Tactrans had submitted a bid for EU INTERREG funding for a potential consolidation centre serving Perth. A decision was expected in the New Year.

FUTURE SEMINAR

24. Pam Stott asked whether an appetite existed to carry out a ScotFLAG sponsored seminar in the Spring of 2012. Phil Flanders replied that a networking event for SMEs on how to get goods from road onto rail would be a worthwhile exercise. David Spaven and Chris MacRae added that this would be an idea worth investigating further

25. Pam Stott suggested that the Group consider this matter and noted that it would not lobby for Freight Facilities Grant (FFG). Jim May could canvas support when he sent out the formal minute of the meeting in November. On the assumption that agreement would be given, the following members agreed to join the Sub-Group to look into facilitating a seminar:

- a) Pam Stott (Chair);
- b) Jim May (Secretary);
- c) Phil Flanders;
- d) Chris MacRae;
- e) David Spaven; and
- f) Douglas Norris.

AOB

26. Gareth Williams asked to be kept aware of any FFG available in the future for industry that could be used for capital expenditure.

27. Pam Stott mentioned that the Department for Transport would shortly begin a 10 year trial of longer semi-trailers across the UK. Industry was being asked to bid for permission for use of a semi-trailer, which they would have to purchase themselves. (A maximum of 1,800 would take part in the exercise.)

Action: Justin Huthersall to inform Gareth Williams of availability of FFG under Future Transport Fund.

DATE OF NEXT MEETING

28. The next meeting will be in February 2012.