

**SCOTTISH FREIGHT AND LOGISTICS ADVISORY GROUP (SCOTFLAG)
MEETING ON THURSDAY 27 FEBRUARY 13:00, VICTORIA QUAY**

Present: John Nicholls (Transport Scotland), Chair – first half
Margaret Horn (Transport Scotland), Chair –second half
Adrian Brown (Scottish Enterprise)
Michael Cairns (Tactran)
Rab Dickson (Nestrans)
Chris Dubber (United Road Transport Union)
Phil Flanders (Scottish Council for Development and Industry)
Jim McCall (British International Freight Association)
Douglas Norris (Chartered Institute of Logistics and Transport)
Martin Reid (Road Haulage Association)
Frank Roach (Hitrans / Highlands and Islands Enterprise)
David Spaven (Rail Freight Group)
Pam Stott (Transport Scotland)

Telephone: Chris MacRae (Freight Transport Association)

Guests: Keith Brown MSP (Minister for Transport and Veterans)
Peter Clark (Scotch Whisky Association)
Archie Stoddart (Transport Scotland)
Gareth Wilks (Transport Scotland)

MINUTES AND ACTIONS FROM PREVIOUS MEETING

1. The minutes of the meeting held on 29 October 2013 were agreed. On the Action relating to A9, modelling work has been commissioned and the results of this will be circulated to members once published.

‘SCOTLAND’S FUTURE’ – MINISTERIAL PRESENTATION AND DISCUSSION

2. The Minister for Transport and Veterans, Keith Brown MSP, attended the meeting from 13:00 to 13:30. Mr Brown welcomed the opportunity to meet with freight industry representatives following the publication of ‘Scotland’s Future’.
3. Mr Brown gave a presentation, in which he highlighted:
 - the on-going commitment of the Scottish Government to improving transport in Scotland;
 - the investment Scottish Ministers have made in Transport, within a context of a reduced Scottish budget and a lack of freedom to borrow.
 - how the full powers that would come with independence could benefit Scotland’s transport, transport administration processes and businesses.

4. Matters covered in the subsequent discussion covered:

- The extent of international interest in investing in Scotland e.g. for fixed links.
- Potential benefits of independence for logistics operators such as the ability to directly influence the EU, and streamline regulatory arrangements.
- Rail investment building on acknowledged successes such as Stirling-Alloa-Kincardine and the Borders route.

5. The Minister left the meeting at 13:30.

CYCLING / HGVS

6. Archie Stoddart presented the following paper to the Group, on cycling casualties in Scotland.



Microsoft Word
Document

7. There had recently been increased lobbying for action on HGV and cyclists, generated by campaigns run by several national newspapers (e.g. The Times) following cycling fatalities in London. Transport Scotland had examined the accident position in Scotland and established that the London accident pattern was not replicated in Scotland.

8. Nevertheless, Transport Scotland is keen to develop a shared and coherent understanding with all parties involved to:

- help develop policies and processes that promote mutual respect;
- that are proportionate to the Scottish situation;
- and that will be effective.

9. To that end, Archie Stoddart wished to learn more from members about activity undertaken by the industry to date on HGVs and vulnerable road users, and invited members to feed in views and examples of good practice, thoughts on potential areas for partnership working and on what role might be appropriate for the Scottish Government.

10. A discussion followed, covering:

- need for all road users to accept responsibility, and to build mutual respect;
- training cyclists (Bike-ability training currently being offered in schools);
- enforcement;
- potential impact of achieving cycling targets on KSI (Killed or Seriously Injured) rates;

- need to avoid a multiplicity of schemes aimed at hauliers;
- need to recognise that there were different sectors within freight and target any initiatives appropriately (e.g. construction vehicles or bin lorries);
- role of road lay-out and design in improving safety;
- opportunities for positive measures – such as taking HGVs into schools;
- recognition that there was a lot of positive activity happening in Scotland in relation to HGVs/cycling but that this not well publicised.

Action 1: All ScotFLAG members to send information / evidence on HGV/cycling activities and projects to Pam Stott by end of March 2014.

11. After this discussion, John Nicholls left the meeting and Margaret Horn took over the role of Chair.

LIFTING THE SPIRIT – PROJECT UPDATE

12. Frank Roach provided an update on the ‘Lifting the Spirit’ Project. Presentation (which he also presented at the Food Port conference the previous week) attached.



lifting the spirit5.ppt

13. Peter Clark (Scotch Whisky Association) circulated a paper, summarising feedback from the distillers’ perspective



R_PC_LiftingtheSpirit
SWAFeedback_FINAL

14. A discussion on the project followed, covering challenges, opportunities and how the findings from the project may inform future priorities and debate on rail freight developments.

15. The final report on the project is due by October, and will be circulated to ScotFLAG members when published.

UPDATE FROM MEMBERS

16. Margaret invited members with any significant issues to raise these.

NPF3

17. David Spaven noted that, although the revised NPF3 document mentioned freight hubs, the Rail freight Group remained concerned that there were no rail freight related national developments. Following an FOI request, RFG had seen the revised scoring, and was considering the position.

A9

18. David Spaven also raised RFG's concerns over the 3 year trial of 50mph speed limits for HGVs. This had been discussed in November at Perth.

19. David Spaven informed members that Rail Freight Group conference would take place in Royal George Hotel, Perth on Wednesday 12 March.

Commonwealth Games

20. Chris MacRae explained FTA members remained nervous about the Commonwealth Games' planning for freight transport. He commented that information aimed at businesses to date has been general, and that more specific information was required by freight operators to allow them to plan routes, staffing levels and engage with customers adequately. However, there appeared to be good intentions amongst organisers to engage with freight industry representatives, with a Freight Operators Working Group meeting scheduled for 11 March.

Rail freight

21. The FTA have a longer-term concern that the development of HS2 may adversely impact on rail freight due to capacity issues. They also are concerned about its impact on inter-modal traffic.

22. Chris MacRae informed the group that the FTA are currently working with retailers to encourage greater use of rail freight through the 'Agenda for More' project.

RTPS / COSLA UPDATE

23. Michael Cairns updated members on freight activities of SEStran and Tactran, and Rab Dickson provided an update for Nestrans.

SEStran

24. SEStran freight transport activity is currently focussed on 3 EU-supported projects:

- **Connecting Food Port Regions:** A project designed to provide better levels of accessibility and connectivity between SEStran ports and

ports throughout the North Sea Region and promote the sustainable distribution of food products throughout the region.

- **Lo-Pinot:** A project involving comprehensive analyses of market potential for Short Sea Shipping and coastal feeder services, operating within regional ports which is designed to attract operators and set up new connections.
- **WEASTflows:** A North West Europe project with emphasis on making West-East freight movements in this region more sustainable (including UK-Europe freight flows as well as internal long distance UK flows).

25. Further information on these can be found here.

<http://www.sestran.gov.uk/projects/>

Tactran

26. Tactran are currently working with Dundee City Council on their City Logistics project (project within EU Enclose). Work is currently underway to develop a Sustainable Urban Logistics Plan (SULP). This is aimed at achieving a range of environmental benefits, including reduced CO2 emissions, improved air quality and a reduction in noise pollution. Further information on the ENCLOSE project can be found here.

http://www.esec.org.uk/download/projects/dundee_city_council_projects/Dundee%20Enclose.pdf

27. An update was also provided on the Freight Consolidation Centre project. The initial procurement exercise did not identify a company to deliver this project, so direct approaches to logistics companies were made. One of the companies approached seemed keen to be involved and put a lot of management effort into planning for this. Unfortunately, the company withdrew from the project at the last minute, and it is not possible for the current proposal to proceed within the time scale of European funding. However if alternative funding is identified the possibility of involving different logistics companies could be explored. Analysis is underway on the reasons given for the withdrawal, and lessons learned from the experience will be shared in due course.

Nestrans

28. Rab Dickson informed members that Nestrans' Regional Transport Strategy had recently been refreshed and approved. The Aberdeen Harbour extension has been put forward for consideration as a national development under the review of the National Planning Framework. Nestrans will also be considering the feasibility, costs and benefits of new railway lines in the North East – particularly to Peterhead.

29. A NE Freight Forum meeting is planned for May.

COSLA

30. Rab Dickson confirmed he will keep George Eckton (COSLA) informed of the work of ScotFLAG through the RTP liaison group.

DATE OF NEXT MEETING

31. The next meeting will be in October.