

**SCOTTISH FREIGHT AND LOGISTICS ADVISORY GROUP (SCOTFLAG)
MEETING ON 29 FEBRUARY 2012, 12:00, VICTORIA QUAY**

Present: Alastair Wilson (Transport Scotland) (Chair)
Gareth Williams (Scottish Council for Development and Industry)
Phil Flanders (Road Haulage Association)
Michael Cairns (Tactran)
Colin Bell (Scottish Enterprise)
Chris Dubber (United Road Transport Union)
Jim McCall (British International Freight Association)
Hilary Harrison (Transport Scotland)
Pam Stott (Transport Scotland)
Jim May (Transport Scotland)

Telephone: Chris MacRae (Freight Transport Association)
Rab Dickson (Nestrans)

Apologies: Frank Roach (Hitrans)
David Spaven (Rail Freight Group)

WELCOME

1. Alastair Wilson welcomed everyone to the meeting, especially Jim McCall of BIFA as a new member of the group and Hilary Harrison who had kindly agreed to discuss dualling of the A9 + A96.

MATTERS ARISING

2. Alastair Wilson noted that all of the issues listed in matters arising would be covered by the agenda, with the exception of the undertaking by him to identify a ports representative to be part of the group. He intended that a suitable representative be identified in advance of the next meeting.

A9 + A96 DUALLING

3. Hilary Harrison reported that Transport Scotland was consulting with stakeholders on dualling of the A9 and A96. The benefits of this proposed programme would include improved road safety, better journey times, less congestion etc.
4. Hilary Harrison hoped to gain feedback from group members that could be used to strengthen the business case that would be put to Ministers later in the year. She wanted feedback by to 31 March on:
 - a. existing knowledge / experience of each route (in relation to stakeholders areas of expertise);
 - b. the stakeholders aspirations relating to potential benefits and opportunities arising from dualling;

- c. evidence to assist development of a robust National Case for dualling; and
- d. any views on priority sections for dualling for each route.

UK FREIGHT ISSUES – IMPLICATIONS FOR SCOTLAND

- 5. Pam Stott noted that the UK Government had recently published its Logistics Growth Review. Much of this was similar to work already undertaken by the Scottish Government i.e. the Freight Scoping Study and the Freight Action Plan.
- 6. Pam Stott added that the Department for Transport had launched a 10 year longer semi-trailer trial involving up to 1,800 vehicles across the UK. So far 12 Scottish companies had applied to take part in the pilot and Risk Solutions had been appointed as its independent monitoring body. Phil Flanders replied that they should not adversely affect the infrastructure of small towns as they would have the same turning circle as older vehicles currently on the road.
- 7. Pam Stott mentioned that the Department for Transport would shortly issue a HGV road charging consultation. This process would close on 18 April. The general feeling was that industry would support its introduction. Pam Stott encouraged everyone to make any uniquely Scottish issues available to the Department for Transport to consider during the process.
- 8. Pam Stott informed the Group that fuel derogations would be launched by the UK Government for the Scottish Isles on 1 March allowing for a cut in duty of 5 pence. This would not be applicable to bulk fuel purchases by hauliers but would only apply to prices at petrol pumps. If any Trade Association came across a member's issue where this situation caused genuine hardship they were requested to pass the information onto Freight policy so that Ministers could be informed.

CONTAINER REPOSITIONING COSTS

- 9. Chris MacRae noted that, unlike the UK as a whole, Scotland is a net exporter. This brought particular issues for the supply chain in terms of physically getting empty ISO containers repositioned to Scotland for use e.g:-
 - a. additional costs for exporters to get equipment from southern locations;
 - b. restricted choice for exporters in terms of competition;
 - c. exporters now being faced with carriers seeking to recover costs of repositioning due to the recession as opposed to the situation over the previous ten years, and also charging for railing empty boxes up from and then back to southern ports; and
 - d. the negative impact on Scottish business overall.

10. The FTA have issued a report on this matter, which is detailed below. The aim of the paper is for industry to identify solutions for this problem.



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(120 KB)

UPDATE FROM COMMITTEE MEMBERS

11. Gareth Williams reported that SCDI had engaged in the Rail 2014 consultation process. Although this was based primarily around passenger movements, issues relating to freight in the north of Scotland could also be considered. Freight on rail was also a matter his organisation was considering raising with the Scotland Office.
12. Michael Cairns mentioned that SPT had discussed a review of container repositioning. No further details were currently available.
13. Chris MacRae said the FTA had met London Transport to discuss the implications on freight movements in London during the Olympics. Valuable lessons may be learned over the coming months which could help inform decisions with regards to the Glasgow Commonwealth Games in 2014. Issues surrounding Road Equivalent Tariff (RET) and the impact of increased fares for hauliers on ferries as a result had been raised by FTA members.
14. Phil Flanders confirmed that RET had also been raised by his members. The robustness of the research undertaken on behalf of the Scottish government for RET was disputed by hauliers i.e. the conclusion that savings had not been passed on to customers.

LORRY PARKING MOBILE SERVICE

15. Jim May said that an initiative resulting from the work of the lorry parking sub-group has been the introduction on 7 February of a lorry parking mobile service at a cost of £30,000 to Transport Scotland. The service was accessible via smartphones and tablets and would provide users with on the move real time information. It also offered a location aware feature 'what's near me' i.e. facilities within a 50 mile radius of the user. The type of information available via the service included:
- a. location and facilities of lorry parks;
 - b. locations of industrial estates; and
 - c. bridge heights.

SUB-GROUP REPORT – ROAD TO RAIL SEMINAR

16. Pam Stott Said the Sub-Group had met twice. It:-
- a) had agreed a provisional date of 24 May for the seminar;

- b) had a Chairperson in place; Frank Roach;
- c) was fleshing out the format for the day, an initial presentations followed by workshops, reporting back and networking opportunities etc.

17. A formal report would be produced for the next scheduled meeting of ScotFLAG.

REGIONAL TRANSPORT PARTNERSHIPS

18. Rab Dickson reported that a decision was to be made in the Court of Session on the Aberdeen Peripheral Bypass on 29 February. Nestrans intended to hold a freight forum in the spring, a freight action plan would be an agenda item to be discussed.

19. Michael Cairns said that Tactran had bid for funding from the EU as part of a consortium for a review into a potential consolidation centre. Unfortunately one of the partners had withdrawn resulting in the bid being unsuccessful. Tactrans are considering re-applying.

20. Pam Stott asked if the RTPs had heard of ECOSTARS, a European programme Edinburgh City Council have bought in to with the aims of:

- a) saving fuel by implementing key measures of the ECOSTARS scheme a typical HGV operator, for instance, could expect to reduce fuel consumption by a minimum of 5% in the first year;
- b) reduce carbon emissions, (a typical HGV could see its annual output of carbon dioxide fall by six tonnes a year);
- c) offering tailor-made support to ensure their fleet is running as efficiently and economically as possible;
- d) recognition for exhibiting best practice in vehicle and fleet management;
- e) raising member's profiles as being environmentally responsible service providers.

21. Michael Cairns confirmed that he was aware of the programme and SPT had shown interest in it. Tactran however had not considered joining.

AOB

22. Pam Stott said that she had recently attended a meeting with CBI Scotland. They had expressed an interest in joining ScotFLAG as a member. After discussion it was agreed that as a vacancy was available, CBI Scotland would be invited to join the Group.

Action: Pam Stott to contact CBI Scotland.

DATE OF NEXT MEETING

23. The next meeting would be on 7 June 2012.