

**SCOTTISH FREIGHT AND LOGISTICS ADVISORY GROUP (ScotFLAG)
MEETING ON 31 MARCH 2010, 11:30, VICTORIA QUAY**

- Present:** Alastair Wilson (Scottish Government) (Chairperson)
Gavin Scott (Freight Transport Association)
Phil Flanders (Road Haulage Association)
Maya Rousen (Scottish Enterprise)
Gillian Hastie (Transport Scotland)
Frank Roach (Hitrans)
Margaret Horn (Scottish Government)
Pam Stott (Scottish Government)
Jim May (Scottish Government)
- Guests:** Leonora Frame (Scottish Development International)
Nico Van Antem (Connekt)
Roland Stiven (Timber Transport Forum)
- Apologies:** Rab Dickson (Nestrans)
Gareth Williams (Scottish Council for Development and Industry)
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WELCOME FROM CHAIR

1. Alastair Wilson welcomed everyone to the meeting. He particularly thanked Leonora Frame and Nico Van Antem for agreeing to give a presentation to the Group on Connekt, a sustainable logistics programme from the Netherlands.

MINUTES OF THE PREVIOUS MEETING

2. With regard to the minutes of the previous meeting, the following points were raised:

- a) **Freight Best Practice Scotland** – Pam Stott said that the programme for year 3 was close to being finalised with AECOM and a detailed report would be available for the next ScotFLAG meeting.

Action: Pam Stott to update ScotFLAG at the June meeting.

- b) **SAFED for Vans** – Jim May confirmed that 50 instructors had been trained by AEA Logistics, giving a good geographical coverage across Scotland. As part of the programme 100 reference students had also been given free training and a report had been published and was now available on the SG website.
<http://www.scotland.gov.uk/Resource/Doc/935/0095754.pdf>

- c) **Transport Scotland Rail Consultation** – Gillian Hastie said that a total of 55 respondents had taken part in the exercise. The information supplied had been analysed and a report was being published by Transport Scotland directly after the close of the meeting.

Action: Gillian Hastie to e-mail report to ScotFLAG members.

- d) **Image of Industry** – Gavin Scott said that in some ways this matter was now linked to the work being undertaken by the carbon sub-group. He would include comments on the image of the industry during his presentation on carbon.

CLIMATE CHANGE SUB-GROUP – CONNEKT, SUSTAINABLE LOGISTICS

3. Leonora Frame gave a presentation on Connekt, an independent network of companies and authorities that connects parties in order to work, on trust, on the sustainable improvement of freight mobility in the Netherlands. The programme which was introduced in 2009 currently offers support to 250 companies of varying sizes that all have the common aim of reducing emission levels by at least 20% by 2012. To enable this, I.T. solutions were essential and a toolkit has been developed by Connekt. This software is free to use once a company joins the programme.
4. Leonora Frame believed Connekt offered an opportunity for enabling international collaboration and sharing of best practice, whilst also addressing Scottish Government policy objectives on carbon reductions.
5. From his experience, Nico Van Antem believed that some Local Authorities viewed Connekt as a tool to help improve air quality in cities through reduced carbon emissions from HGVs. He added that Connekt is jointly funded by the Government and industry and 20 Local Authorities and Government Departments had signed up to it.
6. Gavin Scott said that operators were happy to look at ways to work in a more environmentally friendly manner. The issue faced by companies would be in meeting any costs which would be incurred by this process.
7. Pam Stott mentioned that some of the elements of Connekt may already be available to hauliers through the Freight Best Practice programme. Maya Rousen agreed and felt that there were most likely a number of activities and programmes happening across the country which needed to be joined up. Pam Stott added that if this proved to be the case, what might be useful would be to place these programmes under a covering umbrella with an I.T. solution being made available to enable carbon reduction.
8. Nico Van Antem confirmed that this may be appropriate and perhaps the Connekt I.T. toolkit was all that was needed. If so, Connekt would be happy to work with all parties on this matter. There were also opportunities for a joint Scotland / Netherlands collaborative project.

Action: Maya Rousen to undertake internal discussions within Scottish Enterprise regarding Connekt. She would then undertake a mapping exercise in liaison with ScotFLAG if ScotFLAG felt this was appropriate.

CLIMATE CHANGE SUB-GROUP REPORT

9. Gavin Scott gave a presentation on the work of the ScotFLAG climate change sub-group. The report itself is attached below:



Microsoft Office
Word Document

10. The work of the sub-group was based round matters such as the challenge of reducing carbon emissions by 42% by 2020 and the need to accept that the carbon agenda won't go away because it involves difficult decisions. Some of the issues that the sub-group had considered included:

- a) technologies to reduce carbon emissions;
- b) use of bio fuels and this impact this could have on the food chain in developing countries;
- c) opportunities for partnership working between industry and Local Authorities etc.

11. Gavin Scott mentioned that consideration was being given by the Department for Transport to making safe and fuel efficient driving (SAFED) a requirement under the Driver Certificate of Professional Competency (CPC). He believed that, if this was introduced, it would effectively mean an annual requirement for drivers to be retrained so as to retain efficiency savings. He felt this would in effect turn the Driver CPC scheme into an eco driving project. If eco-driving training was to be made compulsory it would not be eligible for any grant funding.

12. Phil Flanders said that a range of courses were available under the Driver CPC. Any such development as described by Gavin Scott could make these diverse courses commercially redundant. For information, Roland Stiven added that a timber SAFED style course was being looked at for industry.

13. Pam Stott mentioned that Scotland had no consolidation centres in place. For them to be successful a partnership approach between industry and Local Authorities would be required. Leonora Frame said that Nijmegen was looking to develop a pilot consolidation centre. This would be a joint project involving the Local Authority and industry. The role of the Local Authority was in offering a good site for the centre and in return industry using the centre agreed to use electric vehicles only within the city.

LORRY PARKING SUB-GROUP REPORT

14. Phil Flanders reported that the aim of the sub-group was to carry out a review on the lorry parking facilities available across Scotland and to produce a report in the Autumn that could be used by industry to 'fill in any gaps' that existed.
15. The sub-group was currently undertaking evidence gathering and so far the specific outputs achieved or planned are:
 - a) a project plan had been agreed. Individual tasks for sub-group members within this plan had also been delegated;
 - b) a questionnaire for industry to answer on lorry parking was being developed. It would be made known to industry through the trade associations and the questionnaire itself would be an electronic item stored on the Scottish Government website;
 - c) Maya Rousen had produced a map of Scotland showing all of the current known lorry parking sites;
 - d) a written update would be tabled at the next ScotFLAG meeting.

Action: Pam Stott agreed to ask Joanne Gray of the Scottish Government if the review on park and ride was completed. If so, she would pass a copy of the document to the sub-group.

FREIGHT SEMINAR REPORT

16. Pam Stott said that a freight seminar had been facilitated by the Scottish Government on 15 March in Victoria Quay. The event focused on the barriers Local Authorities faced to enable a reduction in carbon emissions and to identify their own freight activities and those of the haulage industry. It also considered what the enablers to allow for carbon reduction were. The presentations given were:
 - a) Climate Change Scotland Act, from Elizabeth Baird of the Scottish Government;
 - b) Carbon Impact by Marshall Poulton, Edinburgh City Council;
 - c) Delivering Freight and Cutting CO₂ Emissions from Tony McElroy of Tesco; and
 - d) Carbon Monitoring by Rachael Dillon of the Freight Transport Association.
17. To stimulate debate on the day, a series of presentations were given coupled with syndicate work aimed at drawing together ideas and thoughts

from delegates. A draft report had been produced and had been forwarded to ScotFLAG members for comment.

18. Alastair Wilson added that he thought the event had gone well. Pam Stott agreed that this was also her impression of the day.

Action: Jim May to forward a copy of the seminar report to all delegates once all comments had been fed in by ScotFLAG members.

REGIONAL TRANSPORT PARTNERSHIPS (RTP) ACTIVITY REPORT

19. Alastair Wilson explained that Rab Dickson had prepared a paper for ScotFLAG on RTP activities during the last 3 months. Due to adverse weather conditions Rab Dickson was unable to attend the meeting itself. The report is attached below:



Microsoft Office
Word Document

20. Some of the issues raised by the document included:

- a) work carried out by several Freight Quality Partnerships (FQPs) within RTPs;
- b) funding and project work;
- c) consolidation centres and
- d) lorry parking etc.

21. Pam Stott believed that an issue raised within the paper from Rab Dickson was meaningful engagement between the RTPs and Local Authorities. RTPs needed to lay out to Local Authorities the added value they could provide. One example is that active engagement with business / freight operators is essential to minimise freight transport movements in a specified area: RTPs can provide an existing mechanism to facilitate such engagement between Local Authorities and industry. Another example was from the Nestrans area where air quality is an issue for Local Authorities. If the RTP can come up with projects that can help this happen, it would act as a hook for engagement between them and Local Authorities within that area.

22. Margaret Horn noted mention of a consolidation centre in the Hitrans entry and asked Frank Roach for more information. Gavin Scott added that the first draft of a study into a consolidation centre for the SPT area was due in April.

23. Alastair Wilson commented that with the need to reduce carbon emissions, it was encouraging to see the mention of waterborne freight within the activity report.

DATE OF NEXT MEETING –

24. The date of the next meeting is 3 June 2010.