

**SCOTTISH FREIGHT AND LOGISTICS ADVISORY GROUP (SCOTFLAG)
MEETING ON TUESDAY 28 MARCH 10:00, VICTORIA QUAY**

Present: Chris Wilcock (Transport Scotland) - Chair
Adrian Brown (Scottish Enterprise)
Frank Roach (Hitrans)
Tony Jarvis (Highlands and Islands Enterprise)
Martin Reid (Road Haulage Association)
Chris MacRae (Freight Transport Association) (By telephone)
Rab Dickson (Nestrans) (By telephone)
David Spaven (Rail Freight Group)
Richard Ballantyne (British Ports Association)
Chris Dubber (United Road Transport Union)
Len Hobbs (British International Freight Association)
Pam Stott (Transport Scotland)
Bob Bridges (Transport Scotland), Secretariat

Apologies: John Nicholls (Transport Scotland)
Douglas Norris (Chartered Institute of Logistics and Transport)
Gareth Williams (Scottish Council for Development and Industry)
Fiona Hesling (Transport Scotland)

Guest: Alan Runcie (TS: Transport Strategy Unit) – Agenda Item 5
Drew Hill (TS: Trunk Road & Bus Operations) – Agenda Item 6
Archie Stoddart (TS: Sustainable Transport Unit) – Agenda Item 7

WELCOME AND INTRODUCTIONS

1. Members were welcomed to the meeting and apologies noted.

MINUTES AND ACTIONS FROM PREVIOUS MEETING

2. Action 2 from the previous meeting – invite HMRC to give a presentation to ScotFLAG remained outstanding due to difficulty in identifying a specific contact. Richard Ballantyne will provide HMRC contact to invite.

Action 1: Richard Ballantyne to provide HMRC contact to invite to speak at the next ScotFLAG meeting.

3. Following the update about the Aberdeen harbour development at the previous meeting, concern was expressed about a lack of discussion with the local authority about land ownership, potential development and possibly protecting access to the wider harbour site if appropriate.

Action 2: TS to consult SG Planning colleagues to clarify issues/process.

DISCUSSION ON BREXIT

4. Chris Wilcock restated Scottish Ministers' position that the Scottish Government should be engaged in the Brexit negotiations as they go forward. There are good links between government officials and industry and the Scottish Government's position on Brexit is in line with that of industry. The importance of also engaging with Northern Ireland was stressed given the volume of freight moving between Scotland and Northern Ireland.
5. There was a brief discussion about the potential for the imposition of tariffs on goods being transported to the EU mainland via England should Scotland become independent. It was suggested that such tariffs may make the case for establishing direct routes to the EU mainland from Scotland. It was noted that during the disruptions at Calais, the frequency and timing of sailings were insufficient to allow fresh seafood and shellfish to reach their market in Boulogne in time to preserve their value.
6. Concern was also expressed about the potential impact of delays and border checks to create bottlenecks and the physical space required for vehicles to park. BPA's position is that an HMRC Customs declaration should not be a condition of carriage, particularly for RO-RO transport.

RTP UPDATE

Nestrans

7. Rab Dickson said:
 - Aberdeen City Council have 2 ongoing consultations.
 - Wellington Road – STAG One study. Looking at issues/opportunities regarding access to the harbour, air quality and impact of freight on route.
 - Road hierarchy – AWPR expected to open in 12 months. Some 'A' roads' classification being reviewed. Potential to encourage use of trunk roads. Consultation ends on 31 March.
 - Nigg Bay development granted planning permission.
 - City Deal looking at rail links from Aberdeen to central belt.
 - Funding for Civitas Portis project – 4 year project. Working group established. Revenue funding, so limited scope.
8. It was noted that there are issues in respect of rail to/from Aberdeen and Inverness. Work by Network Rail overrunning and significant cost linked to movement of rail terminal at Dyce.

Hitrans

9. Frank Roach said:
 - Concern about reduction in the width of the road on the A82. It was noted that RHA contend that A82 requires the same level of commitment

as that given to the A9. It was noted that the demand for rail freight is likely to increase due to the aluminium smelter plant extension.

- Construction at Norbord underway.
- Looking at access loop at Aviemore on Highland line.
- Design work for new platform at Oban Pier.
- Looking to create additional road space. CalMac experiencing increased demand. Plans will increase space by circa 30 per cent.
- Final route review – Discrepancy in fares between Aberdeen and Scrabster and Aberdeen and Orkney. Impeding opportunity for intermodal freight. It was noted that there is a proposal for a new tariff and there is potential for freight movements back to Pentland Firth and possibly by rail.

10. Work has been commissioned to analyse movements of fish and food produce. Use of Longman flyover will be part of any City Deal.

Action 3: TS to send Scotland Food and Drink report.

11. There has been disinvestment in the Highland Main Line, with the removal of three passing loops in the 1980s. This restricts route capacity. Planned lengthened loops at Aviemore and Pitlochry will be used during the day for passenger services. Movement of the longest freight trains will be restricted to night and this is not necessarily what industry needs.

UPDATE ON SUB GROUPS

Last Mile Connections

12. Group currently looking at mapping exercise.

Rural Freight

13. Two meetings to date. Questionnaire being developed to issue to stakeholders to identify key issues needing to be addressed.

Urban Freight

14. The draft guidance document brings together examples of best practice and is aimed at local planners, local authorities, customers and freight transporters.

NTS REVIEW

15. Alan Runcie said:

- Committed to a collaborative review.
- First meeting of partnership group was in January, next meeting in April.
- Opportunity to feed in to early engagement survey ends on 31 March.
- Wide cross-section of partners involved.
- Working group approach to developing policy.

NATIONAL LOW EMISSION FRAMEWORK (NLEF) PRESENTATION

16. Drew Hill said:

- Low Emission Framework published in November 2015.
- Evidence and data is key. A wide range of data has already been gathered.
- National Modelling Framework provides evidence to support vehicle access restriction schemes.
- Traffic flow data being gathered for Glasgow, Edinburgh, Aberdeen and Dundee. Data for Edinburgh currently being evaluated. Data for Dundee will be gathered later this year.
- TS working on draft Climate Change Plan.
- Second draft of NLEF to be issued for consultation in the next few months.
- Need to work with local authorities, partners and stakeholders to identify key messages.
- Additional cost implications – creation of guidance documents, consultants, fleet upgrades, back office support etc.
- Evidence will inform each stage of the process before progressing.
- Main focus is now on engagement and consultation.
- Carried out Important/Not Important – Urgent/Strategic analysis. Currently working on Important/Strategic issues.
- Working on costs/benefits analysis tool.

CLIMATE CHANGE PRESENTATION

17. Archie Stoddart gave a presentation on work being taken forward as part of the Climate Change Plan. The key points discussed were:

- To achieve reduction targets within transport sector, primary focus is on road transport.
- Important note in developing solutions that approximately 50 per cent of road miles are carried out on rural roads.
- Projections for transport growth are have been critiqued by campaigning groups as being incorrect. Transport Scotland's position is that the projections are best estimates, but we do not operate a 'predict and provide' model.
- In relation to Brexit, our expectation that UK manufacturers will continue to produce vehicles that are compliant with EU environmental regulations.
- Climate Change plan delivery in the freight side will be aided by fleet modernisation; delivery of Rail Freight Strategy; ECOSTars; efficient use of road space etc.
- There has been discussion on the Programme for Government commitment to introduce a Low Emission Zone (LEZ) in Scotland by 2018. This LEZ will be focussed on air quality, but there are similarities

with a emissions reduction LEZs, but there are likely differences in scale.

- Stakeholders had raised the potential for a Workplace Parking Levy. The Climate Change Plan references future discussions with local authorities to gauge interest. If there was a demand to introduce Workplace parking Levies this would require legislation. This would most likely give local authorities the power to raise the levy should they wish.
- Members expressed concern that there are a number of different strategies being developed all with differing timescales. Timeline to introduce LEZ by 2018 is unrealistic.

Action 4: Archie Stoddart to circulate freight projections analysis.

AOB

18. Chris Wilcock noted that this was Tony Jarvis' final ScotFLAG meeting. Acknowledged his contribution over a number of years and thanked him for his input.

DATE OF NEXT MEETING

19. The date of the next meeting was not discussed, but is likely to be September/October 2017.