

**SCOTTISH FREIGHT AND LOGISTICS ADVISORY GROUP (SCOTFLAG)
MEETING ON 7 JUNE 2012, 13:15, VICTORIA QUAY**

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

Telephone: David Spaven (Rail Freight Group)

Guest: Julie Hesketh-Laird (Scotch Whisky Association)

Apologies: Chris MacRae (Freight Transport Association)
Colin Bell (Scottish Enterprise)

WELCOME

1. Alastair Wilson welcomed everyone to the meeting, especially Julie Hesketh-Laird of the Scotch Whisky Association who had kindly agreed to attend for the discussion on whisky movements in the Highlands.

MATTERS ARISING

2. Alastair Wilson reported that the Minister for Housing and Transport, Keith Brown, was unable to attend the meeting due to other commitments. The Minister had indicated that he would attend the next meeting of the Group that was scheduled for the Autumn.
3. Alastair Wilson introduced Chris Wilcock of Transport Scotland who had been invited as part of the process to identify a ports representative to join ScotFLAG.

PARTNERSHIP WORKING DISCUSSIONS

4. Pam Stott mentioned that an opportunity was available to produce a short discussion paper for the visit by the Minister at the ScotFLAG Autumn meeting. It could be based around:
 - a) the strengths of the logistics sector within Scotland;
 - b) how the logistics sector, via ScotFLAG, can help the Scottish Government achieve sustainable economic growth;

- c) what are main challenges the logistics sector faces and how can partnership work of ScotFLAG help in addressing these?

Actions: To produce an agreed discussions paper:

- a) Pam Stott to write out to Group members for contributions to the discussion paper – 7 August;
- b) ScotFLAG members to reply – 15 August;
- c) Pam Stott issues draft paper – 1 September;
- d) proposed amendments to Pam Stott – 10 September;
- e) final draft issued – 19 September.

WHISKY MOVEMENTS IN THE HIGHLANDS

- 5. Frank Roach reported that Hitrans had successfully bid for £200,000 under the EU Foodport – the North Sea Region ERFD Project, which is designed to promote green transport corridors for food and drink. This funding will allow Hitrans to put in place a short term pilot aimed at moving whisky by rail from Speyside to Central Scotland.
- 6. Frank Roach stated that the exercise would enable the movement of between 2-3 trains a week and would last for approximately 3 months. The benefits from this pilot would include:
 - a) identification of the true cost of moving whisky by rail;
 - b) accurate data on the environmental benefits of using rail; and
 - c) performance / resilience benefits.
- 7. Frank Roach confirmed that the next steps in the pilot would be:
 - a) confirmation of the funding from the EU during the Summer;
 - b) Hitrans to seek Freight operator expressions of interest;
 - c) container tank investigation;
 - d) optimising distillery locations, loading times etc;
 - e) sourcing lifting equipment ;
 - f) identifying the preferred rail haulier; and
 - g) implementation targets for the pilot.
- 8. Julie Hesketh-Laird thanked Frank Roach for the work he had done to identify the funding stream and the work he had put into developing this project. She believed that this exercise, based upon non-competitive sharing of information, would furnish industry with invaluable data on the use of rail to move whisky.
- 9. Pam Stott added that the data built up by the pilot could help present the use of rail as an alternative to road for elements of the whisky industry e.g. although no money savings made, carbon reductions on movement could occur. This could be coupled with fewer HGVs being required, leading to a less crowded, more resilient road network in the Highlands. This would not only benefit the whisky industry, but also the wider economy.

UPDATE FROM COMMITTEE MEMBERS

10. Frank Roach noted that Diageo had just announced a £1 billion investment in Scotland. He added that this investment would result in a new malt whisky distillery and major expansion of existing distilleries.
11. Frank Roach said that Hitrans were considering a review aimed at quantifying the benefits / disbenefits of timber movements in the Highlands. A current perception was that very little benefit is derived to the Highlands from this practice. Any such review would gather evidence for a more informed opinion to be made. Pam Stott mentioned that Transport Scotland attend meetings of the Timber Transport Forum (TTF) and find this a useful intelligence gathering network. Any useful information from the TTF on Highland movements would be forwarded to Frank Roach, especially regarding inland wind farms which could be seen as an issue for local communities.

SUB-GROUP REPORT – ROAD TO RAIL SEMINAR

12. Pam Stott reported that Transport Scotland had recently facilitated a networking event for the logistics industry aimed at getting goods moved by rail rather than road. The seminar was well attended (38 in total) and had been a success.
13. Pam Stott added that the broad themes identified on the day included:
 - a) getting goods onto rail was difficult to get started, plus there was the issue of more traffic coming north than going south;
 - b) the vast majority of freight movements were over a short distance; these usually are not suitable for rail haulage;
 - c) with rail there was also the issue of having a suitable terminal at the origin and destination, this would not always fit in with actual movements;
 - d) it was felt that there needed to be someone to pull together the road and rail sides to make the transition easier for people (although subsequent to the event we confirmed that such services are available already e.g. <http://freightarranger.co.uk/>);
 - e) we have not as yet reached saturation point for the amount of freight that can be handled by Scotland's rail terminals;
 - f) the movement of goods has to be driven by business needs.

14. A report had been completed and is available via :
<http://www.transportscotland.gov.uk/road/policy/freight/Publications>

Action: Feedback to be sought from attendees – 7 August

Action: Seminar Sub-Group meeting to be arranged to discuss future similar events / roll out – 30 August.

SUB-GROUP REPORT – LORRY PARKING

15. Phil Flanders reported that he had reviewed the report produced by the sub-Group last Winter to ascertain how actions contained within it were progressing. From its recommendations he commented (in bold italics):

- a) Transport Scotland to ensure that the information it retains on lorry parking on the Freight Scotland website is regularly refreshed – ***was being done but required industry to let Transport Scotland know about changes, ties into work of Freight Scotland Sub-Group chaired by Michael Cairns;***
- b) Transport Scotland to consider facilitating an online forum for feedback from HGV drivers on lorry parking – ***this part of the lorry parking mobile service was introduced by Transport Scotland in January 2012;***
- c) freight industry media should be encouraged to run regular articles/features on lorry parking sites across Scotland – ***such articles would raise the profile and awareness of the lorry parking available to HGVs – to be investigated;***
- d) 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 – ***not been undertaken; this would have a time / cost implication.***

16. Phil Flanders added that next steps had also been identified in the report. A review of these had shown (in bold italics):

- a) the report shall be published on the Transport Scotland website – ***was published;***
- b) the working group, through its Secretary, to liaise with Transport Scotland on issues relating to Freight Scotland and lorry parking information – ***has been done;***
- c) an annual update of available information – ***will occur in October, Sub-Group will meet to do this piece of work.***

SUB-GROUP REPORT – FREIGHT SCOTLAND

17. Michael Cairns reported that a meeting had taken place between the Sub-Group and Transport Scotland to discuss updating the Freight Scotland website. Amongst the issues discussed was:

- a) a lack of industry crowdsourcing updates for the website (could this be redressed?);
- b) placing RTP-held information on lorry routes and freight maps onto the website; and
- c) making details available on the website on port access routes.

18. A follow-up meeting was scheduled to take place on 18 June 2012.

REGIONAL TRANSPORT PARTNERSHIPS

19. Rab Dickson reported that the recent Local Elections had resulted in changes to the make up of some Councils. Some RTP representatives and chairs needed to be appointed.
20. The Nestrans Freight Forum had met on 24 May. It discussed updating the Freight Action plan and the EU GRECOR funding – connecting hinterlands to logistic hubs.
21. Michael Cairns said an application had had been re-submitted to the EU for a consolidation centre for Perth. If successful it would result in a 3 year trial being undertaken.
22. Michael Cairns said Dundee was awaiting final approval for an award under the Intelligent Energy Europe (IEE) scheme. If successful, it will result in a number of initiatives based around city efficiency and logistics as part of a 3-year demonstration programme. It will include matters such as the use of electric trolleys in the city centre and how to make the most efficient use of logistics in regard to the hotel sector. Pam Stott asked if this could tie in with the Edinburgh Council ECOSTARS Programme (carbon reduction scheme). Michael Cairns replied this may be possible.

AOB

23. Michael Cairns noted that high winds had led to roads and bridges being closed along the A9. Delays had resulted in some HGV drivers reaching the limit of their permissible drivers' hours under EU legislation. As a consequence a large number of HGVs had to park up in Stirling, which had resulted in disruption for the local community. Michael Cairns added that consideration of the width of layby, particularly on the A9, needed to be given more consideration in future designs.
24. Pam Stott explained that the Scottish Government's resilience planning took all forms of extreme weather into account. She recommended that information on local difficulties experienced during periods of severe weather be passed on to the relevant Strategic Co-ordinating Group (SCG) in the first instance. (There are 8 such groups in Scotland based on current police force areas.) SCGs then can feed in all information from stakeholders into future resilience discussions with Transport Scotland. The minutes of this meeting will also be shared with TS resilience colleagues to ensure they are made aware of the issue.
25. Rab Dickson mentioned that although he represented COSLA on the ScotFLAG Group, perhaps it may be worth seeking representation from SCOTS as well.

DATE OF NEXT MEETING

26. The next meeting would be on 26 September 2012.