

**SCOTTISH FREIGHT AND LOGISTICS ADVISORY GROUP (SCOTFLAG)
MEETING ON 17 MARCH 2011, 12:00, VICTORIA QUAY**

Present: Alastair Wilson (Transport Scotland) (Chair)
Chris MacRae (Freight Transport Association)
Phil Flanders (Road Haulage Association)
Maya Rousen (Scottish Enterprise)
Gillian Hastie (Transport Scotland)
John Maxwell (Transport Scotland)
Margaret Horn (Transport Scotland)
Pam Stott (Transport Scotland)
Jim May (Transport Scotland)
Frank Roach (Hitrans)
Michael Cairns (Tactran)

Guests: Malcolm Bingham (Freight Transport Association)

Apologies: Rab Dickson (Nestrans)
Gareth Williams (Scottish Council for Development and Industry)

WELCOME

1. Alastair Wilson welcomed everyone to the meeting.

MATTERS ARISING

2. The following points were raised:-

- a) **Freight Best Practice (FBP) Scotland** – Pam Stott informed the meeting that Scottish Ministers had decided not to re-tender for the programme. It would continue to be available online from 1 April via the Transport Scotland website and a link via Freight Scotland website. A number of pocket guides would also be available in hardback. The Department for Transport (DfT) would also not be retendering the FBP Programme for England.
- b) **20/20 Seminar** – Alastair Wilson highlighted the work of the 20/20 Group, organisations from industry where focus is actions that can be taken by industry to achieve the climate change targets set by the Scottish Government for 2020. As part of this process a seminar was held on 14 March. The purpose of the event had been to engage with the ‘doers’ of the freight industry to see what actions could be undertaken to reduce carbon emission by 2020. A copy of the report is detailed below.



Acrobat Document

- c) **Training Sub-Group** – Pam Stott stated that a paper had been sent to all ScotFLAG members in December regarding the introduction of a short-term sub-group to consider supply and demand issues around Driver Certificate of Professional Competence training. Matters relating to the quality of training and costs would also be looked at. The membership would include the Trade Associations, Trade Unions, Skills for Logistics and the Scottish Government. After a general discussion it was agreed to set up the sub-group. The paper on training is detailed below:



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WINTER RESILIENCE

3. Alastair Wilson commented that a lot of activity had been undertaken by both the Scottish Government and industry on winter resilience during the winter months, including the introduction of a 6-point plan in December to keep the road network clear and traffic moving. Phil Flanders felt that important lessons had been learned as a consequence of the last period of extreme weather and its impact upon logistics. He welcomed the 6-point plan and was content that its use, would not result in HGVs being regularly parked up. Alastair Wilson mentioned that both Trade Associations had been invited to tour the Traffic Scotland control room for the road network to get a feel for how the network is managed. Chris MacRae added that the FTA intended to liaise with Freight Scotland regarding information that could be passed onto members about the road network.
4. Phil Flanders stated that in many instances during the last period of severe weather, the main network was clear of snow and ice. The difficulty found by hauliers had been turning off of main roads to discover local roads leading to industrial estates or delivery points had not been gritted and where consequently impassable. Margaret Horn said hauliers should liaise with Local Authorities to ensure that roads leading to places such as industrial estates are gritted to ensure that goods continued to flow during periods of extreme weather.
5. Maya Rousen raised communications issues. Margaret Horn replied that Trade Associations had regularly fed in intelligence to the Scottish Government during that time. Maya Rousen had been aware of issues on the road network and asked if any other modes of transport had been affected by the snow? John Maxwell said that fuel trains had run uninterrupted but many passenger trains had been cancelled. Alastair Wilson added that ports had played an important role, including being the drop off point for deliveries of salt. Air freight had not been a major factor.
6. Margaret Horn mentioned that relaxation of drivers' hours had occurred repeatedly in December but this pointed to a possible lack of resilience in

the logistics chain i.e; the primary reaction to adverse weather was to ask for drivers to work longer in conditions that were tiring, difficult and potential hazardous. Phil Flanders added that to make the relaxation procedure easier in the future, longer periods of application should be sought; although he recognised that this would need robust evidence.

REGIONAL TRANSPORT PARTNERSHIPS (RTPs) CHAIR REPORT

7. Michael Cairns introduced a report updating RTP. The report updated the Chairs on various freight policy and project initiatives that were being undertaken individually and collectively by RTPs through their Regional Transport Strategies and Freight Quality Partnerships. This included:
 - a) freight consolidation centres in Sestran;
 - b) investigation into road freight movements in Tactran and Sestran;
 - c) timber transport issues, especially in Tactran;
 - d) the encouragement of rail freight in Hitrans; and
 - e) the encouraging of the use of short sea shipping for freight in Sestran.

8. Maya Rousen mentioned that consolidation centres had been considered by SPT but this had proved problematic due to a lack of engagement from key stakeholders within industry. Michael Cairns added that any potential consolidation centres would be favoured by SMEs rather than large operators. The paper on the RTPs Chair meeting is detailed below:



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HITRAN ACTIVITY REPORT

9. Frank Roach confirmed that the initial meeting of a working group looking at whisky logistics had taken place. The main concern of distillers, the majority of whom are within the Hitrans area, was concern over delivering goods on time. The aim was to produce a report in April which would have looked at issues such as:
 - a) resilience;
 - b) the impact of the whisky industry on the local economy;
 - c) transport infrastructure;
 - d) modal shift; and
 - e) raising awareness of industry with Local authority planners etc.

10. Frank Roach added that AECOM had been commissioned to look at lorry parking matters within Hitrans e.g.:
 - a) is roadside signage currently suitable and sufficient to direct HGV drivers to sites;
 - b) consider the use of lay-bys; and

- c) consider the use of VMS etc.

11. Frank Roach also said that a bid for a grant of line side loading for rail from the Timber Transport Trust would to be made. Potentially a Freight Facility Grant could also be applied for.

LORRY PARKING SUB-GROUP

12. Phil Flanders confirmed the work carried out by the Sub-Group had largely been based around information gathering. To enable this the Sub-Group had:-

- a) held a series of regular planned meetings;
- b) consulted with trade unions;
- c) contacted the Association of Chief Police Officers in Scotland although they were unable to take part in the exercise;
- d) produced a map showing all known lorry parking sites across Scotland;
- e) created a matrix which contained all known information on the parking facilities available;
- f) introduced an online survey of operators and drivers to establish:
 - i. where they drove;
 - ii. where they parked; and
 - iii. whether current provisions met their needs.

13. Phil Flanders added that the information gathering part of the process was almost completed. He would be meeting with Trade Unions on 21 March and was awaiting the publication on lorry parking from both Nestran and Hitran. The final report would be published in the summer. The interim paper on lorry parking is detailed below:



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CLIMATE CHANGE SUB-GROUP

14. Chris MacRae mentioned that this process had begun under the chair of his FTA predecessor, Gavin Scott. After discussion within the sub-group, it was agreed that a paper be drawn up outlining how the creation of a free online toolbox for carbon saving could be of use for industry. This idea was still in early stages but it was hoped to have a final report by the autumn of 2011.

15. Maya Rousen said that any such toolbox would not offer preferred options. Rather it was to offer as many free online choices as possible for hauliers. Pam Stott added that Business gateway requirements may impact upon any such online tool.

SCOTFLAG REFRESH

16. Alastair Wilson proposed that as ScotFLAG was approaching the second anniversary of its establishment, it was a prudent time to carry out a limited refresh exercise on a range of issues. This would allow for reflection on:

- a) whether ScotFLAG had met the expectations of its members;
- b) how well ScotFLAG had met its remit;
- c) whether it had achieved its operating principles;
- d) if not, what were the barriers; and
- e) what would be the key drivers over the next 2 years.

17. After a short discussion, it was agreed that comments would be passed onto Jim May for collation and distribution. The paper and PowerPoint on the ScotFLAG refresh are detailed below:



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Word Document



Microsoft PowerPoint
Presentation

Actions: ScotFLAG members to pass on comment to Jim May.

AOB

18. None.

DATE OF NEXT MEETING

19. The date of the next meeting will be in June 2011.