

**SCOTTISH FREIGHT AND LOGISTICS ADVISORY GROUP (SCOTFLAG)
MEETING ON 27 AUGUST 2009, 11:00HRS, VICTORIA QUAY**

Present: Alastair Wilson (Scottish Government) (Chairperson)
Professor Alan McKinnon (Heriot-Watt University)
Gavin Scott (Freight Transport Association)
David Eaglesham (Road Haulage Association)
Maya Rousen (Scottish Enterprise)
Claire Keggie (Transport Scotland)
Gillian Hastie (Transport Scotland)
Rab Dickson (Nestrans)
Margaret Horn (Scottish Government)
Pam Stott (Scottish Government)
Jim May (Scottish Government)

Apologies: Phil Flanders (Road Haulage Association)
Tony Jarvis (Highland and Islands Enterprise)
Gareth Williams (Scottish Council for Development and Industry)

WELCOME FROM CHAIR

1. Alastair Wilson welcomed everyone to the meeting. He particularly thanked Professor Alan McKinnon for agreeing to give a presentation to the Group on green logistics, a subject that is particularly apt for this Group to consider in light of the significant carbon emission savings required by the sector in the medium and longer term.

TRANSPORT SCOTLAND'S RAIL POLICY

2. Claire Keggie outlined work that Transport Scotland was currently undertaking to develop rail freight policy. This policy would build upon the success of FAP, NTS generally and STPR. The work undertaken now will feed into the development of future High Level Output Specifications. One of the prime drivers of the policy was climate change:-
 - a) with regard to carbon emissions, rail is a more environmentally friendly form of transport than road;
 - b) a framework needs to be put in place for the future to ensure that sustainable economic growth makes the best use of rail (taking into account that the majority of goods will continue to be moved by road).
3. Transport Scotland are gathering evidence at the moment but intend to consult stakeholders, in the form of an open paper coupled with the possibility of meetings if requested. At present the perceived issues are infrastructure, the grant process, logistics and operational issues. However, more issues may be raised during the consultation period.

4. It is intended that the policy, when in place, will enable sustainable growth through the increased movement of rail, with Scottish Government setting challenges for industry to meet.

Actions:

Jim May to place discussion of the consultation paper on the agenda of the Group's next meeting in November.

GREEN LOGISTICS PROJECT

5. Professor Alan McKinnon gave a wide-ranging presentation on Green Logistics to the Group. A copy of the PowerPoint is contained below and the talk touched upon a series of issues, including:
 - a) online retailing;
 - b) use of telematics to improve performance;
 - c) urban freight movements; and
 - d) modal shift etc.



Acrobat Document

Actions

Pam Stott to forward a copy of the Freight in Scotland Data Report to Professor Alan McKinnon.

FREIGHT BEST PRACTICE

6. Pam Stott explained that the Freight Best Practice programme had been launched in October 2008:
 - a) year one (2008 / 09) activities included:
 - i. 6 case studies published;
 - ii. a dedicated website was introduced;
 - iii. site specific events.
 - b) so far year two (2009 / 10) activities have included:
 - i. attendance at promotional events such as Truckfest and the Black Isles Show;
 - ii. expansion of the website membership.
 - c) other tasks to be carried out in year 2 include:
 - i. the creation of 2 pocket guides – on bad weather driving and urban driving;

- ii. a lite guide - on last mile deliveries;
 - iii. 2 case studies – on waterborne freight and collaborative initiatives.
7. Looking ahead to year 3, Pam Stott said that the focus would move away from the production of case studies. Some of the issues being considered are:
- a) producing a freight quality partnership guide;
 - b) attending more promotional events - targeting those with a history of good attendance from the freight industry;
 - c) following up with individuals who had used FBP to ascertain how successful their experience has been.
8. Pam Stott explained that discussions on Year 3 were at an early stage – so there was plenty time for new idea to be fed in. She encouraged Group members to get in touch if they had additional thoughts on the programme for Year 3.

Actions

Group members to pass on to Pam Stott any ideas on what could not usefully be included in year 3 of FBP.

SAFE AND FUEL EFFICIENT DRIVING FOR VANS

9. Jim May reported that the Scottish Government is funding a small scale SAFED-Vans training project. The intention of the project is to establish a network of instructors across Scotland who can deliver SAFED for Van training on a commercial basis. The project started in March 2009 and by June 50 instructors had been trained by AEA Logistics on behalf of the Scottish Government. The second phase of the project started, from June 2009, was the training of 100 reference students. This was scheduled to be completed by the end of September, after which all training would be available on a purely commercial basis.
10. In October, AEA Logistics would begin work on a review of the project which would be completed by November 2009.

LIAISON WITH REGIONAL FREIGHT PARTNERSHIPS AND FREIGHT QUALITY PARTNERSHIPS

11. Rab Dickson reported that he had been invited by COSLA to represent their interests on the Group and that he had agreed. The Group thanked Rab Dickson for taking on this role.
12. Rab Dickson confirmed that he was representing the interests of the RTPs and the FQPs also. He intended this arrangement to be a 2-way flow of information between the Group and the 2 bodies in question.

13. Gavin Scott and Maya Rousen mentioned that SPT had requested them to ask the Scottish Government was in a position to offer funding towards research (approx £20K) into the need for a consolidation centre for the Commonwealth Games.
14. Following brief discussion of this proposal, it was agreed that action in relation to this issue remains with SPT, in consultation with their normal RTP contacts within Scottish Government.

SCOTTISH GOVERNMENT FREIGHT SEMINAR

15. Jim May reported briefly on a freight seminar that was facilitated by the Scottish Government in June. The aim of the seminar was to identify barriers that existed between local authority planners and the logistic industry and to investigate what opportunities were available to remove or reduce these barriers.
16. The seminar had been well received by those who attended, with stakeholders expressing an interest in attending future events of this type.
17. IA report was circulated in mid-June to those who attended the event <http://www.scotland.gov.uk/Topics/Transport/FT/Publication/Report>

Actions:

Group members to forward suggestions on the target group / aim of any future similar event.

CONTINGENCY PLANNING – SWINE FLU

18. Margaret Horn provided a brief update, whilst numbers remained low, it was expected that the number of cases / strength of swine flu would increase in the autumn. A second questionnaire had gone out to industry and the public sector with regard to business continuity during a flu pandemic. The response had been poor from industry.
19. It was noted that part of the reason for a poor response from industry was that many companies were too busy at the moment trying to keep their heads above water as a result of the recession.

GROUP NAME

20. It was agreed the Freight Stakeholder Group would in future be known as the Scottish Freight and Logistics Advisory Group (SCOTFLAG).

AOB

21. Gavin Scott reported that FTA were members of a group set up by DfT freight and climate change. The meetings were being facilitated by DfT but it was very much a case of the group leading its discussions and

conclusions. Phil Flanders also commented that the RHA were also members of the group. It was hoped that over the coming months the group would:

- a) have an agreed set of KPI's for industry agreed;
- b) identify volunteers companies to trial them;
- c) pull together information available on the international stage that may be of use within the UK.

22. Alastair Wilson asked how the Group thought the Zeebrugge / Rosyth Ferry was operating. Gavin Scott mentioned that many companies had been unable to use the ferry as they were currently still locked into contracts. This situation would change after the beginning of the next financial year. David Eaglesham also mentioned that the rates being charged for the use of the ferry were thought to be a bit on the high side.

Actions:

Gavin Scott to forward a copy of the minutes of the DfT Climate Change Group to Margaret Horn.

Jim May was requested to contact all Group members by e-mail to ask them for suggestions for the issues to be discussed at the next Stakeholder meeting. This was to include a request for papers or presentations.

Pam Stott to ask Carol Ann Munn to forward information on truck crime to Group discussed at previous meeting in May 2009.

DATE OF NEXT MEETING – 3 December 2009.