

SEStran Freight Quality Partnership

Agenda for 23rd November 2015

**Venue – SEStran Offices, Claremont House, 130 East Claremont Street,
Edinburgh, EH7 4LB**

Time – 10.00am

1. Welcome
2. Minutes of last meeting 9th June
3. Issues raised by members
4. Ecostars (update and discussion)
5. Multi modal long distance haulage update and prospective EU projects
6. Short haul freight movements update
7. Small measures for assisting the freight industry (quick wins)
8. Issues to be addressed
9. **AOCB**



SESTRAN FREIGHT QUALITY PARTNERSHIP

10:00AM TUESDAY 9TH JUNE 2015

SESTRAN OFFICES, CLAREMONT HOUSE, EDINBURGH, EH7 4LB

Present

Phil Flanders (Chair)	Non Cllr Member
Marianne Bull	Fife Council
Colin Campbell	RHA
Kevin Collins	Falkirk Council
Jim Grieve	SEStran
Trond Haugen	SEStran
Russell Imrie	Midlothian Council
Alex Macaulay	SEStran
Douglas Norris	CILT
Alastair Short	SEStran
Margaret Simpson	Freight Transport Association
Emily Whitters	SEStran

Apologies

Adrian Brown	Scottish Enterprise
Clive Brown	City of Edinburgh Council
Graeme Johnstone	Scottish Borders Council
Kevin Murphy	Edinburgh Airport
Martin Reid	RHA
David Spaven	Rail Freight Group
Pamela Stevenson	Fife Council
Neil Sturrock	SPT

Ref		Actions
1.	Introduction by Phil Flanders	
	Mr Flanders welcomed the group and conducted round table introductions.	
2.	Issues Raised by Members	
	Mr Macaulay summarised the events that had led to the re-establishment of the FQP. SEStran had requested the Road Haulage Association (RHA) and the Freight Transport Association (FTA) feed-back particular issues being faced by their members. At this point there have been no written submissions in response to this. Ms Simpson emailed around 120 members with the letter and stated that at the FTA Freight Council Meeting she would raise the issue and note that SEStran are now holding the group again on a regular basis.	Ms Simpson
	Mr Norris stated that CILT did not get the request to circulate the letter but noted current issues they are interested in as: improvements in transit times and pollution. Mr Norris also raised the impending 20mph speed limit in Edinburgh as a potential issue.	
	Mr Campbell noted that RHA had their Freight Council Meeting recently and the	

<p>2.2</p>	<p>particular issues that they would like to look at include: the standard of the roads and the need for new infrastructure, driver shortages and the potential for the introduction of low emission zones particularly the lack of standardisation across the country.</p> <p>Mr Short stated that SEStran had given a response to the National Low Emission Strategy but nothing from this process has been published yet. Mr Macaulay noted that that there was likely to be a high degree of flexibility for each of the local authorities and that problems could be avoided if the low emission zones were well advertised and operators know about the conditions. Mr Flanders suggested that this distribution of information could be part of the FQP role.</p> <p>Mr Flanders asked what the role of Ecostars has been so far. Ms Simpson responded that 12 of the 32 councils have signed up to it. Mr Flanders suggested that a representative of Ecostars be invited to attend the FQP.</p> <p>Mr Flanders raised the issue of curfews on night time deliveries. Ms Simpson noted that during the Commonwealth games, Glasgow City Council allowed night time delivery which proved successful due to improved driver training and quieter equipment. Ms Simpson stated that local authorities are resistant to allowing night time deliveries but Mr Haugen suggested some trials could be beneficial.</p>	<p>Mr Short</p>
<p>2.3</p>	<p><u>Multi-Modal for Long Distance Haulage</u></p> <p>Mr Macaulay asked the group for their comments on how to encourage more multi-modal transport for long distance trips. Mr Norris commented that Grangemouth has excellent facilities for rail and sea freight but Edinburgh does not have a container terminal however Mr Norris noted that there is space at Millarhill to build a freight terminal.</p> <p>The issue of rail freight was raised and Ms Simpson noted that there is an appetite by some large industry hauliers to use this mode but events such as recent strikes on the railways cause a lack of confidence in the reliability of the service. Mr Haugen noted that there will be increased opportunities for rail freight when the East Coast is fully W12 gaged.</p> <p>CLlr Imrie noted that with the creation of recycling facilities at Millarhill there would be a good opportunity to make rail freight an option here and suggested it might be worth an approach to Network Rail. Ms Simpson commented that the Scotflag National Planning Framework 4 is still in draft so there is potentially time to get a proposal in to this.</p> <p>Mr Flanders raised the usage of ports and ferries as freight facilities. Mr Grieve noted that the Rosyth to Zeebrugge ferry is ongoing and that there is the possibility of a larger vessel being used to sustain the route. Mr Grieve queried if members of the group had any further information about Babcocks proposed 24 hour maritime terminal. Mr Macaulay stated that there was an outstanding environmental issue and an objection from the Forth ports but that the group could contact them again to get a status check.</p> <p><u>Short Haul Freight Movements</u></p> <p>Mr Macaulay noted that the vast majority of freight movements in the UK are short</p>	<p>Mr Short</p> <p>Mr Short</p>

<p>2.3</p>	<p>haul. SEStran have been interested in seeing local distribution centres around urban areas with the potential for a sustainable last mile movement however it was noted that the industry would need to have the facilities and the business model to deal with smaller outlets within cities. Mr Macaulay asked the group if this was something that members of would be interested in exploring. Ms Simpson stated that parcel delivery firms would like this model to work but that there would be several issues such as last mile responsibility that would need to be explored.</p> <p><u>Small measures for assisting freight industry</u></p> <p>Mr Flanders noted that there were small measures that could be taken to assist the freight industry, such as in Aberdeen where measures such as changing road junctions and phasing traffic lights were carried out. Mr Flanders suggested that the group could work with the SEStran local authorities to try and produce small wins. Mr Short noted that there are policies within the SEStran Regional Transport Strategy relating to this but the policies needed to be translated in to solutions. Mr Macaulay stated that the group would need information from the freight industry to see where particular pinch points were occurring.</p>	<p>FTA/RHA</p>
<p>3. Way Forward</p>		
	<p>Mr Flanders summarised with the following action plan.</p> <ul style="list-style-type: none"> • The air quality and low emissions issue is a pressing concern for the group and may be important to pursue at this time. • The development of consolidation centres could be discussed at a later date. • Action needs to be taken quickly on the rail freight issues in order to get proposals to NPF4 • Can look at quick wins on a day to day basis. <p>Mr Macaulay stated the following points for information for the group:</p> <ul style="list-style-type: none"> • The first SEStran air forum was held on 29th May 2015 where air freight was discussed as an important issue. The group is interested in increasing the quantities of freight that is sent from Edinburgh Airport. • SEStran currently have a bid in for European funding for a Forth Sustainable Freight Gateway. This will develop the Forth Estuary as Scotland’s main gateway to mainland Europe and covers all modes of transport. The aim is to develop branding for the gateway and set up a system of continuous improvement that will include a neutral platform for all participants. • There is a bid in for looking at sustainable last mile deliveries which will investigate what types of vehicles might be required. • If these 2 bids are successful in stage 1 then they will require partners to move forward with stage 2. 	
<p>4. Scottish Parliament – Infrastructure and Capital Investment Committee Freight Transport</p>		
	<p>Mr Short has brought together the key issues that have come up so far on the various hearings and a list of all the people who have given evidence to the inquiry. Mr Macaulay noted that the full transcripts are available at the below link: http://www.scottish.parliament.uk/parliamentarybusiness/CurrentCommittees/84148.aspx</p> <p>Mr Short commented that it was similar issues coming up frequently and many of them were issues that were identified at today’s meeting. Mr Short recommended</p>	

	that the group now wait and see for the results of the committee.	
5.	AOCB	
	The group agreed to hold meetings on a biannual basis with the next one to be held either late November or early December.	