LOGISTICS & FREIGHT FORUM

THURSDAY 31ST MAY 2018

CONFERENCE ROOM 3, VICTORIA QUAY

Present

Cllr Colin Davidson (CD)	Chair, Deputy Chair - SEStran
Cllr Russell Imrie (RI)	Midlothian Council
Nikki Boath (NB)	SEStran
Mark Cavers (MC)	TRL
Kevin Collins (KC)	Falkirk Council
Jonathan Cowie (JC)	Napier University
Fiona Doherty (FD)	Forth Ports
Joanna Doig (JD)	Forth Ports
Jip Fees (JF)	RHA
Elizabeth Forbes (EF)	SEStran
Lisa Freeman (LF)	SEStran
Jim Grieve (JG)	SEStran
Stewart Hurry (SH)	SBR Centre
Peter Jackson (PJ)	SEStran
Catriona Jones (CJ)	SEStran
Chris Little (CL)	RHA
Andrea Mackie (AM)	City of Edinburgh Council
Andrew Malcolm (AM)	Malcolm Logistics
Greg McDougall (GMcD)	City of Edinburgh Council
John Mitchell (JM)	Fife Council
Charlie Mulholland (CM)	Outspoken Delivery
Steven Murrell (SM)	City of Edinburgh Council
Andrew Smith (AS)	City of Edinburgh Council
David Spaven (DS)	RFG
Doreen Steele (DS)	SEStran Board Member

Apologies

Cllr Gordon Edgar	Chair, SEStran
Cllr Jim Fullarton	Scottish Borders Council
Cllr Chris Horne	West Lothian Council
Emine Akgun	Napier University
Ann Connolly	City of Edinburgh Council
Phillip Flanders	
Kerra McKinnie	SEStran Board Observer

Ref		Actions
1	**Introduction**	
	CD welcomed everyone to the first Logistics & Freight Forum. CD explained the purpose of the Forum is to support economic growth and resilience across the South East of Scotland by developing, promoting and implementing sustainable business & distribution solutions through constructive partnership working between the local authorities, government agencies, business and representative groups.

The Forum will provide a unified, regional voice in the South East of Scotland; tackling localised issues that could potentially be resolved within a reasonable timescale on a partnership basis and longer-term promotion | |

	of government targets through, for example, achieving mode shift to rail and sea.	
2	**Introduction to Workshop 1 – Short & Long Term Freight Transport Solutions**	
	JG introduced Workshop 1 which is set out below: *A large whisky producer, looking to expand the market, primarily overseas. Based on the coast in the east of Scotland, the Board of Directors is aware that the local road transport network is at capacity. Assess possible options and suggest practical alternatives to get the goods to market that won't put additional pressure on the local road network. Look at the relatively short term and the long term.* The attendees were provided with a scenario for discussion. The chair allowed 30 minutes for the individual tables to work through the question topics, before feeding back comments to the Forum. The responses are attached in note form as **Appendix 1.**	
3	**Introduction to Workshop 2 – Transport Strategy & Low Emission Zones – City of Edinburgh Council**	
	SM introduced Workshop 2 which is set out below. *The Transport strategy, low emission zone and central Edinburgh transformation - what issues are important/relevant and what could be done to deal with those issues.* The attendees were provided with a scenario for discussion. The chair allowed 15 minutes for the individual tables to work through the scenario, before feeding back comments to the Forum. Feedback is attached in note form as **Appendix 2.**	
5	**AOB**	
	JG has requested that a report regarding Transport Vulnerabilities be circulated. This is attached as **Appendix 3**.	**Jim Grieve**
6	**Agenda Setting for Next Meeting**	
	CD pointed out the importance of the Forum. CD also highlighted the importance of setting an Agenda for the next meeting. Topics for discussion at the next Forum are listed below: - Loss of lorry park at South Queensferry - Use of Land in emergency situations eg severe weather - Multi Modal Hub in relation to Construction & Agricultural Market - Logistics – Post Brexit - Rail Freight. AM volunteered to circulate Malcolm Logistics presentation in relation to road versus rail - Low Emission Zone Update – CEC - Transport Vulnerabilities	**Andrew Malcolm**
7	**Date of Next Meeting**	
	A date for the next meeting will be circulated in due course.	

Appendix 1

Workshop 1

A large whisky producer, looking to expand the market, primarily overseas. Based on the coast in the east of Scotland, the Board of Directors is aware that the local road transport network is at capacity. Assess possible options and suggest practical alternatives to get the goods to market that won't put additional pressure on the local road network. Look at the relatively short term and the long term.

Table 1	
Issues	**Opportunities**
- First/last mile - Limited rail - Limited capacity - Timetables - Season Peaks - Condition of roads - Limited number of trained drivers - Congestion - Road restrictions - What impact does that have on other routes? - Noise Pollution	- Road to Rail - Rail electrification - Journey times - Scope to use alternative ports (if rail network could accommodate) - Rail containers can carry more than road (Malcolm campaign) - Dry Port example with direct rail link - Freight only routes? Or infrastructure - Conflict – Sustainability vs. costs - Timescales – quick fix short term vs. long term solution - Political Imperatives - Risks - Staff - Housing - Skills - Raw materials - Barrels - Bottles and Tankers (customs)

Table 2	
Short Term	**Long Term**
- Local railhead – transit to F'Stowe TIllbury - Non peak transit - Night - Feeder vessels to Rotterdam - Consolidation with others - Supply chain/ Production/ Distribution Efficiencies (Truck offloads whole capacity and is refilled to capacity) - Delivery dropoff point- driver has access to secure area at non-peak/staff pickup at normal time.	- Relocation - Closer Railhead - Further investment in Rail - Local Road Investment - Proximity to Sea Port - Grangemouth Deepsea Port - Autonomous – use of vehicles within railheads or hubs

Table 3
Imagined to be a Scottish Company

- China is the market for the whisky
- Ports? Accessibility (24hr)
- Container freight
- Logistics company – Balance (in/out)
- Rail – English ports
- Logistics hub locally (what role can SEStran play? Pool resources?)
- Set up in China? (cheaper labour)
- Get expert logistics advice

Table 4

- Freight by passing ports
- Can ports be better connected?
- Not an even playing field
- Costs
- Is there capacity on the rail network?
- How do we pull data together?
- What routes are available?
- What are the obvious transport routes?
- Whats the best route to take?
- Combination of modes
- Improving transport links
- Clarity of supply chain

Table 5

- Move freight to rail (long term)
  - Why should we change? Long timescales associated with this change (e.g. 5+ years)
  - Reduce CO_2 – meet government targets
  - Positive for global brand
  - Potential to expand/diversify (e.g. Diageo visitors centre would attract large amount of visitors to pay for a Freight Hub)
  - Easier to transport to Europe
  - Option to get other goods returned in empty wagons
  - Sharing infrastructure costs with passenger transport

- Move freight by sea
  - Easy to export to Europe

- Short term
  - Maximising load capacity for road freight
  - Focus on off-peak times (but higher labour costs)
  - Problem of attracting younger drivers to road haulage industry
  - Convoy of vehicles to reduce impact on local road network

Workshop 2

The Transport strategy, low emission zone and central Edinburgh transformation - what issues are important/relevant and what could be done to deal with those issues.

Challenges -v- Opportunities

Challenges	Opportunities
- Road connectivity - Last mile delivery - Not enough alternatives to car - Too many modes of traffic on the road at same time - Congestion - Arterial routes not designed for volume of traffic - LEZ – what does it mean for those coming in to the zone - Secure parking for bikes - Spaces for bikes on trains - What are the implication for Freight within an LEZ - Cross boundary travel	- Consolidation of services - Night time deliveries - Park & Ride Schemes - Congestion Charges - Secure storage for shops and businesses for deliveries - More efficient parking policy - High occupancy vehicle lanes - Shared mobility – car clubs; car sharing - Social inclusion - Expand transport areas – orbital bus route

Transport Vulnerabilities

Weapons magnet case

http://www.nationalcrimeagency.gov.uk/news/1353-firearms-and-grenades-seized-following-nca-operation-in-sussex

https://www.mirror.co.uk/news/uk-news/smuggled-grenades-handguns-found-stuck-12553815

Weapon in speaker

http://www.bbc.co.uk/news/uk-scotland-glasgow-west-43874504

Migrants

http://www.dailymail.co.uk/news/article-4693896/Polish-lorry-driver-smuggled-22-Afghan-migrants-UK.html

https://www.telegraph.co.uk/news/uknews/1328408/Lorry-family-jailed-for-smuggling-immigrants.html

Products cigarettes

http://www.bbc.co.uk/news/uk-wales-north-west-wales-43544996

Drivers urged to report approaches by crime groups or any suspicious activity

https://www.scotsman.com/news/truckers-to-join-hotline-drive-against-crime-1-1426515