



LOGISTICS AND FREIGHT FORUM  
1:30PM THURSDAY 31ST OCTOBER 2019  
FRIC, AJAX WAY, METHIL, LEVEN, KY8 3RS

**Present:**

**Councillor Altany Craik (AC)(Chair)**

**Councillor Colin Davidson (CD)**

**Jim Grieve (JG)**

Keith Fiskin (KF)

Jim Stewart (JS)

Hannah Markley (HM)

Sarah Wixey (SW)

John Mitchell (JM)

David Prescott (DP)

Zander Cook (ZC)

Gordon Beurskens (GB)

Brian Robertson-Fern (BRF)

Colin Brown (CB)

Martin Adam (MA)

Fraser McKee (FM)

Chic Brodie (ChicB)

Jay Christie (JC)

Michael Bruce (MB)

Helen Robertson (HR)

Derek Knox (DK)

Mags Simpson (MS)

Don Barclay (DB)

Allen Armstrong (AA)

Scott Thomson (ST)

William McAllister (WA)

David Murray (DM)

Ken Russell (KR)

Pauline Silverman (PS)

Kieran Dougan (KD)

Jeff Lockhart (JL)

Keith Stuart (KS)

Greg Grant (GG)

Gemma McCluskey (GM)

Rose Tweedale (RT)

Keavy O'Neill (KO)

Matt Farr (MF)

Mark Ruskell (MR)

Douglas Chapman (DC)

Gordon Mole (GM)

Pamela Stevenson (PS)

**Fife Council**

**Fife Council**

**SEStran**

SEStran

SEStran

SEStran

Whyte Young & Greene (WYG)

Fife Council

Allan Rail

Andrew Cooks

ABW Consultants

Brag Enterprise

Burness Paull LLP

Burntisland Fabrications Limited

Business Fife Gateway

Chic Brodie

Diageo Scotland Limited

Diageo Scotland Limited

eCom Scotland

Forth Ports Ltd

Freight Transport Association

LMRC

LMRC

MBP Ltd

Muir Group Plc

Robert Purvis Plant Hire Limited

Russell Logistics

SEPA

Silberline Limited

STAMC

Stuart's Bakers

Sustrans

Sustrans

Transport Scotland

Transport Scotland

Transport Scotland

MSP

MP

Fife Council

Fife Council

John McFarlane (JM)  
 Ken Gourlay (KG)  
 Charlene Simpson (CS)  
 David Paterson (DP)  
 Jane Findlay (JF)  
 Andrew Beveridge (AB)  
 Stewart Hurry (SH)  
 Martin Reid (MReid)  
 Douglas Norris (DN)

Fife Council  
 Fife Council  
 Fife Council  
 Fife Council  
 Fife Council  
 Fife Council  
 SBRC  
 Road Haulage Association  
 CILT UK

**Apologies:**

David Spaven  
 Phillip Flanders  
 Anna Herriman  
 Simon Hindshaw

Rail Freight Group  
  
 SEStran  
 NCM

Ref.		Actions
<b>1.</b>	<b>Welcome and Apologies for Absence</b>	
	Intro from Cllr Colin Davidson, SEStran Deputy Chair and Cllr Craik.	
<b>2.</b>	<b>Feedback &amp; Actions from Previous Meeting</b>	
	<p>KF noted that the SURFLOGH conference in May 2019 involved different workshops with European partners. The feedback and actions are from the 28<sup>th</sup> November 2018 minutes.</p> <p>SEStran, in partnership with Forth Ports made an application in June 2019 to the second round of LRDF funding. The proposal is for a multi-modal freight study in and around the Port of Leith to explore key issues and opportunities whilst maximising the potential for existing infrastructure.</p> <p>Transport Scotland have approved SEStran's submission and awarded a grant of £150,000 to conduct the study up to 31st March 2021.</p>	
<b>3.</b>	<b>Sustainable Freight Strategy presentation- Sarah Wixey (Whyte Young &amp; Green)</b>	
	<p>JG introduced Sarah Wixey, Associate Director from Whyte Young &amp; Green, Leading on Freight and Low Emission.</p> <p>SW started talking about the freight strategy ambitions; support economic competitiveness, encourage and facilitate intermodal freight movement, looking at safety of freight movement, improve air quality and environment, enhance quality of life and well-being and enable communication (by forums to make changes by collaboration).</p> <p>SW noted that freight has not been properly addressed by government</p>	

	<p>and would like to see the related infrastructure higher up the hierarchy. They also highlighted the following:</p> <ul style="list-style-type: none"> <li>• Understand the current freight context: what is on the road? What percentage of HGVs and vans make up traffic overall and during the AM peak issue, rapid growth of vans, lack of drivers. Companies are shifting to smaller vehicle's, so they don't need qualified driver's.</li> <li>• Freight is highly competitive and work to tight profit margins.</li> <li>• The industry is innovative and is always looking to increase profit. SW also noted that it is important to ensure government interventions are in place to make an impact on businesses.</li> <li>• The freight industry is on the cusp of major technological change, but this requires a coherent approach from both central and local government.</li> <li>• Inter-urban freight and how it's important to ensure the number and impact of freight trips will need to meet the needs of businesses and residents.</li> <li>• Urban freight is transported in smaller loads and is protected in warehouses. Loading bays need to be used at different times of the day and drivers need to be better educated.</li> <li>• There are safety concerns of fatalities in urban areas.</li> <li>• More cargo bikes can reduce the impact of last mile deliveries, but role is limited.</li> <li>• A network of centres is not proven to be financially viable.</li> <li>• It's a good idea to agree on a short list of suppliers so there is less freight delivery.</li> <li>• Night time deliveries can be more viable option because there's less complaints and quieter and cleaner vehicles.</li> <li>• The future of electric batteries requires toxic chemicals. The disposal of batteries also includes toxic chemicals.</li> <li>• E-cargo bikes are more popular and useful in urban areas. In a Dutch study 20% of delivery vans could be replaced by cargo bikes.</li> <li>• The estimated cost of fleet adjustments of complying with clean air legislation is £1bn.</li> <li>• Sustainable freight is possible because fewer deliveries reduces fuel consumption and congestion. Moving deliveries to another time, higher safety and environment vehicle standards.</li> </ul> <p>CD asked if SW can share presentation to all members. SW is happy to do so.</p>	
<b>4.</b>	<b>National Transport Strategy Presentation – Jim Stewart</b>	
	<p>JS gave a presentation by providing an overview about the National Transport Strategy (NTS). The presentation was created by the National Transport Strategy Review team at TS. It provided an overview of the draft and outlines the structure to the consultation. Transport Scotland launched the consultation on the draft on Wednesday 31 July. Everyone</p>	

	<p>was encouraged to respond to the consultation, which will be live until midnight on Wednesday 23 October 2019, using this link <a href="http://www.transport.gov.scot/NTS2">www.transport.gov.scot/NTS2</a>.</p> <p>Consultation period is now complete. Current and emerging challenges include climate change and freight was considered when delivering the strategy. The issue of freight is within the NTS and is considered as a policy.</p> <p>Consultation responses will be analysed to finalise the Strategy post consultation to develop the Delivery Plan. The NTS was also presented at SEStran’s Partnership Board in September 2019. There was a question raised about governance and the need for change.</p> <p>The next steps include; delivery plan, key areas to increase accountability, strengthening evidence, managing the demand of the strategy and identify a strategy delivery board.</p>	
<b>5.</b>	<b>Intro to Regional Transport Development – Jim Stewart</b>	
	<p>JS noted that a paper was presented and agreed by the SEStran Partnership Board in June outlining the proposed project delivery and governance structure. A proposed timeline for the initial phases of the project was mentioned.</p> <p>SEStran will now begin the process of preparing a “Main Issues” report, as a prelude to a complete review of the RTS. SEStran will employ external experts to prepare the Main Issues Report.</p> <p>A scoping exercise is nearing completion to identify the extent of work needed to deliver the new RTS and the tender documents are being prepared.</p>	
<b>6.</b>	<b>Levenmouth Rail &amp; Freight Opportunities – John Mitchell</b>	
	<p>John Mitchel gave a brief background about the project, timescales and issues involved. The focus was to bring together key contacts and businesses so they can all work together.</p> <p>Announcement – deliver the rail link, investigate and develop freight opportunities. The railway will create local active travel to hubs around Leven and will see improvements to local bus services and an increase in employment.</p> <p>The 2 key aspects to the £10million Levenmouth reconnected blueprint are; maximise the economic and social value to Levenmouth and leadership group &amp; working group.</p> <p>In the east and west coast there are huge opportunities for freight industry to connect.</p> <p>Timescale; network rail and Transport Scotland to consider where the</p>	

	<p>station will go by considering freight opportunities. A proposed location is a freight hub in Cameron bridge.</p> <p>Freight opportunities &amp; issues include; engaging with Transport Scotland and other stakeholders on how to work together to help deliver freight hub and services.</p>	
<b>7.</b>	<b>AOB</b>	
	None.	
<b>8.</b>	<b>Date of next meeting</b>	
	The date of the next meeting is <b>1:30pm on Wednesday 13th May 2020 in Conference Room 3, Victoria Quay, Edinburgh, EH6 6QQ.</b>	