

## Tactran FQP Steering Group

### Notes of Meeting held at Tactran offices, Perth on Tuesday 4 May 2010

<b>Present:</b>	David Eaglesham (DE)	Road Haulage Association
	Peter Noad (PN)	Scottish Enterprise
	Gavin Scott (GS)	Freight Transport Association
	Chris MacRae (CM)	Freight Transport Association
	Emily Maclean (RS)	Stirling & Tayside Timber Transport Group
	Tom Brydone (TB)	Perth & Kinross Council
	Alex Deans (AD)	Perth & Kinross Council
	Daniel Muir (DM)	Highland Spring
	Jonathan Padmore (JPm)	Stirling Council
	Isla Campbell (IC)	Stirling Council
	John Paterson (JP)	Montrose Port Authority
	Matt North (MN)	Forth Ports
	Neil Prentice (NP)	Angus Council
	Ewan Gourlay (EG)	Dundee City Council
	Eric Guthrie (EG)	TACTRAN
	Michael Cairns (MC)	TACTRAN
<b>Apologies:</b>	Phil Flanders	Road Haulage Association
	Roland Stiven	CONFOR
	Paul Kyle	Perth & Kinross Council
	Gavin Roser	TACTRAN Board Member

#### 1. Notes of previous meeting – 4 November 2009

TB commented that Brian Martin should correctly be Bill Morton. Otherwise Notes were accepted as accurate.

JP asked about Tactran involvement in the Lo-PINOT European Project. EG replied that the project was not seeking capital funding and it had not been possible for Tactran to get involved in it.

#### 2. Freight Consolidation Centres Study

MC gave a presentation on the Study (PowerPoint subsequently circulated to all Steering Group members).

TB noted that a bid for Scottish Government Air Quality Grant had been successful and that this would enable further development work at a cost of £57,000 to be progressed. A key part of this would be identification of funding sources for implementation.

PN commented that marketing would be essential and that this would best be handled by marketing specialists. He also believed that JESSICA European funding may be an option.

MN commented that Dundee City Council has put in a European bid for port related development as part of Dryport proposals. He also commented that the Tesco distribution centre on the Kingsway could be a possible location for a consolidation centre.

EG suggested a sub-group be formed comprising Tactran, PKC, Scottish Enterprise and DCC to progress the proposals further.

**ACTION** Tactran to organise meeting of FCC sub-group

### 3. Scottish Multi-Modal Freight Locations Study

EG stated that a draft letter responding to the Study had been circulated to Steering Group members for comment and then sent to Scottish Government on 8 December 2009. A reply was received on 27 January 2010 (copy attached). Alistair Wilson was invited to the meeting. However, after an initial acceptance he had to decline the offer due to his involvement in the Scottish Government's response to the volcanic ash/airports disruption. He has indicated his willingness to attend the next meeting of the Group.

**ACTION** Tactran to invite Alistair Wilson to next meeting.

### 4. Initiatives Update

#### (i) Dundee Port Railhead

MC gave an update on road access improvements to the port.

MN provided an update on the development of the renewables sector in Scotland including on- and off-shore wind farms. He commented that inbound traffic of components was in part steered by the heavy haulage sector and that most turbines were currently being imported through Hull. There were still significant developments to come with 1,700 turbines approved on-shore and a similar number planned. The largest developments are planned for the North Sea with 6,000 turbines to be erected. These will be twice the size of land turbines and therefore manufacturing and assembly must take place in or near ports. Maintenance will also be a significant issue as each tower will require 30 - 40 visits per year. The National Renewables Infrastructure Plan (NRIP) is seeking to influence where activities will be located.

GS commented that Grampian Police were trying to encourage port movements due to the inadequacy of the road network. He commented that Transport Scotland has a role to play in encouraging more port use in Scotland to reduce pressures on trunk roads.

DE commented that contracts are controlled largely by manufacturers which are based abroad.

JP considered that NRIPs reports on several ports were inaccurate and that to date there had been no consultation.

EG suggested that there may be a role for setting up a regional ports network, as discussed at the first Freight Forum meeting.

PN added that SE has funding in place to support development of renewables.

MN commented about biomass developments based on wood as the main input. This would have the potential to bring back coastal shipping. A scoping document has been produced by Forth Energy and a consultation exercise is intended for later in the year.

#### (ii) Montrose Port Masterplan

NP gave a background to the Masterplan study. Particular issues are the need for improved road access to the port and potential use of rail sidings. Consultants had been appointed with public consultation in August and full reporting in November.

#### (iii) Crianlarich Timber Railhead

MC indicated a group was meeting on 12 May comprising forestry, transport and Scottish Government interests to try to reinvigorate the Crianlarich Lower timber railhead proposals.

(v) Highland Spring rail connection

DM updated the Group on the proposals. Ground conditions are poor, however, there are no planning issues that will present difficulties. The company is still keen to pursue the option, though it will need to be reviewed in light of recent company acquisitions including a production unit at Lennoxton and the intention of one of their major customers to switch from road to rail.

## 5. Freight Action Plan

EG gave an update on development of the Freight Action Plan. A number of actions within it had been discussed earlier in the meeting. Feasibility work on new Park & Ride sites including options for overnight lorry parking was in progress for Dundee, Perth and Stirling.

He gave an outline of the revenue budget for 2010/11 which includes £20,000 for the FQP. PN suggested that more funding should be allocated for marketing of the Consolidation Centre proposals. EG indicated that other possible applications for funding would be Timber Transport Initiatives and Montrose Masterplan.

GS suggested that HGV priority lanes should not be restricted to shared use of bus lanes. FTA is pushing for the new Forth Crossing proposals to include a HGV/HOV lane.

JPM suggested that there was a need to identify problem locations for HGVs in the region. TB added that this could tie in with air quality actions.

EG suggested that the FAP should be expanded to include specific costed actions.

## 6. AOB

JP commented that the Port authority's FFG application for £2.35m for two new deep water berths had been successful and thanked Tactran for their support of the application.

EG noted that GS was to retire shortly and extended thanks on behalf of the Partners for Gavin's considerable contribution to the establishment and work of FQP and wished him well for the future.

## 7. Date of next meeting

It was agreed that the next meeting should be organised for late October/early November.

**ACTION** Tactran to circulate with possible dates for the next meeting.

## APPENDIX

### Transport Directorate

Alastair Wilson, Deputy Director (Aviation, Ports, Freight & Canals)

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Eric Guthrie  
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27 January 2010

Dear Mr Guthrie

### **SCOTTISH MULTI-MODAL FREIGHT LOCATIONS STUDY**

Thank you for your letter of 8 December to Jonathan Pryce about the Scottish Multi-Modal Freight Locations Study. I would like to apologise for the delay in responding: pressures arising from the recent severe weather prevented me from discussing your letter with Jonathan, who has asked me to reply..

I note the concerns of the Tactran Partnership and of the Tactran Freight Quality Partnership that the study has not adequately considered multi-modal opportunities in the Tactran area, and that as a result key opportunities may have been overlooked.

Scottish Enterprise, with support from Highlands and Islands Enterprise and the Scottish Government, commissioned Scott Wilson in September 2007 to carry out the study. As you will be aware, the study was commissioned in response to Action 2 of the Scottish Government's Freight Action Plan:

'The Scottish Government and Enterprise Networks will engage with business, industry, the ports sector and other key stakeholders to determine the need for and location of multi-modal freight hubs, taking account of the strategic economic importance of ports in providing access to international markets.'

The study ran concurrently with the Scottish Government's Strategic Transport Projects Review (STPR) and the preparation of the second National Planning Framework for Scotland (NPF2). While considerable care was taken to ensure that projections and assumptions were broadly consistent, conclusions were drawn separately. This in part explains why specific STPR projects have not been included in the Multi-Modal Freight Locations Study, as you have noted. It does not, however, excuse any factual inaccuracies by the consultants that may have slipped through.

The final study was not published until September 2009. The completion of the report by the consultants, following their initial and analytical phases, took considerably longer than we would

have wished or intended. The delay in part explains the absence of focus, as you again note, on the very considerable - albeit recently emerging - potential of the port of Dundee, and other ports, in supporting the growing renewables industry.

The aim of the study was to identify the need for, and potential contribution to Scotland's national economic competitiveness of, key multi-modal freight facilities. Although the development of such freight facilities is of course a commercial matter, it was hoped that the report would assist the freight industry and others through the identification and assessment of potential opportunities to improve economic effectiveness.

The methods adopted in the study appraisal were based on the Scottish Transport Appraisal Guidance (STAG) process which, as you know, has been applied to many other studies and is widely recognised and accepted. The source data used were collected between autumn 2007 and spring 2008 and involved over 300 surveys with industry and the public sector throughout Scotland (including in the Tactran area). Strategic projects included in the appraisal were initially identified and discussed during this extensive process of consultation with key stakeholders. The study then focused on these projects. The remaining stages took some considerable time to complete due to the significant amount of data collected and the range of, sometimes conflicting, views received.

It was fully recognised at the outset that there would be a number of important projects and opportunities of regional and local significance, albeit not assessed by the consultants as being of national strategic importance. Non-inclusion in this study is absolutely not a barrier to potential projects going forward. There is nothing to prevent other projects coming forward and being assessed on their merits. We see the study as being a stage, not an end point, in our ongoing process of engagement with partners.

If you would find this helpful, Margaret Horn (Head of the SG Freight Policy Team) and I would be very happy to meet you whenever best suits you to discuss further emerging priorities for freight within the Tactran area.

Yours sincerely

*Alastair Wilson*

**ALASTAIR WILSON**

Deputy Director (Aviation, Ports, Freight and Canals)