

## Tactran FQP Steering Group

### Notes of Meeting held at Bordeaux House, Perth on Tuesday 26 April 2011

<b>Present:</b>	Eric Guthrie (EG)	Tactran (Chair)
	Michael Cairns (MC)	Tactran
	Phil Flanders (PF)	Road Haulage Association
	Emily Maclean (EM)	Stirling & Tayside Timber Transport Group
	Tom Brydone (TB)	Perth & Kinross Council
	John Paterson (JP)	Montrose Port Authority
	Ewan Gourlay (EGy)	Dundee City Council
	Daniel Muir (DM)	Highland Spring
	Matt North (MN)	Forth Ports
	Roland Stiven (RS)	CONFOR
	Tony Maric (TM)	Perth & Kinross Council
<b>Apologies:</b>	Chris MacRae	Freight Transport Association
	Neil Prentice	Angus Council
	Peter Noad	Scottish Enterprise
	Jonathan Padmore	Stirling Council
	Bill Morton	Perth & Kinross Council
	Gavin Roser	Tactran Board Member

#### 1. Notes of previous meeting – 27 October 2010

Notes were agreed. No Matters Arising

#### 2. Initiatives Update

##### (i) Freight Consolidation Centre

MC gave a presentation on the Perth Freight Consolidation Centre Trial Final Report and the supporting HGV/traffic surveys carried out in Perth (PowerPoint is attached).

TB updated the meeting on progression of the Consolidation Centre scheme in 2011/12 and other Air Quality Grant funded activities which will include using SCOOT control of traffic signals along Athol Street to reduce pollution levels and trials with retrofitting of more effective particulate traps primarily to buses but also possibly HGVs. He commented that there would have to be a phased procurement of the Consolidation Centre trial due to the difficulties of working with single year AQ Grants. He noted that as the Grant application for 2011/12 had not been met in full ECOstars would not be progressed in Perth.

PF commented that there should be opportunities for local logistics companies to be involved and that DHL's withdrawal would have benefits in terms of opening up the market to potential operators. He also suggested that electric vehicle manufacturers/suppliers could be interested in the trial as a demonstration type project. He commented that the Scottish Government's Low Carbon Group (contact – Margaret Horn) would be able to assist.

TB commented that although the Euro rating of vehicles was improving there did not seem to be any fall off in pollutant levels.

PF suggested that this was probably due to periods of engine idling which negated the benefits of cleaner emissions.

(ii) Dundee Port Railhead

EG commented that there was no further progress to report but that potential funding opportunities would continue to be explored.

MN confirmed that the footprint for a railhead had been identified at the port and that Forth Ports was waiting for a developer to take a scheme forward. He commented on developments at the port including renewables and biomass, and that in the future, decommissioning of oil and gas rigs could generate considerable business. There are a lot of unknowns in the renewables business at this stage. Biomass developments at the port would be using imports from the Baltic and less so from North America. Scottish grown sources would be insufficient to meet the needs of the biomass plant.

(iii) South Montrose Masterplan

JP gave an update on the Study. The Draft Report was being finalised that week. Major features are allowing for expansion for Glaxo SmithKline and improved road access to GSK and the port. The port's deep water berths would be completed in July. Other developments at the port included Angus Cereals grain drying and storage facilities.

(iv) Crianlarich Timber Railhead

MC indicated that the consultant originally appointed to undertake further work to identify potential users of a timber terminal had been unable to complete the project and that he was in discussion with Forestry Commission Scotland to have the work completed by another consultancy. In general terms the prospects for the railhead did not appear promising.

(v) Highland Spring rail connection

DM commented that the proposals had lost momentum principally due to recent acquisitions necessitating a comprehensive review of the company's logistics. There were complications also that one of the supermarkets they supply to made use of the Coatbridge rail freight facility. Nevertheless the company is still interested and is reviewing the business case and undertaking a floodplain study. They had not pursued a Freight Facilities Grant (FFG) at this stage as it would not have been feasible to have had the railhead constructed by March 2012.

### 3. Freight Facilities Grant – RTP Review

EG commented that the RTPs intended to submit a review of the FFG system to the Scottish Government and Department for Transport. He invited any comments from partners particularly on the mechanics/application process to be included in the RTP submission. These should be received preferably by 11 May and by 25 May at the latest. MC would email all Steering Group members to seek views on the FFG system. The general consensus at the meeting was that the level of funding allocated by the Scottish Government was insufficient.

**ACTION** MC to email all SG members for views on FFG

### 4. RTP paper on freight initiatives

MC summarised the actions included in the paper which outlined the breadth of involvement of RTPs in freight issues and developments.

JP considered that Tactran should be more involved in the STRATMOS and Foodports European initiatives. EG commented that Tactran has joined the Scotland Europa network

together with Sustran and Hitrans and that this would open up better opportunities for involvement in European projects and access to EU funding.

## 5. Freight Action Plan

EG invited comment on priorities for the Freight Action Plan (FAP) for 2011/12. It was proposed that this be drawn up for seeking approval by the Tactran Board on 21 June. As a result of significant cuts to Tactran's Revenue funding the Board on 29 March had approved a reduced provisional allocation for FAP in 2011/12 of £10,000.

MC commented on actions in the 2010/11 Action Plan (attached).

- following completion of the Lorry Parking Study consideration of overnight lorry parking was being included in all of Tactran's Park & Ride proposals
- the Perth Freight Consolidation Centre trial scheme would progress in 2011/12 using Air Quality Grant funding obtained by Perth & Kinross Council
- Tactran had contributed £2000 to allow the continuation of the S&TTTG Project Officer for a further year. It was intended to complete the study of the Crianlarich Lower rail terminal
- support of port development and rail connections would continue
- the Lorry Routing Study had been concluded and had not given rise to any further issues. It was agreed that HGV use of bus lanes was probably not warranted though PF suggested that Consolidation Centre vehicles should be allowed entry to Perth's bus lanes. He also commented that ICT developments over the next 3-4 years could draw on information on a regional level and the development of a regional freight map would assist in this.

MC added he would email round all partners for suggestions for inclusion in the 2011/12 Action Plan.

**ACTION** MC to email all SG members for suggestions for the 2011/12 Freight Action Plan.

## 6. AOB

PF commented that while winter resilience plans ensured main routes are kept open for essential lorry movements, HGVs experience difficulties accessing destinations such as industrial estates and lorry parking. EG offered to write on behalf of the FQP to the region's four Councils asking that they give consideration to the needs of lorries in reviewing their winter resilience and gritting route plans.

**ACTION** Tactran to write to Councils requesting that they give consideration to the needs of lorries in reviewing their winter resilience and gritting route plans.

EG commented that now Dundee City Council had adopted an Air Quality Action Plan that included reference to forming an FQP it would make sense for the officer with responsibility for Air Quality in Dundee City Council to be invited to join the Steering Group. All agreed with this suggestion.

**ACTION** Tactran to invite Dundee City Council's Air Quality officer to join the Group and attend the next meeting.

## 7. Date of next meeting

JP offered to host the next meeting at Montrose Port in early September.

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