



**25 August 2011**

**Aberdeen City Council Offices, Conference Room 4, Marischal College**

Attendees

Eddie Anderson	ARR Craib Transport Ltd
Jim Cargill	Sea-Cargo
Rab Dickson	Nestrans
David Eaglesham	Road Haulage Association
Paul Finch	AECOM
Richard Freeland	Freeland Freight Service
Claire Glaister	Rural Development
Ian Jessiman	Aberdeen Harbour Board
Mark Jones	Eminox
Colin Lawson	Colin Lawson Transport
John Little	ASCO Group
Chris Menzies	Aberdeenshire Council
Jason Moir	Dyce Carriers
Derick Murray	Nestrans
Louise Napier	Aberdeen City Council
Colin Parker	Harbour Board
Andrew Robb	AECOM
Vycki Shade	Aberdeen City Council
Philip Smart	StratMos Project
Tom Stenhouse	AECOM
Andrew Stephen	Aberdeen City Council
Bill Walker	Walker Transport

22 in attendance

**Introduction**

Chair Eddie Anderson welcomed all delegates to the second North East Scotland Freight Forum of 2011. He explained that the Forum provides a platform for local businesses and transport companies to get involved in the work that is being progressed in North East Scotland, and thanked everyone for their attendance.



Presentations were made by Tom Stenhouse of AECOM, on the proposed Low Emissions Zone in Aberdeen, Mark Jones of Eminox Ltd on HGV Engine Retrofit Options, Philip Smart of the StratMoS Project on Danish best practice in creating Freight Logistics Centres, and Paul Finch of AECOM on work to identify sites and specifications for a Regional Freight Hub in North East Scotland.

Delegates were also provided with the opportunity to make any last comments on the final drafts of the North East Scotland Area Freight Maps, and suggestions for additional minor junction improvements across the city, following the recent successful Wellington Road Green Signal Time Optimisation project.

### **Proposed Low Emissions Zone in Aberdeen (Tom Stenhouse, AECOM)**

Tom Stenhouse provided an update on the current work being taken forward by AECOM with regard to the proposed Low Emissions Zone (LEZ) in Aberdeen. Key outcomes of the scoping phase of the feasibility study have confirmed:

- The extent of air quality problems in Aberdeen City Centre;
- That buses are the most significant polluting vehicles on Union Street; and
- That HGVs are the most significant polluting vehicles on Market Street/Virginia Street.

Tom then highlighted research currently being undertaken by Defra. This responds to findings elsewhere that have highlighted that NO<sub>x</sub> and NO<sub>2</sub> concentrations have not decreased as expected over the past 6-8 years, particularly in urban environments, despite significant progress being made with respect to PM10s.

Tom also explained developments with respect of a UK wide framework for LEZs, which may provide a consistent process for demonstrating compliance, with either existing engines, or those with retrofits.

Whilst Aberdeen has made good progress in taking forward the feasibility work for the LEZ, the research undertaken at a national / EU level introduces a significant risk that work made in advance of this work being finalised could be abortive.

However, the progression of this work at the national level perhaps provides an opportunity to focus on alternative measures in the interim that will improve air quality, so that the outcomes and implications of the Defra work can be fully understood and assessed in a North East Scotland context when this study is complete.

### **HGV Engine Retrofit Options (Mark Jones, Eminox Ltd)**

Eminox is a leading European designer and manufacturer of exhaust and emission control products for heavy duty diesel engines. Their systems have upgraded over 60,000 vehicles to comply with air quality legislation for LEZs throughout Europe.



Retro-fitting is a cost effective alternative to providing new vehicles, and Mark's presentation demonstrated how it can facilitate improvements in tail pipe emissions.

### **Discussion**

Following Tom's presentation, and following a recent press article, it was confirmed that the development of an LEZ for Aberdeen City would wait for completion of recent work at a national level. However, in the meantime, work should still be progressed on addressing causes of poor air quality (congestion on Market Street for example), as well as putting in place measures that will help facilitate any future LEZ.

Mark confirmed that it takes approximately 6-8 hours to retrofit a vehicle with a SCRT system. Costs for such a system vary from £11.5k to £15k per vehicle. Due to the requirement for additives (AD Blue) this also increases operational costs by 2%-3%.

It was suggested that despite the reduction in tax that is achievable with a retro-fitted engine, this was not enough to cover the pay back period for the investment.

In terms of enforcement, VOSA maintain a record of all vehicles that have been retro-fitted and vehicles are issued with a RPC (Reduced Pollution Certificate). In the case of the London LEZ, vehicles that have not been retro-fitted are charged £200.00 per day if they enter the LEZ zone.

The importance of looking at congestion on the road network such as Market Street was highlighted as an early opportunity, and Eddie Anderson confirmed that this was being discussed at the Nestrans Board.

Furthermore, the opportunities presented by the AWPR were highlighted, particularly in relation to removal of through traffic.

Derick Murray then provided an update on the progression of the AWPR, in the light of the recent high court decisions. However, it was noted that it was still possible that this decision will be appealed. It was confirmed that the specifics of how the road was constructed, and how it might be opened to the public, would be largely dependent on the contractor.

### **Freight Logistics Centre (Philip Smart, StratMoS Project)**

Philip Smart provided an overview of recent work that has been undertaken to assess Danish best practice in the provision of freight logistics centres, and the lessons that could be learned for the work being progressed in North East Scotland.

This is linking into the work to identify and appraise **Freight Hub Site Options (Paul Finch, AECOM)**. Paul provided an overview of the work



undertaken to date, which has been informed by discussions with local stakeholders, with a view to gauging potential future rail freight demand and potential locations where a future multi-modal freight hub for the region could be situated.

Following site assessments and a detailed appraisal, Paul confirmed that the emerging options are the existing Craiginches site (within which options for expansion could be investigated), a new site at Mains of Cairnrobin, and a potential new (non rail connected) site on the A90 corridor near Newtonhill/Elsick.

### **Discussion**

Following these two presentations, delegates discussed a range of issues related to the future development of a freight hub. It was agreed that the options presented were appropriate, depending on how future opportunities arise. It was also highlighted that due to the age and condition of some units within Tullos and Altens, that more of these units may become available for logistics operators in the future. The high cost of land in areas surrounding Aberdeen was highlighted as key constraint, and this has led to both growth of logistics bases in the central belt rather than the north east, as well as some logistics operators becoming involved in developments in the Edzell / Fordoun areas. However, it was also requested that more clarity on the key problems that were to be addressed with such a facility and the potential benefits that it might secure to individual operators be further elaborated.

### **Next Steps**

Nestrans, Aberdeen City Council, Aberdeenshire Council and the StratMoS project will continue to keep local freight stakeholders apprised of developments in North East Scotland.

The work towards identifying freight hub site options will be made available to all delegates when the study outcomes are finalised.

