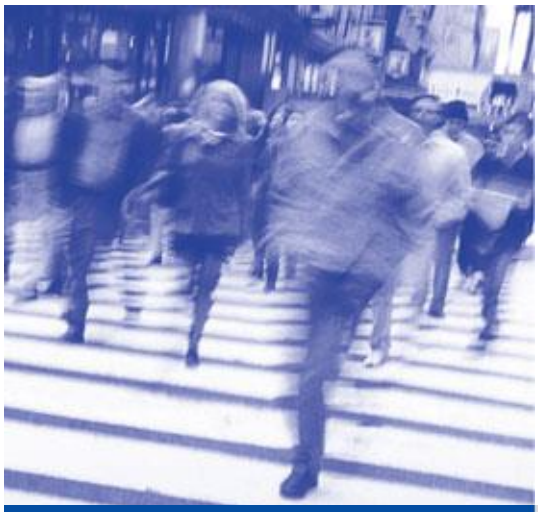


CiVITAS 2020
Cleaner and better transport in cities

PORTIS

4ABZ3 Baseline Report

Freight Distribution Centre

Deliverable No.:	4ABZ3 WD1
Project Acronym:	CIVITAS PORTIS
Full Title: Port Cities-Innovation for Sustainability	
Grant Agreement No.:	690713
Workpackage/Measure No.:	4ABZ3
Workpackage/ Measure Title:	
Freight Distribution Centre	
Responsible Author(s):	
Rab Dickson & Nicola Laird	
Responsible Co-Author(s):	
Date:	16 January 2018
Status:	Final
Dissemination level:	Public

CiVITAS 2020
Cleaner and better transport in cities
PORTIS

THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION

THE CIVITAS INITIATIVE IS CO-FINANCED BY THE EUROPEAN UNION

Abstract

Not Applicable

Project Partners

Organisation	Country	Abbreviation
Nestrans		

Document History

Date	Person	Action	Status	Diss. Level
5/01/18	Amye Robinson	Provided comments to NESTRANS	Draft	
11/1/18	Rab Dickson	Finalised	Final	

Status: Draft, Final, Approved, and Submitted (to European Commission).

Dissemination Level: PC = Project Coordinator, SC=Site Coordinator, TC=Technical Coordinator, EM=Evaluation Manager.

THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION

Table of Contents

Table of Contents *3*

1 INTRODUCTION **4**

2 BASELINE DATA COLLECTION & METHODOLOGY **5**

2.1 Vehicle Licence Data *5*

2.2 Stakeholder Surveys *5*

2.3 Case Studies & Academic Papers *6*

3 BASELINE DATA **7**

3.1 Number of Registered Vehicles in Aberdeen & Aberdeenshire *7*

3.2 Industry Sectors *8*

4 CASE STUDIES & ACADEMIC BACKGROUND **16**

4.1 Case Studies and Current Examples of Consolidation Centres *16*

4.2 Academic Background *18*

5 ISSUES MOVING FORWARD (NEXT STEPS) **20**

6 CONCLUSION **21**

APPENDIX A **22**

THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION

1 Introduction

4ABZ3 looks to assess the potential impacts of operating a freight consolidation centre in Aberdeen, as well as the opportunities for encouraging the use of clean vehicles in Aberdeen and Aberdeenshire. This is to be achieved through a trial of zero emission vans in partnership with a private sector partner, as well as a full business case that will be undertaken in order to assess whether a freight distribution centre, or consolidation centre, will help to improve the issues that Aberdeen faces in terms of congestion and air quality.

Aberdeen has a relatively unique position in Scotland as being a major corridor for freight in addition to other vehicle traffic. Due to the position of Aberdeen with regards to key locations in Aberdeenshire, the majority of freight vehicles are required to travel through the city centre in order to reach their destination. Additionally, the proximity of the harbour to the city centre means that there are large volumes of heavy vehicles which, along with the overall volume of traffic, cause severance affecting both residential and retail districts. Currently, this creates issues with both congestion and air quality, and is detrimental to the image of Aberdeen with regards to leisure and tourism.

The opening of the Aberdeen Western Peripheral Route (AWPR) in 2018 has the potential to resolve a lot of these issues by providing an alternative high capacity route by-passing the city, although it is anticipated that many vehicles will still travel into and through the city centre. To this end, 4ABZ3 will link closely with 4ABZ1, which aims to assess routes that will become innapropriate upon the opening of the AWPR and how to work with freight operators in order to help ensure that the majority of traffic bypasses Aberdeen.

Despite this, there will still be vehicles that require access to the city centre in order to serve the harbour, ongoing construction and retail/deliveries. Given the volumes of increased traffic that this provides, 4ABZ3 is looking at whether the implementation of a freight consolidation centre at a key entrance to Aberdeen is a viable solution in order to reduce unneccessary traffic. Additionally, this project will assess the opportunities and risks of such a scheme, the best location were a consolidation centre to be built, and the best business model for it to follow. Following on from a business case, conclusions will be made as whether to trial a pilot consolidation project following the conclusion of Civitas Portis.

THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION

2 Baseline Data Collection & Methodology

2.1 Vehicle Licence Data

In order to determine the potential volume of freight travelling through Aberdeen and Aberdeenshire, traffic count data was looked at from 4ABZ1 and gained an initial snapshot of vehicles registered in the north east of Scotland through the Traffic Commisioner's operator licence database. It should be noted that whilst this showed a number of companies with vehicles licensed in Aberdeen and Aberdeenshire, it does not give a full picture. This is partly due to the requirement to search for terms that would give company names. Whilst a number of search terms were used for locations of interest, it was not possible to make an exhaustive search so there are areas of Aberdeenshire that are not as well represented. Additionally, this information only provides information for the number of vehicles registered in locations of interest. It does not represent the number of vehicles actually present in those locations, or the vehicles that are present but not registered to a specific location by the company. In particular this created large gaps in data regarding larger retailers.

However, this information did provide the basis for gathering a list of stakeholders in order to engage in the initial survey and future consultation. Once this information was gathered, it was split into industry sectors and by area. It was also roughly mapped out in order to get an idea of key locations of freight distribution. Whilst this was a good exercise to get an initial snapshot, it is unlikely that this information will be used further, apart from being the basis of gaining contacts from interested parties.

2.2 Stakeholder Surveys

In order to fill gaps highlighted by the licence data, as well as provide an initial idea of interest regarding the set up of a consolidation centre, surveys were sent out to key stakeholders within Aberdeen City and Aberdeenshire. Additionally, the surveys looked to get an indication of the make up of vehicle types and fuel types, and whether there was a willingness to improve emissions if required, either through 4ABZ3, or through the Eco Stars programme, an existing vehicle emissions validation scheme.

Targeted questions looked at the openness of stakeholders towards discussing the potential for a consolidation centre, inviting comments to provide more detail regarding this. This will form the basis of engagement going forward, particularly with groups that do show an openness to discussing the possibility.

Nestrans already has a number of stakeholder contacts through the North East Freight Forum. In order to provide a wider range of responses, Nestrans contacted a number of other companies from distribution, haulage and retail in order to assess

THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION

whether they were willing to engage in an initial survey and, following that, become members of the Freight Forum.

A baseline survey was sent out via Jotform and is attached in ***Appendix A.*** Results of the survey are currently pending and will be available in Year 2.

2.3 Case Studies & Academic Papers

A key focus of this work package is to investigate opportunities regarding the setting up of a consolidation centre in Aberdeen, and to assess whether this would be a viable option. Before undergoing work specifically relating to Aberdeen and Aberdeenshire, we looked at what had already been achieved and investigated elsewhere. The idea of setting up consolidation centres has been widely discussed and there are a number of recent case studies in nearby locations, such as those done by SEStran and Tactran, and this has proved valuable in getting an idea of likely responses to consultation, as well as the viability of the scheme. It should be noted that whilst a number of the case studies came to similar conclusions, each locality is different, with differing considerations and as such these case studies alone cannot replace the requirement for independent investigation.

In addition to looking at case studies as to the feasibility of a consolidation centre, we also looked at some examples of existing centres in the UK and abroad. These largely came to the same conclusions as the case studies, although there were some lessons to be learned as to where constraints may appear and what models are more successful.

Finally we looked at a number of academic papers that looked at the possibility of consolidation centres from a general perspective. A recurring issue contained within these papers was the lack of quantifiable evidence from existing projects that could identify one way or another whether consolidation centres are a viable concept. Due to this, a number of academic papers noted that more data needed to be acquired from existing consolidation centres in order to come to any definite conclusions. Despite this, a number of sentiments shared by case studies and existing projects were also echoed in the academic papers, although the more recent papers looked at were more sceptical in their outlook.

THE CIVITAS INITIATIVE IS CO-FINANCED BY THE EUROPEAN UNION

3 Baseline Data

3.1 Number of Registered Vehicles in Aberdeen & Aberdeenshire

Looking at the vehicles registered with operator licenses, it is apparent that there are a large number of goods vehicles operating across Aberdeen City and Aberdeenshire. However, it is also clear that there are a number of key operators in Aberdeen that either do not have any vehicles registered in the area, or have a smaller number of vehicles registered than expected. This means that there are likely far more vehicles travelling through Aberdeen on a regular basis than is recorded here; unfortunately it is difficult to establish an exact number from the data available when operators are distributing only from one major centre elsewhere in the country. As such, the companies that fall into this bracket will be dealt with separately.

It should also be noted that the registrations may not equal the exact number of vehicles, but rather the number of vehicles that are allowed to be present on site. Additionally, haulage depot locations themselves can be chosen based on a number of factors including low land cost and planning restrictions. In areas with high pressure on land-use, depots can cluster based on land availability, rather than forming clusters relating to the factors governing the shipments. The latter form of clustering would be more appropriate when considering combining loads over the trunk haul and should be considered when looking at potential consolidation centre locations.

That a business may have a separate address for any in house haulage against its other activities, and that the break point for this separation may also be aligned to the size of the business and the size of its in house haulage fleet, is something to bear in mind when comparing figures 1 and 2.

Additionally, it should be noted that given the business is supposed to register its own fleet used for transporting its own goods or those of others to the normal address where the HGVs are parked up when not in use, then where a business contracts partly or entirely a specialist/third party for haulage services then the vehicles can be registered elsewhere. This will affect the conclusions that can be drawn from table 5 and others.

Taking this into consideration, and with the information readily available, the concentration of vehicles and companies registered in the region are as follows:

Table 1

Area	No. of Companies	No. of Vehicles registered
Aberdeen City	303	2,774
Inner Aberdeenshire (Westhill, Inverurie, Newburgh, Stonehaven & Banchory)	76	620
North Aberdeenshire *	110	927
TOTAL	489	4,321

* It should be noted that with regards to North Aberdeenshire, this list is not exhaustive & focuses primarily on Fraserburgh & Peterhead, unless there were companies that had vehicles registered both in Aberdeen and elsewhere in Aberdeenshire.

3.2 Industry Sectors

Aberdeen and the surrounding areas have a large variety of industries that require the use of large vehicles. As noted previously, a number of large retailers and delivery centres do not have bases in the north east of Scotland, however there are a large number of oil and construction related centres that are not found to the same extent elsewhere. The breakdown of vehicles by industry sector is indicated in Tables 2-4 below:

Table 2

Aberdeen		
Industry Sector	No. of Companies	No. of Vehicles registered
Service	60	620
Sole Traders	17	42
Parcel Delivery	13	215
Supermarkets	1	1
Other Retail	30	212
Haulage	59	1,117
Construction & Tradesmen	40	264
Supplier of Specialised Goods	83	303
TOTAL	303	2,774

Table 3

Inner Aberdeenshire		
Industry Type	No. of Companies	No. of Vehicles registered
Service	13	193
Sole Traders	15	29
Parcel Delivery	1	18
Supermarkets	0	0
Other Retail	1	3
Haulage	14	213
Construction & Tradesmen	17	117
Supplier of Specialised Goods	15	47
TOTAL	76	620

Table 4

North Aberdeenshire		
Industry Type	No. of Companies	No. of Vehicles registered
Service	18	233
Sole Traders	21	55
Parcel Delivery	1	1
Supermarkets	0	0
Other Retail	2	2
Haulage	15	347
Construction & Tradesmen	22	108
Supplier of Specialised Goods	31	181
TOTAL	110	927

As noted above, there are very few major retailers with distribution hubs in the north east. The following table indicates the nearest locations of major supermarket chains with the number of vehicles registered:

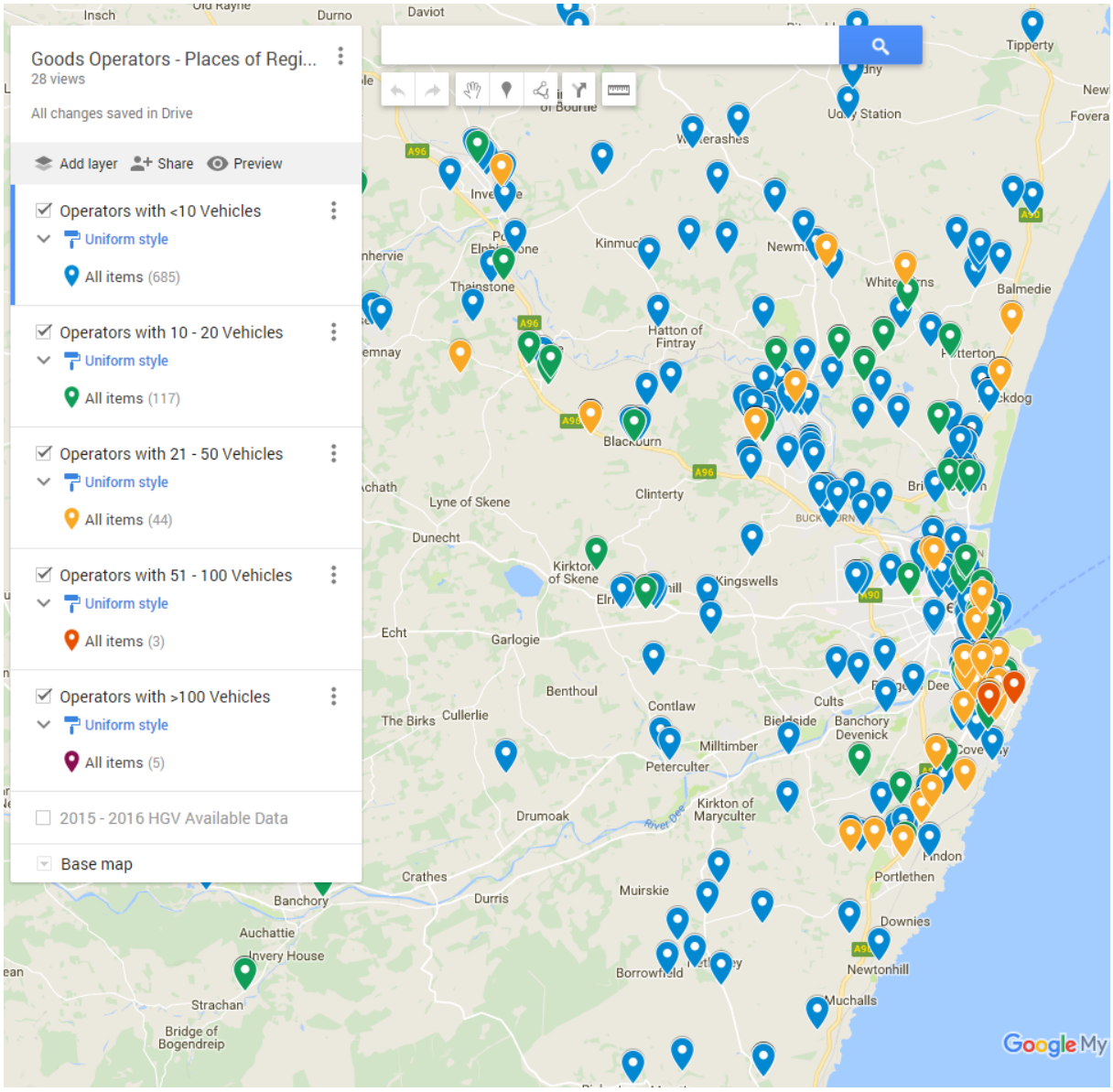
Table 5: Major Supermarket Chains

Company Name	Nearest Location (No. of centres)	No. of Vehicles registered
Asda	Grangemouth (3)	429
Tesco	Livingston (1)	200
Sainsburys	St. Helens (1)	140
Aldi	Edinburgh (1)	40
Morrisons	Edinburgh (1)	2

In addition to the above, Sainsburys has been identified as having a Scottish retail distribution centre in East Kilbride. However, this did not show up on the licence list when searched. This example identifies one of the main reasons why this data can be used as a starting point but cannot be heavily relied upon.

Using the above data, it is possible to provide an indicative map of the general distribution of vehicle registrations. This is included as Figure 1 below.

Figure 1: Goods Vehicle Registrations



The map indicates a large geographic spread of vehicle registrations. However, for the purposes of determining heavy activity, a second map has been produced, Figure 2, indicating those operators with more than 20 vehicles registered.

Figure 2: Registrations of over 20 HGVs

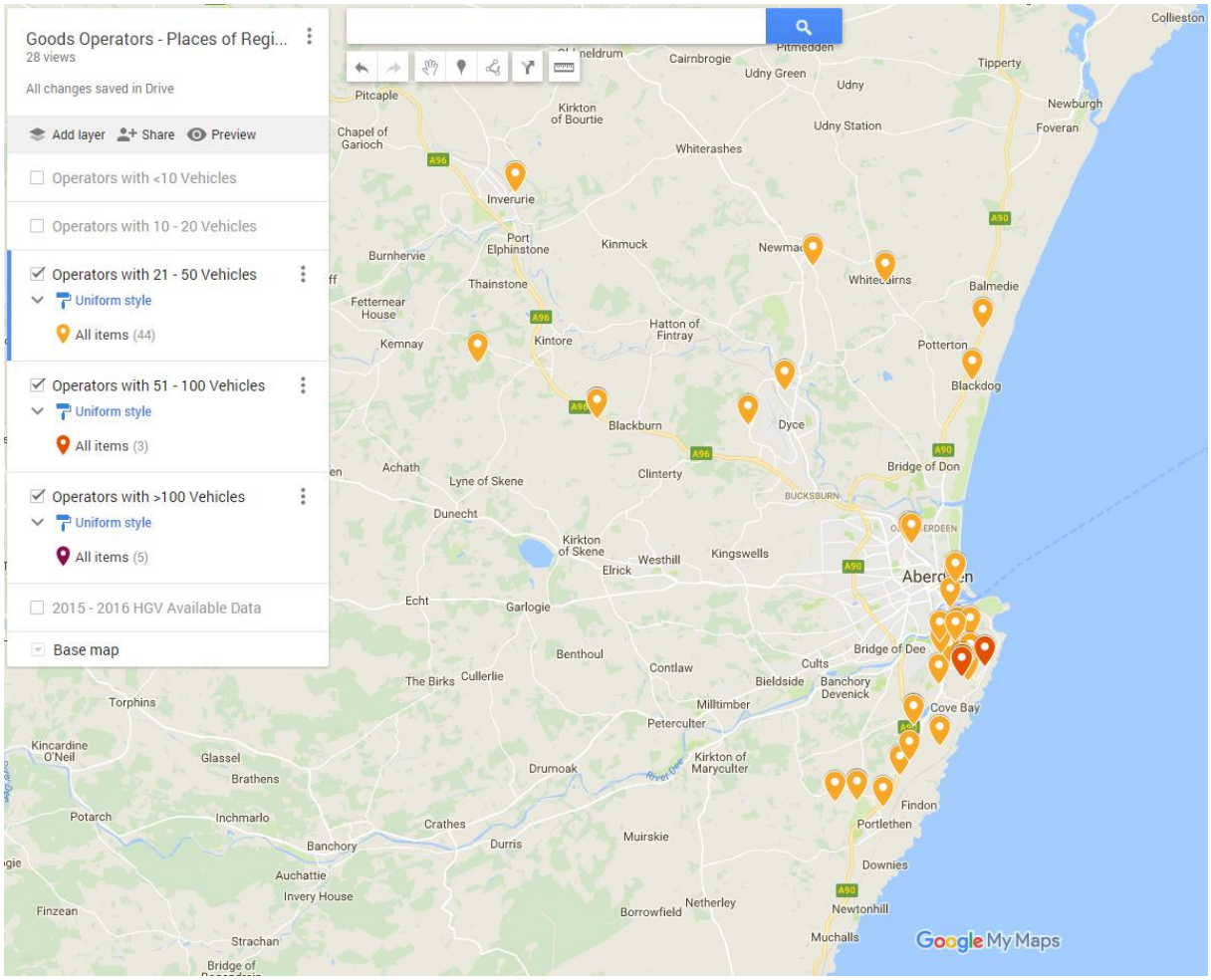


Figure 2 indicates that the majority of companies with a large number of registered vehicles are primarily in Aberdeen and to the south of the city, although there are a scattering of companies directly north of Aberdeen as well. However, due to the concentration of companies around Aberdeen and to the south, this suggests that any consolidation facility would likely be better in the south.

The major markets outwith the region are also primarily to the south – both the Central Belt of Scotland and further afield.

Figure 3: Registrations of over 20 HGVs, Aberdeen south

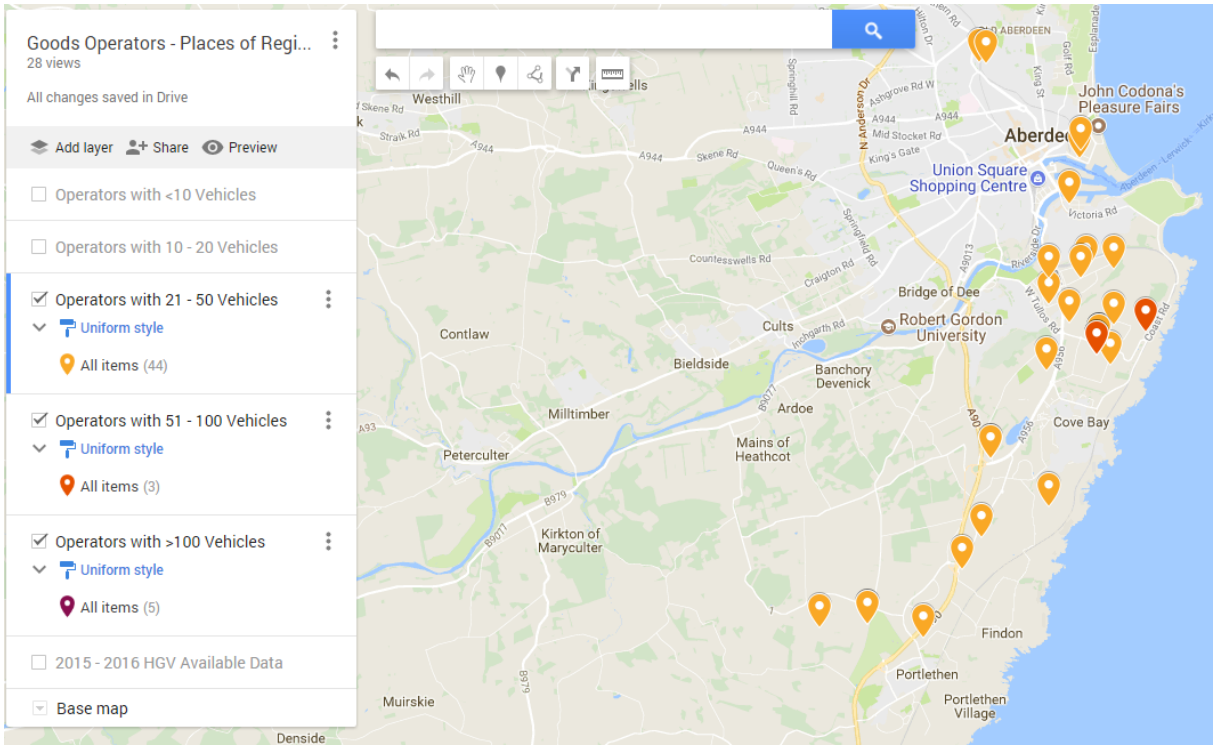


Figure 3 provides further detail of larger companies in and south of Aberdeen, and indicates that the majority of the registered vehicles are south of the River Dee, and mostly have locations close to the primary roads of A90 and Wellington Road. Using this initial data implies that Wellington Road might be the best location for a consolidation centre if one were to go ahead. In light of this, responses from stakeholders in this area are of particular importance given the number of vehicles that could be located here.

4 Case Studies & Academic Background

4.1 Case Studies and Current Examples of Consolidation Centres

The key case studies considered were those concerning freight activity in Scotland. There are currently no commercially operated, open access consolidation centres in Scotland, although a number of local authorites have either considered setting up a consolidation centre, or are in the processing of assessing the prospect.

Out of the authorities that have considered implementing a consolidation centre, Strathclyde Partnership for Transport (SPT) is the only one to reject the idea outright. This was because the feedback from retailers suggested that there would not be enough interest to support it. Elsewhere, the two most recent assessments of consolidation centres are in Dundee/Perth (Tactran) and the South East of Scotland (SEStran).[1]

Of note in both of these studies is the similarlity in both approach and conclusions. Looking at possible locations, cost and stakeholder engagement, as well as the history of previous consolidation centres elsewhere, whilst these two studies differ in their detail and complexity, they provide a similar story.

From these reports there are some general conclusions that can be made :

- In order to open a consolidation centre, subsidy will be required. It is currently unclear whether, with the current set up of existing consolidation centres, this will be able to run without subsidy in the future.
- In order to generate income from the consolidation centre, it is generally accepted that there is a need to provide ‘value added services’ for a cost. These range from recycling services to holding stock in the consolidation centre like a warehouse. Without this there is unlikely to be any revenue although the range of value added services needs to be carefully considered.
- The reason value added services are required is because compulsory consolidation centres, whilst in existence elsewhere, are generally unpopular, particularly when implemented in locations where previously there were few restrictions. Due to this optional consolidation is preferred, although these centres have had mixed success in the past.

[1] SEStran report: http://sestran.gov.uk/wp-content/uploads/2017/01/Freight-Consolidation-Centre-Study-Final-Report.pdf
Tactran report:
http://www.tactran.gov.uk/documents/TactranFreightConsolidationDraftFeasibilityReport280410.pdf

- When starting an optional consolidation centre it is generally accepted to initially provide this for free on a trial basis. Once established, charges can be set although they may prove unpopular unless users can see the commercial benefit of using the consolidation centre.
- The benefits of consolidation centres have not yet been fully established in terms of financial benefit or reduction in traffic. However, even with minimal use they can demonstrate benefits in both reduction of vehicle km travelled and emissions.
- Previous case studies have shown that whilst some smaller retailers are open to the idea of freight consolidation, larger retailers have shown little to no interest, as they already conduct their own consolidation within their business.
- Alternatively, construction companies have previously been interested in the idea of consolidation as it may help them to ensure that they have the materials they need on time, without requiring excessive storage. This can also provide benefit in that a number of construction companies require the same, or similar, materials.
- Hauliers have previously also shown interest in consolidation. This is due to it being of financial benefit for them to minimise half loads and/or empty running.

Following these reports, SEStran concluded that they would look at different possibilities for funding in order to initially operate a consolidation centre as a pilot scheme. Specific to SEStran is the recommendation that they look at a business case for combining this with a dryport.

Similarly, Tactran concluded that they would also pilot a trial consolidation scheme in order to review whether this would be a suitable long term prospect. However they did note that the scheme was unlikely to be commercially viable in the short to medium term, which could cause concerns regarding funding in the future.

These findings are similar to those found elsewhere in the UK, with Bristol also considering extending their consolidation centre due to interest in the area and the success of their current scheme. Despite this, they are still unsure as to whether this could be successful. A point of note that was considered highly relevant to the Bristol study was the opportunities to guarantee next day delivery. This is of concern in Aberdeen given that previous discussions with the larger retailers have indicated that next day delivery would not be possible when delivery is fragmented through the use of a consolidation centre. As such, this may be a major disincentive to implementation in Aberdeen, due to its remote status from a number of large supply centres in the UK. Whilst there are Scottish Authorities looking at consolidation, the majority of these are central Belt based with distribution

warehouses close by. This is not the case with Aberdeen due to its relative remoteness and therefore time sensitivities for deliveries. It should be noted that freight consolidation is not a consideration of the Hitrans Regional Transport Strategy, rather the focus is on improving transport links between the Highlands and the Central Belt, where the majority of consolidation currently occurs.

4.2 Academic Background

Freight consolidation has mixed views in acedemic literature, with a number of reports commenting on the difficulty of ensuring consolidation centres are cost effective. However, it should be noted that this is only if being commercially successful is the key criterion to a successful scheme. Looking at the emissions benefits, all schemes currently in operation have shown improvements, particularly where electric or alternatively fuelled vehicles are used.

Whether this requires a consolidation centre to make a difference is a case for debate. As noted in an article by Michale Browne *et al,*

« The trial [in London] demonstrated that even in a supply chain in which goods are already highly consolidated there is still the potential to achieve further benefits in terms of further reductions in total distance travelled and greenhouse gas emissions through additional consolidation efforts and the use of electric vehicles »[2].

This trial did find that there was a trade off between the total distance travelled and improvement in emissions, given that the smaller vehicles used in the last mile did not have the same capacity as the larger diesel vehicles that were used previously. However, it does suggest that there is an opportunity to use this as a basis for consolidation in Aberdeen, given the issues with air quality in the city. There could also be an argument that encouraging the use of cleaner vehicles could provide benefits for current consolidation/distribution activities without the requirement to implement a full separate centre. It is unlikely to help with congestion in Aberdeen but looking as current case studies and academic papers suggests that a target goal needs to be clarified with the main focus of what is to be acheived.

As per Edoardo Marcucci and Romeo Danielis, Urban Freight Consolidation Centres are most likely to be successful in :

« 1. Specific and clearly defined geographical areas where there are delivery-related problems ;

2. Town centres that are undergoing a retailing renaissance;

[2] M. Browne et al / IATSS Research 35 (2011) 1-6

3. Historic town centres and districts that are suffering from delivery traffic congestion ;

4. New and large retail or commercial developments (both in and out of town) ; and

5. Major construction sites ».[3]

Aberdeen benefits from meeting at least 4 out of 5 of these criteria, with congestion and construction currently being key concerns. However it should also be noted that the University of Westminter Report (2005), comments that « some UFCC trials have been based on intuition rather than a quantified assessment and as a consequence are never likely to be viable. »[4] Due to this, care needs to be taken to ensure that consolidation is the best option in this instance.

Of particular interest is the article by Sara Verlinde *et al*, which looks at the opportunities for consolidating urban flows of goods without the requirement to set up a consolidation centre. Here, the focus is given to partnership working between the hauliers, suppliers and retailers. One suggestion is for consolidation to be done at the supply stage, rather than just before the retail stage, given that retailers have the least incentive for supporting consolidation. In practice, this could be difficult to implement, however improvements in communication between all stakeholders could help to initiate improvements in current practices, as shown by an example in Belgium. The example highlighted showed that previously insurmountable issues had been the case only because there had been no communication link between all stakeholders. Once a neutral mediator was established, the issues were resolved. In this instance, this allowed the implementation of night deliveries, that had previously not been possible due to warehouse opening hours. At the end of the project, the stakeholders commented that « the biggest achievement of the project was facilitating contacts between receivers and carriers as they normally never mutually confer. »[5]

[3] E. Marcucci & R. Danielis, Transportation (2008) 35:269-284
[4] (Quoted in) E. Marcucci & R. Danielis, Transportation (2008) 35:269-284
[5] S, Verlinde *et al*, / Procedia – Social and Behavioural Sciences 39 (2012) 687 - 701

THE CIVITAS INITIATIVE IS CO-FINANCED BY THE EUROPEAN UNION

5 Issues Moving Forward (Next Steps)

Looking at the information gathered above, there are a number of issues that have been highlighted, and will need to be addressed moving forward. These are listed below :

- The information that has currently been gathered regarding current freight practices is only a snapshot of the full activity and requires supplementing in order to gain a clearer picture.
- Due to difficulties in gaining contact details and a viable survey platform, it has not be possible to complete the task of gaining a full contact list of stakeholders and securing initial responses regarding freight movements and opinions on proposed activity. This will need to be completed in Year 2.
- As yet, construction has not been considered for the purposes of consolidation. Due to the findings gained by other case studies, as well as the extent of construction currently underway in the area, this should be covered in the scope of Year 2.
- Considering the data currently gained, as well as that which has been suggested by previous case studies and academic papers, a full consolidation centre may not be the best solution for Aberdeen. To this end, alternatives should be considered.

Recommendations for next steps :

- Consider what the key focus is with regards to freight consolidation improvements, and how this can be best achieved.
- Gain a better understanding of freight practices in the area and the extent of consolidation that is currently being achieved. Additionally, look at whether there is an appetite for further consolidation.
- Develop a timeline of current and future construction projects in Aberdeen and the surrounding region in order to see whether consolidation for construction could be viable.
- Generate an assessment of whether consolidation would work in Aberdeen.
- Look at alternative options to full consolidation in Aberdeen, include a range of softer measures.
- Look at the appetite for increasing cleaner vehicle use in Aberdeen and the surrounding region, in partnership with Eco Stars.
- Continue with the work to initiate a trial of zero emission vans in partnership with a private sector partner. Following the trial and once we have a better understanding of how a zero or low emission van can operate in a commercial market we are then better placed to approach other companies.

THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION

6 Conclusion

Using this baseline work, it is clear that there could be an appetite for the implementation of a consolidation centre, but that this will require further work in order to ensure it is the best option to take forward. Whilst it is clear that Aberdeen and the surrounding areas are faced with relatively unique issues regarding freight movements, there is more work required in order to understand the extent of the freight network and the requirements it has. It is hoped that the appointment of a freight advisor will help to fill any gaps in understanding.

Key to this work package is ensuring good communication between all stakeholders. Whilst the initial survey will help to open these doors, more work will need to be done moving forward in order to ensure that all stakeholders are adequately engaged in the process. This will help to ensure that any outcome is a successful one.

THE CIVITAS INITIATIVE IS CO-FINANCED BY THE EUROPEAN UNION

Appendix A

Initial Assessment of Freight in Aberdeen & Aberdeenshire

General Information

Company Primary Location:

Job Title:

Are you are aware that Nestrans and the local authorities work in collaboration with freight interests in the north east of Scotland to try and ensure channels of communication and provide a voice for freight (through the North East Freight Forum)?

Circle as appropriate

Yes

No

Not Sure

Have you, or a colleague, attended North East Freight Forum meetings in the past?

Circle as appropriate

Yes

No

Not Sure

Fleet

For the purpose of clarity, the terms in the following questions are as follows:

HGV = Heavy Goods Vehicles >3.5 tonnes
LGV = Light Goods Vehicles <3.5 tonnes

Do you own, or have use of, HGVs, LGVs or vans?

Yes
No

Approximately how many vehicles in your fleet are based in Aberdeen or Aberdeenshire?

No. HGVs:
No. LGVs:
No. Other (please explain):

Of these, what proportion are of the following fuel type?

Diesel:
CNG:
LPG:
Hydrogen:
Other: (please explain)

Do you know the Euro rating of the engines? Please indicate number in each category.

HGVs	Euro I-III:	**LGVs**	Euro I-III:
	Euro IV:		Euro IV:
	Euro V:		Euro V:
	Euro VI:		Euro VI:

Are you aware of the ECO Stars fleet recognition scheme? *Circle as appropriate*

Yes

No

Are you a member of ECO Stars? *Circle as appropriate*

Yes

No

Not sure

For Information:

ECO Stars encourages and helps operators of HGVs, buses, coaches, vans and taxis to run fleets in the most efficient and green way.
The scheme provides recognition for best operational practices, and guidance for making improvements, with the ultimate aim of reducing fuel consumption and improving emissions.

Members are awarded an ECO Star rating when they first join – ranging from 1 Star to 5 Stars –based on an assessment of their current operational and environmental performance. One of the ECO Stars team (all industry experts with years of transport experience) rates each individual vehicle and how the fleet is run as a whole.

ECO Stars launched in Aberdeen & Aberdeenshire in November 2016. For more information and to join, visit http://www.ecostars-uk.com/

Volumes

Can you describe the sectors which are your major markets?

Circle as appropriate

Retail	Fishing	Parcel Delivery
Oil & Gas	Construction	Other (please explain below)
Other Food & Drink	Agriculture/Forestry	

Mostly local within and around Aberdeen

Mostly local within and around Aberdeen & Aberdeenshire (please provide more details)

Key locations in UK from/to the North East of Scotland (Central Belt, English ports, Other)

Key locations internationally from/to the North East of Scotland

Within Aberdeen, are there any key locations? *Circle as appropriate*

City Centre

Harbour

New harbour (Bay of Nigg)

Other (please specify)

Please provide any key origins and destinations:

Can you give an indication of annual volumes to/from Aberdeen/Aberdeenshire (ex. over 23 tonnes per annum)?

Mode

Do you use modes of transport other than road transport? *Circle as appropriate*

Railfreight

Sea

Airfreight

If so, please give an indication of the proportions of freight (or an estimate of tonnage if this is easier) to/from the North East of Scotland that is normally using these modes.

Would you be prepared to use rail or sea more, and if so what might encourage you to make the shift? *Circle as appropriate*

Yes

Yes if... (please describe below)

No (please state why below)

THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION

Routeing Strategy

Who normally makes the decision on the route that a vehicle will make between pick up and delivery (both directions)? *Circle as appropriate*

Driver

Logistics Manager

Sat Nav

Customer

Further information (if required):

What are the most important considerations regarding these decisions (please number from 1 = most important to 5 = least important)?

Shortest journey time

Shortest distance

Avoiding minor roads

Avoiding hills and/or roundabouts

Avoiding congestion hotspots

Fuel use

Availability of rest areas/parking locations

Other (please specify below)

Route Maps

Are you aware that Nestrans and the Freight Forum has developed local maps with recommended routes, lorry parking facilities and restrictions/constraints on the network (which we are now looking to update)?

Yes

No

Not sure

The Recommended Route Maps are available through either the Nestrans website, or from either Aberdeen City Council or Aberdeenshire Council.

Do you find such maps useful? *Circle as appropriate*

Very useful

A bit useful

Not sure

Not at all useful

What would improve /make the maps more helpful?

Do your company vehicles primarily stick to these recommended routes or not necessarily? *Circle as appropriate*

All the time

Mostly

Sometimes

Not at all

Further information (if required):

Are there any routes outside of those recommended in the map above that you commonly use? If so, why? Please describe the routes in as much detail as possible. If easier to do so, please attach any images or maps showing preferred or identified routes used by your company.

Road Hierarchy/Signing Strategy

Aberdeen City Council are working to develop a road hierarchy and signing strategy to encourage traffic to travel around the city boundaries, making best use of the AWPR once open, rather than across the City Centre. Would you be amenable to re-routeing to minimise your vehicles' impact on the City?

Circle as appropriate

Yes

Only if such routes are likely to reduce journey times and/or fuel

No, we are likely to continue to use current routeing

Further information (if required):

Would you support measures to encourage traffic onto the AWPR, such as restrictions in the City Centre, traffic management, Low Emission Zones or similar means?

Circle as appropriate

Yes

No

Possibly, if ... (please explain)

Further information (if required):

Do you think that an app, satnav or online tool providing recommended routeing in Aberdeen and Aberdeenshire would be of use?

Circle as appropriate

Very useful

A bit useful

Not sure

Not at all useful

What feature would be most beneficial if such a tool was developed?

Is there anything else that would be helpful instead?

Break Bulk / Consolidation

Are you aware that Nestrans and partners have been considering the potential for a distribution hub, where long distance freight could be broken into smaller loads for local delivery? *Circle as appropriate*

Yes

No

Not sure

Do you think that such a facility would be of interest to your business?

Yes

No

Not sure

Possibly, if... (please explain)

Further information (if required):

If a local delivery service was available using Low Emission Vehicles, would you be interested in learning more and considering whether it might be suitable for your business?

Yes

No

Not sure

Possibly, if... (please explain)

Not relevant to my business

Further information (if required):

Please provide any further comments that you have regarding consolidation and/or Low Emission Vehicles

THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION

Freight Advisor

Nestrans are in the process of appointing a Freight Advisor to improve our understanding of goods movement in the north east and to develop policies and measures to ensure the effective and efficient movement of goods to, from and around the area. Would you be prepared to meet with the Freight Advisor and discuss your needs, concerns and ideas?

Yes (please provide contact details below)

No

Name:

Email:

Phone Number: