The Scottish Policy Forum of CIHT welcomes the opportunity to respond to the consultation on this topic which is vital to the Scottish economy.

CIHT is a membership organisation representing over 12,000 people who work in the highways and transportation sector, with nearly 1,000 members in Scotland. Our members plan, design, build, operate and maintain best-in-class transport systems and infrastructure, whilst respecting the imperatives of improving safety, ensuring economic competitiveness and minimising environmental impact.

CIHT’s membership is drawn from across the transportation practitioner community and has active members in consulting, contracting, public and academic sectors. Therefore, our membership is routinely at the heart of planning and delivering the solutions to Scotland’s major transport challenges of the day, whether they be in rail, roads, ports or airports.

We have structured our concise response around the following key questions.

1. Can you identify the main infrastructure and policy obstacles to the free flow of freight in Scotland, whether carried by rail, road, air or sea?
   - Greater recognition and support for the vital role the freight and logistics industry plays in underpinning the Scottish economy from strategic to local level.
   - Understand origin and destination movements of imports, exports and domestic goods. What is moving where by what mode at what time of day to help make informed policy decisions.

2. How can Scotland’s rail, road, air and sea freight routes to the rest of the UK, to Europe and worldwide be improved?
   - **Road:** Alleviating bottlenecks and pinch-points. Improving lorry parking and service area availability and quality. Ensuring routes remain available during harsh weather conditions.
   - **Rail:** Improving the network gauge clearance to W12 to accommodate the largest containers. Electrification of the rail freight routes. Removal of weight restrictions on the network. Lengthening loops, improving signals and providing run round facilities as required. Understand need for intermodal terminal facilities and capacity.
   - **Air:** Increase locations and capacity. Ensure surface access for onward transport by road and rail is sufficient.
   - **Sea:** Increase capacity, availability or berths, accommodate the largest type of vessel. Ensure surface access for inland transport by road and rail is sufficient. Facilitate short sea shipping as an onward movement option.
3. How can the Scottish Government structure its freight grant schemes to support the switch of freight to more sustainable modes of transport?

- Ensuring the freight grants schemes continue. Supporting mode switch from road to rail and water. Offsetting the cost of both capital start-up (facilities and vehicles) costs and on-going operating and maintenance costs.

- Simplifying the application process.

- Providing longer term support to give the industry confidence and avoiding the need for a continuous application process.

4. Are there any European Union initiatives which could provide further opportunities for Scottish freight transport?

- Participation in the Horizon 2020 transport funding programme at both regional and local level to secure funding for implementing freight initiatives.

5. How can the freight industry make a contribution to greenhouse gas emissions reduction?

- Promoting and enabling mode shift from road to rail and water freight transport where practicable. Improving network gauge clearance and introducing more electrification of rail freight routes.

- Promoting and enabling the take up of low emission road freight vehicles in particular ultra low emission vehicles (ULEV) through grants and funding for both the purchase of vehicles and the associated supporting infrastructure.

- Enabling local authorities to implement air quality action plans and providing funding for their identified freight initiatives.

6. Which policy changes, or infrastructure improvements, are required to increase the flow of goods through Scotland’s major sea ports?

- Increase capacity, availability or berths to accommodate the largest type of vessel. Ensure surface access for inland transport by road and rail is sufficient. Facilitate short sea shipping as an onward movement option. Above all, appreciation is needed that the end-to-end delivery journey often involves more than one mode and the design and capacity of interchange/load transfer facilities is a crucial link in the overall trip chain that requires reliability and assurance for exporters and importers.

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