

MINIMISING LARGE VEHICLES IN ABERDEEN CITY CENTRE & ENCOURAGING CLEAN VEHICLES



The overall aim was to develop a Freight Distribution Strategy and Action Plan and to pilot Low Emission Vehicles with the Private Sector as part of the last mile solution.

CONTEXT & CHALLENGES

With the importance of the oil and gas industry in Aberdeen, freight plays a very important role both in Aberdeen City and across Aberdeenshire (the surrounding hinterland). This is characterised by the movements of both seafreight and roadfreight around the harbour and across the city. Additionally, due to the location of Aberdeen, and its remoteness from the other major Scottish cities, freight in all forms also plays an important role for the movement of other goods. Approximately 27 million tonnes of goods, excluding oil and gas, was transported in the North East of Scotland in 2016. Whilst the presence of the harbour plays a major role in these movements, much of the movement is local to the region - as a result of which 81% of freight is transported by road.

There were also significant, transformative changes taking place in the City Region which would alter the way in which transport travels to and from Aberdeen, as well as in and around the city. These changes include the opening of the Aberdeen Western Peripheral Route (AWPR), new Aberdeen South Harbour, City Centre Masterplan as well as the Roads Hierarchy and Sustainable Urban Mobility Plan (SUMP) adopted in 2019.

Aberdeen is considered one of the leaders in hydrogen technology and has developed a Hydrogen (H2) Strategy. In addition, Aberdeen has built two H2 Refuelling Stations, with a number of public sector vehicles in operation. Within PORTIS this was the opportunity to expand on the work on low emission vehicles, particularly that of hydrogen, and work with the private sector. Through hydrogen, and other alternatively fuelled vehicles, this can help reduce carbon emissions and improve air quality.

Overall, the measure objectives were to develop and implement the following;

- Freight Distribution Strategy & Action Plan;
- Undertake Stakeholder Engagement with the Freight Industry;
- Promotion and piloting of alternatively fuelled vehicles with the private sector; and
- Implement other, wider efficiencies where possible.



CONTEXT & CHALLENGES

Suggested consideration 1: Consider the wider projects taking place in the city and look at how this will impact on freight, freight movements and freight deliveries.

Suggested consideration 2: Engage with the Freight Industry to help inform where key interventions are required.

Suggested consideration 3: Offer the opportunity to companies interested in piloting a low emission vehicle to visit the Refuelling Station and to talk through any concerns or issues with Officers experienced in hydrogen technology is extremely helpful.



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RESULTS - FINDINGS - LESSONS LEARNED



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Aberdeen was successful in delivery of a Freight Distribution Strategy and Action Plan and this is currently being taken forward by the North East of Scotland Regional Transport Partner, NESTRANS. From implementation of this measure there is also increased

engagement with the Freight Industry which we did not previously have, as well as understanding of freight data. Though it is important to engage it is also a balance to avoid consultation fatigue. It has proved successful to have a focused group who meet on a regular basis to discuss freight issues in the City Region.

PORTIS has been instrumental in allowing Aberdeen to engage with private sector partners and four alternatively fuelled vehicles were implemented. These include two electric vehicles and two hydrogen-diesel vehicles. This is a great achievement for the project to have successfully made these partnerships and implemented these trials,

which are hoped to encourage more private sector organisations to green their fleet.

- **Lesson 1:** Establishing relationships with freight stakeholders from different sectors is crucial when considering policy changes, as the priorities and requirements of one stakeholder may not complement the requirements of another.

- **Lesson 2:** It is important to take the time to foster meaningful engagement as this can have either a beneficial or detrimental impact at key points in the policy-making process depending on how well engaged the stakeholders were.

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More info about CIVITAS PORTIS can be found on our website <http://civitas.eu/portis>

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