The Tyne and Wear Freight Partnership, now in its 7th successful year, seeks to understand the problems and issues relating to freight movement in the region and provides a mechanism through which they can be addressed. It brings together transport operators, industry representatives, local authorities, the Highways Agency and key local stakeholder groups to facilitate delivery of an action plan targeted at improving the efficiency, safety and sustainability of freight movement.

This year has provided a platform to implement a trial of a Tyne and Wear Fleet Operator Recognition Scheme (FORS) and to put greater emphasis on attempts to encourage modal shift with the implementation of a rail freight partner group and the resulting creation of a Multi-Modal Carbon Calculator.

The current list of activities can be found by visiting the website www.tyneandwearfreight.info and clicking on “2011-2012 Action Plan”
Communication and Consultation

Website

The website houses all of the Partnership resources and is the main conduit through which the Partnership disseminates information to the haulage industry.

Viewable in three languages (English, German or Polish) the Partnership’s website remains an important one stop shop for freight related information for drivers and transport operators to access and includes:

► The new master mapping system, (detailing restrictions, individual business and distribution park locations, company names, contact details and exact location of each company premises)
► The latest freight related news (important news flashes)
► Real time traffic updates and webcams
► Lorry parking and other freight related service details including loading and unloading solutions
► Details of technology trials
► News on forthcoming Partnership meetings and other events;
► Best Practice in Transport operations publications
► A promotional film detailing the work of the Partnership
► FORS
► Multi-Modal Carbon Calculator
► Rail Freight

Truck Information Point (TIP)

A TIP is available at Durham Roadchef Services on the A1, junction 62. The touchscreen TIP contains a reduced version of the Partnership website, which allows access to a number of key resources. An additional TIP is available in the drivers lounge on the King of Seaways ferry operating between Newcastle and Amsterdam. DFDS Seaways are monitoring the usage to make a decision as to whether to allow the TIP to use the ship’s broadband, allowing internet links for traffic and travel news.
Promotional DVD

This free DVD details the background to the Partnership and some of the innovative work that the Partnership has conducted over its life. Get yourself a copy by contacting Mike Page or John Bourn. The DVD gives the choice of Polish and German subtitling.

Master Area Freight Map

As well as a suite of PDF maps available to download and print from the site, a new innovative mapping system has been developed by the Partnership to bring the suite of maps (Area, Individual, Interactive and Highways Restrictions) together in one all encompassing master area freight map. It allows drivers and operators to overlay the existing separate mapping systems onto one page easing the user’s journey through the maps.

The master map has 3 layers of detail. Layer one is the base map of the area freight map depicting the location of the 71 key destinations. Layer two incorporates the suite of 25 individual destination maps in a side menu with the option to drill down to business location and print a PDF location map. Layer three gives the option to include the highways restrictions mapping.

Newsletter

The twice yearly newsletter, informs the reader of the progress made in tasks outlined in the business plan throughout the year. The newsletter in Year 7 has the added benefit of being translated into German and Polish allowing promotion of the work of the Partnership to a much wider audience. Over 300 organisations now receive the newsletter electronically.

If you would like to receive a copy please let us know by contacting us using the details at the end of the leaflet.
As proactive as ever, the Partnership remains committed to promoting opportunities for rail freight usage and rail freight infrastructure within the North East.

A Rail Partner Group meeting was held on March 28th 2011 together with stakeholders from the rail freight industry; these include Network Rail, Rail Freight Group, FTA, DB Schenker, CILT, Port of Tyne, Port of Sunderland and other interested organisations.

Due to the reopening of the Bolden East Curve and simplifying of rail freight movements between the Port of Tyne and the Durham coast route, it was decided to extend the remit of the Partner group to include Northumberland, Durham and Teesside, without losing the core focus on Tyne & Wear. This has helped to ensure maximum benefit from all the partner group's work.

Reflecting the changing political arrangements, it was recognised that the Partner Group should engage proactively with the Local Enterprise Partnerships, with the Chamber of Commerce and with the Confederation of British Industry in the North East.

The second meeting of the Partner Group was held in September 2011. In pursuit of the survey of current practice, a questionnaire was developed to establish the current traffic flows relevant to Tyne & Wear and to help provide an insight into potential users of rail freight.

There is still time to complete the questionnaire if you so wish, and it can be found at: http://tyneandwearltp-consult.limehouse.co.uk/public/rail_freight_survey

Freight handling facilities are obviously of critical importance and it was agreed that a website map should be developed and maintained to identify the location and capability of existing rail freight terminals to aid transport operators in making an informed decision as to the feasibility of switching mode. This has resulted in the creation of the Multi-Modal Carbon Calculator.

The Partnership is continually striving to reduce emissions, reduce kilometres and assist drivers in meeting delivery times.

Within the conurbation of Washington there are a number of industrial areas containing a diverse range of operations, from retail outlets to heavy engineering, which all generate significant movements of goods from suppliers and sales. Washington is bounded by the A1(M) to the west and the A19(T) to the east and with no rail connectivity, the only mode of transport available to and within the location is via the road network.
Given Washington’s situation, in terms of its access to major highways (A1 (M) / A19(T)) it is a desirable location for distributor depots of large retailers (e.g. ASDA) thus generating a disproportionately high level of HGVs.

At a meeting in 2010 with Sunderland City Council, it was suggested that it would be beneficial to the operators, residents and visitors to develop a strategy for the Washington area as it was a known issue that goods vehicles were not travelling directly to their intended destination, resulting in increased mileage, emissions and costs to the community and operators.

A signing strategy designed specifically for the movement of goods vehicles will assist drivers to move efficiently and in relative safety. The signs will be situated on the most appropriate routes in order to enable vehicles to reach their destinations on each industrial estate.

Benefits of the proposed changes:

► The ability to observe information signs immediately upon entering Washington
► Provision of a recognised route hierarchy for goods vehicles
► Improvement of the safety aspect of goods vehicles driving in the conurbation, reducing the potential for accidents, minimising the risk of drivers diverting off-route and reducing the impact of HGVs on local roads
► Reduction of CO₂ and Nitrous Oxide emissions
► Increased efficiency for the operator and a reduction in operating costs

Sharing of Best Practice Information

A new web page on the Partnership’s website has been created to enable the dissemination of a number of Best Practice publications. The material is transport operator focussed, giving insight and practical advice on how to achieve operational efficiencies and reduce fuel usage and thus reduce emissions and costs. Subjects covered include:

► Fuel Management
► Performance management
► Driver training
► Change management
► Modal Shift
► Vehicle specification
► Preventative maintenance

The publications will help the Partnership meets its aims of improved operator engagement and enhancing operational efficiency to reduce emission levels.

Tips:

► Pump it Up - A 10 PSI fall in tyre pressure can result in 1% fall in fuel economy
► Don’t Idle - Left on tick over a large HGV can waste up to 2 litres of fuel per hour
► No need to speed - Reducing the speed limiter on a truck from 56mph to 54mph can improve fuel consumption by 2%
FORS is an accredited membership scheme for businesses operating van and lorry fleets of all sizes. Free to join, it offers impartial, independent advice and guidance to motivate them to improve their lawfulness and environmental, social and economic performance.

TfL’s FORS scheme shows how taking simple, sensible steps can benefit everybody.

From March 2012, Tyne and Wear will be the first region outside London to adopt and trial FORS. The 12 month trial will entitle freight and fleet companies operating in the region to join and enjoy all the same exclusive benefits and discounts available to their counterparts who deliver into London. The benefits of the scheme are many and include:

► Recognising and rewarding quality – recognising those that meet our minimum standards relating to driver, vehicle and operational performance by rewarding them with bronze membership
► Raising standards – to encourage companies to improve their operations and save money
► FORS benchmarking – an online performance monitoring system that lets you monitor progress towards CO₂, incident reduction, and business efficiency targets
► Workshops - a range of free workshops to share best practice and help you meet your legal obligations
► Training - free tailored training covering topics such as Safety, Fuel Efficiency and Urban Driving, most of which counts towards driver CPC
► Driver behaviour profiling services - how much do vehicle accidents and fuel usage cost your company?
► Fuel advice programme - practical tools and advice to help cut your costs
► Driver licence check service - gives you complete confidence that your drivers are on the road legally, while freeing up the time you spend checking drivers’ credentials
► Regular industry updates – include the FORSight newsletter and regular bulletins to help you keep ahead of your competitors
► Discounts - the scheme can pass on discounts to members due its robust procurement policy – discounts on training and equipment

After submitting an application for membership, a self assessment form will be sent to the applicant. Upon completion and submission of the form, an independent accredited assessor will arrange a time with you to visit the premises and check for eligibility.

A breakfast workshop for operators was held at the Newcastle Civic Centre on 23rd February to provide more details of the scheme to operators. The outcomes of the workshop were such that operators attending were registering immediately onto the FORS Tyne and Wear scheme. The official launch event will follow in May/June 2012 to mark the commencement of the trial.
Multi Modal Carbon Calculator

This carbon calculator offers logistics companies a user-friendly website where they can compare and contrast different modes of transport and their associated carbon emissions. It was initially developed as a container movement specific tool (i.e. it only provides details of ports and rail terminals that can handle containers) on behalf of the Haven Gateway Partnership and Babergh District Council, as part of the partners’ strategic work within the European Union Dryport project.

The Tyne and Wear Multi-Modal Carbon Calculator, details all ports, wharves and rail terminals (not just those that handle containers) and provides information on commodity handling capabilities of each so users can make an informed decision as to the viability and compatibility of each port and the products they move. It allows a comparison between 3 modes of transport following the input of the origin and required destination. The tool enables users to input in details about handling at different parts of the journey i.e. when moving from road to rail, from rail to water. Other functionality includes:

► Fully reportable - Outputs to PDF – summary of all the users inputs and outputs
► Compares the CO$_2$e, journey time and distance of freight journeys in mainland Britain
► Calculates modal comparisons for road, rail and water freight in terms of environmental costs as well as emissions
► Routes from any origin to any destination in the UK, it uses the ‘end to end’ calculation to include road legs and handling
► Selects the most appropriate Terminal based on user input operational details

The tool can be found on the Tyne and Wear Freight Partnership website at http://www.tyneandwearfreight.info/rail_freight/multimodal.aspx

Lorry Parking

The long awaited DfT lorry parking study was published on November 10th 2011. Looking at Tyne and Wear, the study concluded that the (A1M) corridor had a good level of provision south of Newcastle, however, all of these sites were a mixture of Motorway Service Areas (MSA) or Trunk Road Service Area (TRSA) rather than dedicated lorry parks.

On-site parking in Tyne and Wear has been identified in the study at Washington Services North and South A1(M) with a capacity of 60 spaces. In the bordering counties there are two on-site parking facilities, one at Purdy Lodge A1 in Northumberland County Council and the other at Durham Services A1 in Durham County Council.

The report highlighted that driver use of the available on-site parking is limited with them choosing to park elsewhere. It can be seen that, in Northumberland, there is a shortage of spaces. The study identifies two hotspots of off-site parking in Tyne and Wear as the Gateshead/Sunderland area and Berwick in Northumberland.

The Partnership will explore options to encourage drivers to use onsite facilities where possible, working with the hauliers, Local Authorities and the Police.
C-LIEGE (Clean Last mile transport and logistics management for smart and Efficient local Governments in Europe) is a 30-month European project that commenced in June 2011 and is funded through the EU’s Intelligent Energy programme.

The project is aimed at reducing the environmental and social impacts of freight transport on urban areas. It seeks to promote and disseminate good practice in energy-efficient freight distribution by 1) Studying and evaluating existing good practice initiatives 2) Developing a “toolkit” for efficient urban freight transport 3) Implementing a range of “soft” pilot measures from the “toolkit” in seven cities 4) Establishing Freight Quality Partnerships in all seven cities.

Newcastle City Council are part of the 18-member consortium delivering the project and the council has a key role in the rollout of pilot measures. This includes the implementation of some measures locally and remotely overseeing the pilot measures being undertaken in six other cities.

Newcastle’s involvement in the C-LIEGE project helps to give added value to the city’s existing work, as part of the Tyne and Wear Freight Partnership, to improve sustainable freight distribution. There is also the opportunity to learn from good practice in the other partner cities, which are Parma, Leicester, Stuttgart, Birzebbuġa (Malta), Montana (Bulgaria) and Szczecin (Poland). As part of the project, Newcastle will be sharing knowledge on the establishment of Freight Quality Partnerships with the above cities, drawing on the expertise and advice of the Tyne and Wear Freight Partnership.

If you would like further information about C-LIEGE and Newcastle’s involvement, please contact the Project Manager, Gary MacDonald – telephone number 0191 2778971, email Gary.MacDonald@newcastle.gov.uk.

**Request for Student Placements**

The Maritime University of Szczecin, in Poland, are seeking logistics operators through the Tyne and Wear Freight Partnership who are willing to host students for 3 months, between July and September 2012, as part of the EU’s ERASMUS programme.

The students would be 20-22 years of age and English speakers. They are studying logistics, transport management and engineering of production and are interested in getting practical experience in an actual work environment.

All costs of transport, accommodation and living expenses will be paid for by the students, who are receiving a scholarship from the university. The operator hosting the student would have to organise someone to supervise them, sign a training agreement and fill in a placement report.

If you think you might be able to host one (or more) of these students in your company, please contact the university’s Erasmus Co-Ordinator, Ms Ewa Tarabicka, at the address below. Thank you.

Maritime University of Szczecin, Ul. Waly Chrobrego 1-2, 70-500 Szczecin, Poland
Tel. +48 91 480 93 45, erasmus@am.szczecin.pl, www.am.szczecin.pl

**Contact the Partnership**

To find out more information on the Partnership or if you would like to get involved through attendance at meetings or events, or simply receive our quarterly email newsletter, please contact:

**John Bourn** Tyne and Wear LTP Core Team, Tel: 0191 277 8972, Email: john.bourn@newcastle.gov.uk

**Michael Page** AECOM Tel: 0191 224 6512, Email: michael.page@aecom.com