

Project:	Tyne and Wear Freight Partnership		Job No/Ref:
Purpose:	Freight on Rail Partner Group Meeting		Date held: 28th March2011
Held at:	AECOM Offices		Made by: Mike Page
Present:	Alasdair Kerr Port of Tyne Andy Jameson Sunderland City Council Anthony Walker Railfuture Northeast David Morgan Network Rail Dick Phillips Northumberland County Council Gordon Carr CILT Guy Gibson Cooperative CDC John Bourn Tyne and Wear LTP Team John Holwell Oxford Rail Strategy John Lewer Northumberland County Council Margaret Robinson Northumberland County Council Martin Murphy Nectar Michael Page AECOM Stephen Psallidas Nexus Steve Brown DB Schenker Stuart Corker Gateshead Council Terry Bye Wilton Transport Tom Zunder Newrail, Newcastle University Bob Donaldson Sunderland City Council	Distribution:	All
Apologies:	Alan Todd Port of Blyth Caroline Bruce Northumberland County Council Donna Mellinson Network Rail Gordon Harrison Nexus James Falkner Rail Freight Group Maggie Simpson Rail Freight Group Matthew Hunt Port of Sunderland Philippa Edmonds Freight on Rail Group Roger Gill Integrated Transport Authority Shruti Jain Sustain Group Mark Wilson One North East		

No.	Item	Action By
1.	<p>Introductions</p> <p>JB chaired the meeting, thanking everyone for attending the Tyne and Wear Freight on Rail Partner Group meeting. He asked everyone to briefly introduce themselves for the benefit of the rest of the group. He announced the apologies for the non-attendance at the meeting.</p> <p>JB gave an overview of the Partnership activities from the implementation in 2005 to the present day regarding rail freight. Including the latest rail freight review of 2010.</p>	
2.	<p>Minutes of Last meeting</p> <p>The minutes of the planning workshop on 24 Jan 11 were reviewed and agreed. All outstanding actions were in the current agenda.</p>	
3.	<p>Purpose of the Partner Group</p> <p>The aim of the Partner Group is to focus clearly on an action plan to develop</p>	

opportunities for rail freight in Tyne and Wear. To that end, the need was recognised to change the perception of rail freight through media work, guidance provision and information sharing.

Research has shown that nationally a significant volume of road based flows could be transferred to rail, especially for distances greater than 150 kilometres. Whilst full loads from a single supplier are particularly attractive for rail freight, a brokerage system for wagon-load traffic is being studied at Newcastle University.

Although there is still some capacity on the ECML, there is a growing concern that in the near future more paths will be needed due to the forecast increase in the movement of both passengers and goods by rail. The loading gauge is W10 from Darlington to Newcastle, facilitating the transport of high cube containers on standard wagons and the enhancement of the Tees Valley direct route to/from the south to this gauge was thought to have secured funding for implementation. Network Rail reported that they were concentrating on the removal of pinch points in the network to increase the paths available. Boldon East Curve, for example will be reinstated in Spring this year (2011).

The ECML 2016 Capacity Review was being taken forward towards the DfT High Level Output Statement for control period 5 (CP5, 2014/19). The reopening of the Leamside line, from Tursdale, Durham to Pelaw, Gateshead, featured in the Capacity Review and was being considered by Network Rail for re-opening in CP5 or CP6 (2019–2024). The Leamside route could be an alternative route not only for freight but also for the proposed high speed network, as it is a more direct route to Newcastle.

It was agreed that a draft questionnaire presented at the meeting should be amended to be more exploratory, covering the current and potential flows, the current container traffic, the volume of goods and distances moved, the basis for the current mode choice and the perceptions of rail freight.

It was mentioned that Tyne and Wear is a relative desert for rail freight; currently there is a capacity of some 30 rail freight paths on the ECML and on some days, only nine are used. This could change with the upturn in the economy or a different approach to the deployment of freight trains. In the not too distant past rail transported a large volume of goods to the ports for export but that has now diminished. There is a significant volume of through traffic but not much generated within Tyne and Wear other than from the ports.

4. **Intermodal and Other Facilities**

With the near completion of the upgrade to the Boldon East Curve, trains from the Port of Tyne will have direct access to the Durham Coast line for coal and biomass trains, increasing the efficiency and capacity of the operation. An objective for the Partner Group will be to achieve additional trains to the port, including an extra 3 intermodal trains,

T&WPG

It was suggested that many smaller organisations sub-contract freight movement to logistic companies, who may be working in opposition to rail freight. Hence it was noted that such companies must be included in the work of the Partner Group as it seeks to encourage more freight onto the railway.

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Knowledge of the intermodal facilities is paramount to the success of modal shift. It was recognised that the Partner Group should look at the current rail freight facilities. After successful operations during the winter snow, Royal Mail was reported to be considering the re-opening of the facility in the Team Valley for mail trains. By contrast, steel for Nissan is transported by rail to Teesside, and then forwarded by road as there is no closer facility.

Private sidings with connections to the ECML rely on Network Rail to provide access signalling. Exploiting existing freight facilities is preferred as new signalling, for example, is particularly expensive.

Following discussions on facilities relating to Teesport, Port of Tyne and the Shell petroleum terminal, it was agreed that too many additional facilities would not be appropriate. In the shorter term, the Tyne Yard should be considered for development, not least because it is on the ECML and is available for electric traction, offering higher speeds and reduced demand on capacity. Gateshead Council stated that, in their Land Use Planning Policy, Tyne Yard has been protected; the implementation would have to be industry-led, but SC asked if there was more the Council can do to promote the site?

The point was made in discussion that not only the rail infrastructure needs to be suitable, but that the road infrastructure serving rail freight facilities must be adequate enough to deal with the projected volume of traffic.

Consideration should be given to the Grants available, what the terms and conditions dictate and whether they are appropriate to the type of business. Efforts should be made by the Partner Group to review these funding mechanisms. The grants will give the impetus to start the transfer of appropriate traffic to rail from road.

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It was proposed that we should examine best practice nationally; for example, the terminal at Telford is funded by the Local Authority and managed by a contractor. It is also important to work in partnership with an experienced warehousing operation to guarantee the success of the initiative. Finally is there anything we can learn from Europe?

5. **Traffic**

The questionnaire will identify the current and potential flows.

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There is potential for an increase in rail freight on the Ashington Blyth and Tyne Line (ABT) with timber from Northumberland, open cast coal and the movement of Biomass for the proposed Power Generating plant at Blyth. 80% is to be shipped into the Port, the additional 20% could be transported by rail.

Waste material should be considered as other areas have used rail for the movement of waste. Edinburgh to Dunbar, Manchester to Runcorn and Wilton where wood waste is burned, were quoted.

A new rolling stock plant is being built at Newton Aycliffe for the assembly of high speed train sets; the site is expected to have a rail link to the national network. On the issue of moving rolling stock, it is understood that Nexus are transporting their Metro cars by road for refurbishment in Doncaster; this is due to the restrictions that a freight locomotive has when accessing the Metro

	<p>maintenance yard.</p> <p>Network Rail agreed to provide details of designated Strategic Rail Freight Facilities to the Partner Group.</p>	<p>Network Rail</p>
6.	<p>Barriers and potential solutions</p> <p>The group felt that a major barrier was the lack of confidence in the rail system. Hence the task for the Partner Group was to get that perception changed so that shippers recognise the high levels of reliability now achieved by the rail freight companies.</p> <p>The commercial interface was noted to be critically important, a key need being the ability to respond rapidly to requests for quotations for work available.</p> <p>Particularly through The T&W Freight Partnership website, the Partner Group would be able to provide comprehensive information to a potential client, regarding rail freight operators, contact details, the nearest facilities and the grants available. A frequently asked question section would be developed.</p> <p>Political issues were also influential with the withdrawal of the Freight Facilities Grant in England but its reinstatement in Scotland. The North East and Tees Valley Local Enterprise Partnerships may have a role to play and we should endeavour to work with them to promote rail freight in their respective areas of influence. The University agreed to investigate the potential of the Marco Polo and other European grants.</p> <p>Involvement of the Manufacturers, Retailers, Logistics companies and freight forwarders (Shippers) will also be needed, therefore it is important to involve the relevant organisations such as the Confederation of British Industry (CBI), the North East Chamber of Commerce (NECC), other business organisations.</p>	<p>T&WPG</p> <p>T&WPG</p> <p>T&WPG</p> <p>T&WPG</p> <p>TZ</p> <p>T&WPG</p>
7.	<p>Summary</p> <ul style="list-style-type: none"> • Review survey questionnaire and carry out survey. • Contact the LEP's, NECC and CBI to discuss rail freight. • Establish potential sources of traffic flows and industry types directly or indirectly relevant to Tyne & Wear. • Explore rail freight brokerage potential. • Provide list or map of strategic rail freight facilities. • Develop rail freight page on the T&W Partnership website. • Create website map showing freight facility locations. • Develop website list of UK and EU freight grants available. • Develop website list of frequently asked questions 	<p>T&WPG</p> <p>T&WPG</p> <p>RFG</p> <p>TZ</p> <p>Network Rail</p> <p>T&WPG</p> <p>T&WPG</p> <p>T&WPG, TZ</p> <p>T&WPG</p>
8.	<p>A.O.B.</p> <p>Consider inviting a spokesman from the North East Local Enterprise Partnership to the next meeting of the Partner Group.</p>	<p>T&WPG</p>
9.	<p>Date and Venue of Next Meeting</p> <p>The date of the next meeting is September 26th 2011 at 11:00. Venue to be confirmed at a later date.</p>	