

Notes of Discussion

Project:	North East Freight Partnership	Job No/Ref:	
Purpose:	North East Rail Partner Group Meeting	Date held:	23rd June 2015
Held at:	Stephenson Railway Museum	Made by:	M Page
Present:	Martin Murphy NECTAR Keith Taylor Northumberland County Council Paul Davison AECOM John Bourn North East Combined Authority Mike Page AECOM Stuart Corker Gateshead Council Peter Ollivere Durham County Council Anthony Walker Rail Future NE Andrew Carmichael SENRUG Marin Marinov Newrail Anna Fraszczyk Newrail Eddie Peat Harworth Estates John Holborn Oxford Rail Strategy Stephen Psallidas Nexus Chris Owen Port of Blyth Edward Dunn Network Rail David Marshall Sunderland City Council Robin Gibson Stephenson Rail Museum	Distribution:	All
Apologies:	John Cram North Tyneside Council Jonathan Bell Network Rail Gordon Carr CILT Lee Davies Rail Future NE Mick Hendry DB Schenker Walter Cartwright DB Schenker		

No.	Item	Action By
1.	Attendance and apologies John Bourn (Chair) welcomed everyone and thanked the Stephenson Rail Museum for hosting the meeting. Introductions were made around the room and apologies read out.	
2.	Minutes of last meeting held and matters arising The minutes of the meeting held in November 2014 were agreed to be a correct record of the discussions. JH requested a change of organisation in his email address to be made for the next minutes and meeting. <i>(Completed)</i>	MP

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Notes of Discussion

JB

JB suggested the Terms of Reference should be updated to reflect the new title of the North East Rail Partner Group

3. **Stephenson Rail Museum.**

Robin Gibson talked to the group about the history of the museum which is owned by North Tyneside Council but is run by the Tyne and Wear Archives and Museums (TWAM) with financial support from four of the Tyne and Wear local authorities.

The trains are run on behalf of the museum by the volunteers who are registered with the North Tyneside Steam Railway Association. They run on a Sunday from the museum at Middle Engine Lane to Percy Main for a distance of approximately 1.75 miles until the 1st November shortly followed by the Santa Specials. There are approximately 50-60 volunteers from all walks of life and they are continually encouraging people to join the current base of volunteers.

Training is given to people to enable them to achieve their choice of roles within the association. Strong links have been established with Northumbria University and TWAM are conscious they need to improve on the relationship.

A guided tour of the facilities took place after the meeting and everyone was welcome.

4. **North East Rail Network Study (NERNS)**

Paul Davison of AECOM gave an overview of the outcomes of the NERNS workshop.

The first event took place in June 2015 with two follow up workshops organised to update the stakeholders on the progress, the second happening on the 16th September.

He described the Long Term Planning Process (LTPP) and indicative time line. The LTPP strategic outcomes are based on economic growth, reduction in environmental impact and improving the quality of life for communities and individuals.

Paul informed the group of the conditional outputs to meet the strategic goals - economy, environment, quality of life - which were considered to be connectivity (total journey times) between locations, passenger capacity required and accommodation of freight demand, with preferred routeing where possible.

The discussions also included a strategic fit to the alignment of the re-franchising programme aligned to "Our Future Railway" studies.

An opportunity to facilitate smaller geographical network studies, whilst utilising the same Governance process focussing on strategic transport need, was

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described. This neatly feeds into the North of England Route Study starting January 2016 and the Initial Industry Plan in September 2016.

The output of the NERNS process will be a long term strategy to 2043 with choices for funders (2023) to feed into the Control Period 6 (CP6) Initial Industry Plan.

The NERNS will identify the options available to accommodate the Conditional Outputs on the network, firstly by making the best use of existing capacity and secondly, assessing the business case for interventions

Turning 2043 strategy into CP6 choices is required to deliver capacity by the end of CP6 in line with the strategy to deliver conditional outputs identified by 2043. A funding priority is to deliver improvements in outputs for connectivity and journey times. Where the strategy can be delivered on the back of major asset renewals in CP6 as a "once in a generation" opportunity (low early incremental cost versus standalone cost later) this could link with outputs to take advantage of HS2 phase 2)

The study does not directly tackle East Coast but outputs will be fed into that work. DM said this was a once in a lifetime opportunity to influence the north east rail network. More importantly how do we assist to help set the agenda to our advantage?

PD suggested the route would be through the Rail Officers Group meeting. MM asked how the group intends to keep other interested parties informed.

PD said the Partnership had been invited onto the wider stakeholder group, who can take feedback forward from the parties. ED is to investigate how the process is fed back.

The topic generated a great amount of discussion with a high level of questions and suggestions on how the North East can benefit.

Further updates will be given at the November meeting.

ED is to update the group on the Strategic Fit North of England Route Study which starts in January 2016

5. **Rail Newcastle**

Marin Marinov of Newrail, Newcastle University talked about the RailNewcastle initiative.

Firstly he informed the group of the RailNewcastle Conference which included the TALENT Event and student research projects. He mentioned his visit to Brazil to discuss the potential for collaboration. He suggested there was a potential for local collaboration with Newcastle College.

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This represents a collaborative application with Brazilian partners, leading to joint research projects for example: collaborative applications under Horizon 2020; Brazilian partners on RCUK projects; collaborations with Brazilian industrial and cultural organisations resulting in research and professional development initiatives.

Joint conferences, workshops, and networks with Newcastle staff publishing appropriate papers in top-Brazilian journals listed in SCIELO, Staff/student exchanges with Brazilian partners; travel grants to/from Brazil; visiting researcher/professorships to/from Brazil.

There could also be a possibility for staff development collaboration, by exchange of modules between complimentary degree programmes including e-learning and virtual seminars. Collaboration could also offer a creation and delivery of joint masters and/or doctoral programmes with leading Brazilian universities

The conference date was the 15th-17th July 2015 with the location at Newcastle University. It was to be supported by RailUniNet with two entry routes for presenters, the scientific route (scientific papers) and dissemination route (posters, consortium meetings, workshops).

The students' projects linked in with the Partnership objectives; the first researched the facilitation of movement of passengers' baggage for travel from North Shields to Newcastle International Airport; the second was a study of the feasibility and potential implementation of Metro based freight transportation in Newcastle upon Tyne.

Marin asked if the Partnership would be interested in sitting on one of the groups.

6. **Local Rail Opportunities affecting the North East**

CO, Port of Blyth reported to the group that a great deal had happened in talks with Lynemouth since the last meeting. The port still requires 4 -5 rail paths per week and Rio Tinto require 3 night time rail paths per week.

There is competition for Biomass and the port is hopeful decisions will be made on the issue. Port of Tyne won the contract to supply pellets, but decisions are still to be ratified for block movements.

KT, Northumberland County Council said a stakeholder event was held in May which reiterated the monies had been set aside for the passenger service and that it is predicted that 360,000 journeys will be made and add £70m to the GVA. Negotiations are ongoing for Grip 2 and 3.

Whoever wins the contract franchise will work with NCC to develop the Study. Decisions will be made in April 2016.

Port of Sunderland

A successful Partnership meeting had been held in early June at the Port of

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Sunderland where they gave a brief history and aspirations for the Port (can be found in the June Partnership minutes). The link to the Durham coast line has been restored and reopened by the Transport Minister.

Butterwell update

Harworth Estates has been in contact with NCC regarding farm pylons to ensure cables are made safe for future rail developments. However they are currently planned to be at ground level.

The open cast site is to be reopened next year and they are in discussions with NCC, Banks and Highthorne.

Wardley

Application has been submitted to South Tyneside Council for the site to remain as a rail site, planning permission given but plans are to be amended.

7. **Cross boundaries issues and challenges**

Transport for the North was discussed and JB outlined some of the issues. The ECML section between Newcastle and Northallerton remains a pinch point on the route.

Having a Strategic Rail Freight Interchange (SRFI) is identified as a priority in this region. A project meeting is to be held next week.

Five main cities are involved but the strategy should cover all the North of England including the North East, Cumbria and Teesside. CO said the Port of Blyth would like to be included.

The interests of the NE not only include Manchester and Leeds but also links to Scotland, Ireland and Europe, these concerns have been tabled.

We government's latest update regarding the Northern Powerhouse can be found below:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/427339/the-northern-powerhouse-tagged.pdf

8. **UK Freight and Logistics Conference**

Not discussed, will include at the next meeting

9. **Any Other Business**

Thank you to Robin Gibson and the Stephenson Rail Museum for hosting this meeting

10. **Date and time of next meeting** - Wednesday November 18th at the AECOM offices in Newcastle Upon Tyne starting at 11:00 with refreshments available from 10:30. Direction to AECOM will be circulated with the agenda.

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