

Project:	Tyne and Wear Freight Partnership - Rail Partner Group	Job No/Ref:
Purpose:	Rail Partner Group Meeting	Date held: 26th November 2013
Held at:	Great North Museum	Made by: Paul Davison
Present:	Andrew Carmichael SENRUG (AC) Andy Jameson (AJ) Sunderland City Council Anna Fraszczky Newrail Chris Owen (CO) Port of Blyth Dick Phillips (DP) Northumberland County Council Eddie Peat (EP) Harworth Estates Geoff Clarke (GCI) AECOM Gordon Carr (GCa) CILT John Bourn (JB) Tyne and Wear LTP Team (Chair) Marin Marinov Newrail (MMa) Martin Murphy NECTAR (MMu) Paul Davison (PD) AECOM Peter Wood (PW) UK Coal Rob Fairy (RF) Network Rail Stephen Psailadis Nexus (SP) Stuart Corker Gateshead Council Tony Walker Rail Future North East Mark Cribbens (MC) Drax Power David Worsley Newrail	Distribution: Rail Partner Group including non-attendees
Apologies:	Ed Hodson North Tyneside ITA Trevor Watson Senrug John Holwell Malcolms Doreen Marsh Network Rail Bob Johnson Sunderland City Council Mike Page AECOM	

No.	Item	Action By
	<p>Introductions JB thanked Newrail for facilitating meeting. JB informed group that Mike Page had been taken unwell on a business trip and as such he could not attend.</p> <p>Minutes of last meeting and matters arising Minutes of last meeting were accepted by the group</p>	

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Multi Modal Carbon Calculator

PD outlined progress so far related to multi-modal calculator. Case studies are being developed in response to feedback received from June Rail Partner Group. SP suggested there could be scope for the tool to indicate where distances made a particular mode economic (e.g. over 200 miles for rail).

JB stated that the tool needed to be marketed better and this could be aided by Northumbria University and relevant publications.

PW stated that mode is dictated by what the customers wants and in the coal industry customers (e.g. power stations) want their coal delivered by rail.

Rail Opportunities*Port of Blyth*

CO provided an update on the Port of Blyth. Stated aspiration for 22 train slots per week (current a maximum of 4 per day with less on most days). Dependent on how business goes. Ideally in future would like to accommodate 10 trains per day.

Ashington, Blyth and Tyne Line

DP stated there was not much to update from the June Partner meeting. Everything is in place and waiting for results, hopefully NCC will win bid and the line will become a reality. NCC is working with Network Rail and AECOM and the proposal is progressing to GRIP2 stage.

RF stated that GRIP3 represented a single option whilst GRIP 1 was effectively a rough cost, scope of works and programme. GRIP1 will be complete by the end of January 2014 then track and signal surveys and timetabling would be carried out through 2014. Network Rail are looking to reduce the number of level crossings and this would be tied up with works associated with ABT. There are also further discussions required as to whether the line would connect to Ashington or Woodhorn. Timescales for the programme are difficult to identify but could be 2018 if proposed signalling works were brought forward. Costs are difficult to assess at this stage.

Network Rail is looking to put together a stakeholder management plan which will involve some of the Rail Partner Group.

MMu asked if scheme would take into account proposal to use Metro system and RF confirmed it would. DW inquired as to whether scheme would include a station at Bedside, DP suggested there would probably be a station at Newsham, linking it to Blyth.

AC stated that Senrug would refer to see the line remain as heavy rail. SP stated that new Metro trains proposed to be introduced in 2020s would have dual voltage capacity. SP stated that whilst it would be impossible to switch existing Metro

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infrastructure to a higher voltage, dual voltage trains are not technically difficult to introduce.

MMu enquired as to who the Stakeholders were for GRIP1. RF replied that GRIP1 establishes stakeholders and NCC makes the decision as they have paid for study. AECOM report will be factored in and will be part of GRIP2 strategy, but needs refreshing and reviving.

Port of Tyne

JB stated that there was no representative from Port of Tyne but as far as he was aware it is progressing satisfactorily. CO stated that Drax had commissioned new 70 tonne capacity wagons for transporting biomass from Port of Tyne to power station. Wagons were built at WH Davis in Mansfield and were operating well. RF stated that Network Rail were in the process of amending the signalling method to improve capacity at the port. SP stated that a planning application had recently been submitted to North Tyneside Council for a development associated with the port.

CO stated in response to a query by GCa that operational issues at the port were resulting in vessels waiting for access.

Port of Sunderland

JB stated that representative from the Port of Sunderland was present. AJ stated that the port was moving into offshore and renewable sectors and was very successful. SP suggested that Port of Sunderland could provide a written submission if they couldn't attend future meetings?

AJ

UK Coal rail interests

PW introduced himself and stated that he had worked in North east Coal for 20 years. UK coal has finished using the Woodhorn heritage line and Wardley and Stedsburn sites have been mothballed. Coal is currently extracted from Butterwell and Potland Burn sites and transported to Drax, Trent Valley and other power stations. The generally use DBRf and Freightliner but also use Devon and Cornish Railways. They load up to 23 wagons, which makes it much economical to transport than road.

UK Coal generally process coal at railhead and owns associated sidings and is responsible for maintenance. Johnsons undertake loading activity. PW stated that Bebside was a location where they would like to transport coal by rail. They would like to develop a loading facility and consult with Network Rail on the proposals.

EP introduced himself and stated he had worked in the coal industry since 1995. He explained that UK coal had a number of rail connected sites and when mining has stopped they have tried to maintain access to main lines, however this has proved difficult. They have had some success elsewhere, such as a Gascoigne Wood, which is now importing gypsum from Drax and have submitted an application for a container site at Cannock. There is consent for a rail connected 150,000 acre distribution site at Ashby-de-la-Zouch however this has ironically

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been affected by HS2 proposals.

Rail connected sites in the north east of strategic importance:

- Wardley – 150 acre site with permission for temporary coal disposal activities. Connects to rail system
- Lynemouth Colliery - - rail connection maintained by Lynemouth power, well connected and maintained. Plan is to maintain status quo so rail option is available for the future
- Widdrington Disposal Point – Leisure scheme proposed for site, (Active Holidays) potential to import inert material via rail into the site and connected to the ECML. EP stated that in his experience once rail links were lost they did not return.
- Butterwell – Major coal disposal point. Two operating opencast mines producing 12,000 tonnes per week, 400m from the ECML. Planning application for rail depot was resisted but successful introduction would serve rail industry and other mining in area.

MMA asked as to what the process was to decide when to put coal on rail. PW stated that it was determined by rail connectivity of the relevant site, although there was no firm analytical details. MMA raised the possibility of students at Northumbria University helping with research. PW stated that they would welcome any opportunity for research that would back cases. MMA suggesting this could be discussed further after the meeting.

MMA

PW stated that the coal industry has had its hey-day and UK Coal would be dealing with smaller sites in the future, most likely to be accessed from the road.

MMu asked if Network Rail were aware of the plans. RF confirmed they were. DP enquired as to the timelines for the Bebside proposals and PW stated that the application would be submitted 2014 and if successful would commence in 2015 and be complete by 2018. A refusal would delay the programme by one year.

GCI asked how North East coal production compared with the rest of country. PW stated that the North East was a major producer of opencast coal.

Results of ORR Freight Survey

GCI provided a summary of the ORR Freight Survey that was undertaken and has recently become public information as well as general rail statistics that have recently become available. Headline findings included:

- Increases in rail freight volumes, particularly in coal and construction. Decrease in metals and minor decrease in intermodal containers
- Reliability of rail freight less than passenger
- Main barrier to using rail freight is cost
- Use of rail up 38% 2009-12

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- Future use expected to rise
- Use of rail sensitive to pricing
- General satisfaction with industry associations
- Neutral or satisfaction with ORRs performance

MC stated Drax define late as 15 minutes with early trains equally disadvantageous as late ones. Focus on passenger service reliability from Network Rail. RF confirmed that most performance measures are based on passenger network but acknowledged that Drax need more consistent and robust delivery. MC stated Drax had increased speed limit on site due to biomass and they can now prioritise trains coming onto site.

GCI stated AECOM would include links to presentation on main partnership site.

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Rail Freight and Logistics MSc

MMA presented on progress on research related to developing a new curriculum for rail freight and logistics. Marin explained how curriculum was developed, the process and partner universities in Italy, Bulgaria and Germany. Research was funded by the EC and feedback from the intuitive has been very positive. The university has 12 students registered for the course in 2014. MMA described how the university are looking to partner with organisations and SMEs.

JB stated that the partnership would include a copy of the presentation online.

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Cross-Boundary Issues and Challenges

Rail Devolution

JB passed around copy of update on rail devolution from DfT and would circulate Rail North website address

JB

The future of the Leamside line

RF stated that Economic analysis of reintroduction has been undertaken and taken to North East LEP. HS2 in 2032/33 may impact on line.

North East Rail Strategy

SP to provide update but didn't have details to hand.

SP (See overleaf)

Any Other Business

SP stated that Nexus would be publishing its long-term metro strategy, with a consultation draft in the new year.

RF stated that Network Rail has published its Freight Market Study.	
MMu requested that the Rail Partner Group's regards and best wishes be passed onto Mike Page.	PD
Date of next meeting	
The date of the next meeting was scheduled as 20 th May 2014, Venue TBC.	

Post Meeting notes:

1. RF sent through the following information on gauge clearance on the ECML, following a query from GCI:
 - By April 2014: W12 route available between Temple Hirst and Newcastle Argyle St and W10 route available Newcastle Argyle St to Millerhill (Edinburgh)
 - By September 2014: W12 route available Newcastle Argyle St to Millerhill (Edinburgh)
2. The North East Rail Strategy is now under way and will report in March 2014.

Arup has been commissioned to produce the strategy which will define a clear set of priorities for the wider region in the context of partial rail devolution, re-franchising, Control Period 6 requirements, HS2 and increasing demands on the network. It covers both passenger and freight requirements. It's intended to be ambitious but also realistic in its conclusions. It will examine all of the proposals that stakeholders have put forward and give a view on need and practicability.

It is funded through ANEC and covers the region from Berwick to Saltburn and Carlisle.

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