

<b>Project:</b>	<b>Tyne and Wear Freight Partnership</b>		<b>Job No/Ref:</b>	
<b>Purpose:</b>	<b>Rail Freight Partner Group Meeting</b>		<b>Date held:</b>	<b>10<sup>th</sup> May 2012</b>
<b>Held at:</b>	Sunderland Civic Centre Committee Room 1		<b>Made by:</b>	<b>Mike Page</b>
<b>Present:</b>	John Bourn	LTP Team	<b>Distribution:</b>	
	Andy Jameson	Sunderland City Council		
	Bob Donaldson	Sunderland City Council	All	
	Terry Bye	Wilton Transport		
	Malcolm Bingham	FTA		
	Cllr. Ed Hodson	North Tyneside Council		
	Tony Walker	Railfuture Northeast		
	Martin Murphy	NECTAR		
	Alan Todd	Port of Blyth		
	Mark Wilson	North Eastern LEP		
	Marin Marinov	Newrail, Newcastle University		
	Mike Page	AECOM		
	Mike Scott	Northumberland County Council		

No.	Item	Action By
1	<p><b>Introductions</b></p> <p>MW chaired the meeting, thanking everyone for attending, and Sunderland City Council for hosting the event. Everyone was asked to introduce themselves for the benefit of the rest of the group.</p>	
2	<p><b>Minutes of the last meeting</b></p> <p>Minutes of the last meeting were agreed.</p>	
3	<p><b>Rail Freight Questionnaire</b></p> <p>MW discussed the development of the questionnaire and the progression to encourage operators to complete the questionnaire.</p> <p>The questionnaire was put on line after the content was reduced, and it was promoted through a number of partner organisations, but the take up has been very poor up to now with only four respondents. Councillor Hodson confirmed the ITA may be able to give assistance in gathering further information.</p> <p>After consideration, it was felt that the best approach would be for one to one discussion with operators and retailers but this would have to be with a person responsible enough to make decisions on behalf of the company.</p> <p>It was agreed that Aecom would revise the questionnaire and contact businesses, informed by advice from the NECC and the LEP. Businesses to contact include ports, waste companies and SITA, as part of a targeted shortlist to inform debate.</p>	JB / MP

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MB suggested that it was not unusual that ITAs are light on freight. S. Yorkshire has re-invigorated their FQP to understand freight better, with an action group behind the FQP to follow up any actions.

#### 4 **Multi Modal Carbon Calculator**

MP described the functionality of the tool to the group and showed the images of the tool. He pointed out the new features developed include: a journey from any origin to any destination, the facilities available and the commodities handled at each terminal the load would be transported through. The calculation results give the amount of CO<sub>2</sub> used for each mode of transportation, by road, rail, and sea. This allows the transport manager to make an informed decision on the mode of transport most suitable for the load to be moved.

We would like group members to trial the tool on the test site prior to it going live. The site can be found at: <http://tyneandweartest.ccccalculator.com/>

USERID: guest@ccccalculator.com  
Password: ccccguest

The user will be required to input a personal USERID and Password for the full version of the tool which will be hosted on the Partnership website in the rail freight section.

The link to the tool can be found at:  
<http://tyneandwear.ccccalculator.com/>.

#### 5 **Rail Freight Opportunities**

AT said the demise of Alcan has allowed Port of Blyth to increase their rail paths. In the short term, there will be 5 trains per day with the longer term aspiration to increase to 10 trains per day. The paths will be very time specific as currently only one train can enter at any one time, with a turn round time of 2 ½ hours.

Port of Blyth is next to the main route network of the A19 and Rio Tinto (Alcan) are holding onto land designated for the power station.

AT gave further details of current freight movements (such as transport of wind turbines) and the potential for other commodities to be moved from the Port of Blyth by rail.

#### 6 **Overcoming Barriers**

The Port of Blyth have initiated discussions with Network Rail to upgrade the line and signalling but cost is a factor.

MM of Newrail said that they would be happy to set up a model to look at the infrastructure and connections and it was agreed that we should try to facilitate a meeting.

MM/AT/  
MP/JB

MS then explained Northumberland CC's perspective on the future of the ABT line. He talked about the upgrading of the line for passengers which would give improved rail connectivity for Northumberland residents. A passenger demand study has been undertaken and the final report is expected soon. The needs of freight will be taken into account in any business model.

Engineering improvement will be required to increase line speed as the line is too slow for passenger traffic. A passing loop will be necessary from Newsham to Benton.

Planning permission has been submitted to convert Lynemouth Power station to Bio-mass and Northumberland CC are keen to investigate the future of the line, bringing new opportunities. The Port of Blyth are investigating opportunities for further utilisation of the Alcan wharf. It was noted that there are 75 hectares of land designated as an Enterprise Zone next to the port, which could provide opportunities for rail traffic.

A separate meeting is to be organised with the FTA, Newrail, Northumberland CC and the Port of Blyth to discuss opportunities around the line. The Rail Partner Group will assist in co-ordinating the meeting, recognising that developing the line will also bring benefits for Tyne and Wear.

JB / MP

#### Leamside Line

BD talked about the Enterprise Zone around Nissan designed to promote industries associated with zero carbon technology. It was also pointed out that Nissan are to increase production by 40% with the introduction of a new model and battery plant, with obvious potential for rail freight development. A freight terminal might assist in servicing this increase in traffic.

Sunderland Council are considering the opportunities for a rail freight connection as part the low carbon economic area development and discussions have taken place with Nissan. The idea of a survey to understand possible freight potential for the line was considered and it may also have wider passenger potential.

This is to be an agenda item at the next meeting.

MW / JB /  
MP

#### 7 **Rail Freight website**

MP discussed the new webpage and that it was now live on the Partnership website. It includes contact details for rail operators, the Partner meeting minutes and the Multi modal Carbon Calculator will be hosted on this page.

8	<p><b>Traffic flows</b></p> <p>No one attended from Network Rail to discuss these items. It was agreed it was important to have Network Rail present and this will be addressed in the next meeting agenda.</p>	MP
9	<p><b>Any other business</b></p> <p><u>Lorry Lengths</u></p> <p>DfT have approved a trial for longer vehicle lengths. It will be a regulated trial over a period of 10 years and any application must specify an intention to travel between hubs.</p> <p>Applications have been filed and operators want the journey to be main hub to main hub, however there could be a problem in their own depots with the additional length.</p> <p>There are very few trailers built at this present time and any new longer trailer must conform to the current turning circle requirements.</p> <p>The FTA Rail Freight Council have expressed reservations about this proposal and do not wish a trial of the longer vehicles to be to the detriment of rail freight. Questions have been raised about how will the trial be monitored and will there be engagement between Local Authorities and the DfT?</p> <p>The Tyne and Wear Freight Partnership are to discuss this issue at a future meeting as an agenda item.</p>	JB / MP
10	<p><b>Disclaimer</b></p> <p><i>The sole responsibility for the content of this [publication, press release, article etc.] lies with the authors. It does not necessarily reflect the opinion of the European Union. Neither the EACI nor the European Commission are responsible for any use that may be made of the information contained therein.</i></p>	
11	<p><b>Date time and Venue of next meeting</b></p> <p><b>November 8<sup>th</sup> 2012, venue to be confirmed</b></p>	