

## Notes of Discussion

Project:	<b>Northeast Freight Partnership</b>		Job No/Ref:	
Purpose:	<b>June quarterly Partnership meeting</b>		Date held:	<b>3<sup>rd</sup> June 2015</b>
Held at:	Port of Sunderland		Made by:	<b>M Page</b>
Present:	Martin Murphy	NECTAR	Distribution: All	
	Malcolm Bingham	FTA		
	Malcolm Dodds	RHA		
	James Turnbull	Durham County Council		
	Peter Woods	Sunderland City Council		
	Paul Robinson	Sunderland City Council		
	Stuart Smiles	Alex Smiles		
	Gary Appleby	Port of Tyne		
	Keith Taylor	Northumberland County Council		
	Martin Forster	Sunderland City Council		
	Colin Gransbury	AG Barr		
	Paul Davison	AECOM		
	John Bourn	Northeast Combined Authority		
	Peter Le Masurier	Cycle Alert		
	Mark Hassan	Port of Sunderland		
	Mike Page	AECOM		
Apologies:	Alan Wilson	Sunderland City Fleet		
	John Cram	North Tyneside Council		
	Peter Wood	UK Coal		
	Nigel Cook	Eddis Transport		
	Richard Toner	Eddis Transport		
	Ian Radley	Highways England		
	Bruce Carnaby	Newrail (Newcastle University)		
	Trevor Male	South Tyneside Council		
	Bob Brown	The Delivery Company		

No.	Item	Action By
1	Attendance and apologies John Bourn (Chair) welcomed everyone and thanked Port of Sunderland for hosting the meeting. Introductions were made around the room and apologies read out.	
2	Minutes of last meeting held March 2015 and matters arising The minutes of the meeting held in March 2015 were agreed to be a correct record of the discussions.	
3	<b>Port of Sunderland</b> Mark Hassan presented the group with a short history of the port. He explained that, with the new infrastructure of the port over the last four years, it has been making a profit. They installed a Liebherr 420 crane in 2013 which can reach across larger vessels and they have also procured fork trucks with clamps. As part of the port facilities they screen differing sizes of coal for the different marketplaces.	

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The newly installed rail line gives the port access to the ECML with the main rail operator being DB Schenker, distributing wood pulp, steel deliveries and construction material. In the future it could engage with the automotive industry in the region. It is also an alternative port for containers.

MH stated the port is set to benefit from the construction of the new Wear Bridge which will remove pinch points to the port from the A19 and to allow larger cargo vessels to access the port.

These changes will improve capacity and will give the port a key role in the City's plans to become a national hub for the low carbon economy.

#### 4 **FORS update**

Mike Page updated the group on the Fleet Operator Recognition Scheme (FORS). The analysis of registrations shows the final total of year 10 was 109 in the North East who deliver into Tyne and Wear and are based in the region.

Under the Combined Authority the new breakdown with the North East Freight Partnership is 145 companies with a fleet size of 5121 vehicles, the breakdown for each region is:

- Tyne and Wear - 74 companies with 3229 vehicles
- Durham – 68 companies with 1535 vehicles
- Northumberland – 3 companies with 357 vehicles

Since the commercialisation of FORS, nationally the numbers of registrations are increasing now 213,000 vehicles are covered. Newcastle, Sunderland, North Tyneside and South Tyneside Councils have all achieved at least bronze accreditation.

AECOM are offering significant discounts to the Freight Partnership local authorities fleets with an annual subscription of a flat £500 and one annual audit free of charge. Furthermore where authorities become FORS 'Specifiers' by requiring FORS as part of their procurement process, the annual subscription will be waived altogether.

FORS Specifiers are organisations that 'specify' FORS requirements in their procurement contracts and thus require FORS compliance throughout their supply chain. This responsible procurement initiative ensures that authorities are protecting their reputation and safety standing by applying FORS requirements to their suppliers operating commercial fleets.

The North East Freight Partnership was delighted to announce plans for 10 further workshops in 2015-16. The workshops are open to any North East operator who is FORS registered or deliver into the region. The Partnership would like to ask operators in the Combined Authority region if they would like to sponsor the day by providing a room and supplying catering for up to 20 people.

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Fleetsource will be delivering the workshops on behalf of the Partnership on the following dates:

Workshop Date		Location	Workshop No	Training Resource	Sponsor
Jul-15	9th	Tyne & Wear	GFB & 1	Fleetsource	
Sep-15	10th	Tyne & Wear	2 & 3	Fleetsource	
	24th	Tyne & Wear	4 & 5	Fleetsource	
Oct-15	8th	Tyne & Wear	6 & 7	Fleetsource	
Nov-15	12th	Tyne & Wear	8 & 9	Fleetsource	
Dec-15	10th	Tyne & Wear	GFB & 1	Fleetsource	
Jan-16	14th	Tyne & Wear	2 & 3	Fleetsource	
Feb-16	4th	Tyne & Wear	4 & 5	Fleetsource	
	18th	Tyne & Wear	6 & 7	Fleetsource	
Mar-16	17th	Tyne & Wear	8 & 9	Fleetsource	

It was noted that Port of Tyne, AG Barr and Eddis will not be renewing their registrations.

### 5 **Cycle Alert**

Peter Le Masurier of Cycle Alert mentioned in his presentation that FORS is aligned with points raised by Cycle Alert.

PM stressed that the blind spot technology on HGVs was not designed to detect cyclists and in his view technology has not improved much since 2011. There had been 3 further fatalities in London even with vehicles fitted with equipment in line with the standards of FORS, now TFL have taken the stance that FORS dictate that vehicles are compliant.

Cycle Alert tag and beacon works on radio frequency identification (RFID) and is designed to reduce fatalities. The sensors are battery operated and have a life span of approximately 10 years.

There have been over 10,000 tags distributed, which up until now have been free, and Croydon and York bus companies have had all their vehicles fitted. The cost to rig out an HGV vehicle is £300, however they are also available to rent.

MB said there is a need for national recognition for schemes such as this.

JB said the original proposal from Cycle Alert was for a six month pilot study with 3 HGV vehicle units and 200 Tags.

PM suggested that they would like to offer the Partnership a total of 10 vehicle units and a greater number of tags.

MM said he would like to know how the system is going to be measured and who drives the feedback. Another question was asked. When analysing data, drivers

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should stipulate how many alerts were received and say how many of those they were actually aware of before the alert.

Hire bikes were a good example of how data feedback from the cyclist could be gathered, with a questionnaire on how successfully they thought the tags operated.

Analysis of the cycle flows should take place and Local Authorities should be instrumental in producing the data.

### 6 **Transport for the North**

John Bourn said that Transport for the North was a unique partnership between the Northern city region authorities, Government and the national transport agencies. Its aim is to create a 'Northern Powerhouse' and drive economic growth to help re-balance the country's economy, involving Liverpool (the lead authority for the freight workstream), Manchester, Leeds, Sheffield, Hull and the Humber and the North East

There is a need for a single plan for freight and logistics across the North, due to rising levels of port traffic, and with the centre of gravity of the UK's freight and logistics industry now being in the North. There is also a need to invest in extra capacity on strategic road and rail networks to meet future demand for effective freight movement

The next steps are to produce a Northern multimodal freight and logistics strategy over the next 12 months focused on infrastructure, but also including scope for 'softer measures' such as those being delivered by the Partnership. There will be a study of options for dualling the A66 and/or the A69 in the Northern Pennines.

Work will take place with the rail industry to deliver the significant increase in rail paths that will be needed in the future and also there will be work with Northern Ports to ensure that their expansion plans are accounted for in the plans.

It was suggested the Partnership website host links to the site. (*Post-meeting note: The Transport for the North website can be found at <http://www.transportforthenorth.com/>).*)

### 7 **Details of the year 11 business plan**

With the meeting being the first of year 11 and AECOM continuing to manage the new North East Freight Partnership, Paul Davison talked the group through the Year 11 business plan which consists of:

Project management - which includes organisation of the Partnership meetings, regular updates to the client and the group and increasing the number of organisations on the Partnership database.

FORS - requiring the assistance of the Local Authority in procurement for major construction schemes.

The aim this year is to bolster registrations and accreditation and promote the

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scheme. The ten planned workshops days to deliver 290 workshops have been organised and venues secured.

Mapping - Updating the current suite of 25 maps including a set of new maps for Northumberland and Durham. Include all the maps in the interactive master map.

Freight on Rail – Continue to encourage rail freight in the region. Organise and deliver two meetings – June and November 2015 and continually update the website rail freight portal.

Vulnerable road users – we plan to be present at Road Haulage Association and Freight Transport Association meetings to present on the SUD course and its benefits.

We aim to utilise FORS eNews to communicate to FORS accredited organisations, use CILT contacts to raise awareness and develop press releases throughout the year.

Promoting the Partnership – to give a series of presentations with interested parties, carry out an operator focused engagement and awareness campaign, and develop a twice yearly newsletter and an annual leaflet. Integration of Go Smarter and Partnership marketing activities. We will maintain the Twitter account and create a Partnership Facebook page (**north east freight partnership**) and a Linked-In, which will be circulated when set up.

Partnership communication - Continue updates to Website and two Truck Information Points (TIP). Newsflashes to be circulated through the website, TIPs and by email. Continued monitoring of benefits of the Partnership.

The updated website is [www.northeastfreightpartnership.info](http://www.northeastfreightpartnership.info)

Driver and operator of the year awards – using the same process as last year we will seek to identify an Operator of the Year and Driver of the Year. Associated communications will be distributed.

University student liaison - Support for 3+ NewRail Students who will present and update on their projects. Find organisations to offer work experience for Northumbria University students.

Additional funding sources – Seek to Increase the funding for the Partnership through external sources to cover the additional and enhanced tasks of continuation of Cycle Logistics Support, Cycle Alert Trial, Smart City Travel and a Lorry Park Feasibility Study

MB talked about an overreliance on the M62 for freight in the north generally and the need for other routes most notably the A66 and the Sheffield Manchester corridor.

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**A.O.B.**

Thank you to the Port of Sunderland for hosting this meeting

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9 **Date and time of next meeting**  
**Wednesday September 9<sup>th</sup> at West Hertford Fire Station.**

Unfortunately the site is not on a regular bus route so non car visitors may be required to take a taxi from either Cramlington bus station or rail station.

The following attachment is a map of the area



Fire Station.pdf