

North East Freight Partnership	
Date Held	8th June 2016
Venue	Newcastle Civic Centre
List of Attendees and Organisation	
John Bourn (Chair)	North East Combined Authority
Mike Page	AECOM
Paul Davison	AECOM
James McPherson	AECOM
Gary MacDonald	AECOM
Keith Taylor	Northumberland County Council
Ann Wilson	Tees Valley Unlimited
Peter Walker	Railfuture North East
Martin Murphy	NECTAR
Tony Walker	NECTAR
Malcolm Bingham	FTA
Malcolm Dodds	RHA
James Turnbull	Durham County Council
Bruce Carnaby	Clipper Logistics
Martin Forster	Sunderland City Council
Nigel Cook	Elddis Transport
Stuart Smiles	Independent
Stuart Corker	Gateshead Council
John Cram	North Tyneside Council
John Lyon	Shell
Kim Farrage	North East Combined Authority
Peter Dance	Nissan
Ross Conway	Hargreaves
Gordon Carr	CILT
Kate Cairns	Northumberland County Council
Dave Pentland	South Tyneside Council
Apologies	
Colin Gransbury	AG Barr
Phil Bedford	Port of Tyne
Ian Madley	Highways England
Dave Bargh	Co-op
Tom Zunder	Newcastle University
Sam Dyke	Newcastle City Council
Item Agenda 2: Minutes of last meeting	
<p>The Group accepted the minutes as a true reflection of the last meeting. It was stated that the TfN Freight and Logistics strategy is very close to being finalised and will be launched in July. The Northern TransPennine Study and the TfN Rail study is ongoing.</p> <p>It was stated that the consultation on renaming the A1 and A1 (M) to the M1 will not progress. There was a mixed response to the consultation and there were concerns with the costs.</p>	

Item Agenda 3	See Me, Save Me: History, Progress and Future
<p>Kate Cairns who is an elected member of Northumberland Council as well as an Independent Sustainability Advisor gave a presentation on a campaign See Me, Save ME which Kate founded.</p>	
<p>Kate explained that her sister Eilidh Cairns was tragically killed by a tipper truck on 5th February 2009. Eilidh was a very accomplished cyclist who had travelled by bicycle for many years. The driver of the lorry said he did not see her. 15 months later, another member of the public was run down and killed on a pedestrian crossing by the same driver, in a similar vehicle.</p>	
<p>The See Me, Save Me campaign's mission is to challenge, engage and work with industry, policy makers and justice professionals to eliminate death and injury from collisions between HGVs and vulnerable road users through communicating best practice and preventative measures.</p>	
<p>The vision is for there to be no KSI's by HGV's. Much more needs to be done by the HGV industry regarding off site safety.</p>	
<p>The campaign has campaigned at every level including attending EU meetings and were successful in achieving a change to the law with an amendment to Directive 96/53 relating to direct visibility of cabs.</p>	
<p>The campaign is supportive of the widespread adoption of the Construction Logistics and Cyclist Safety standards (CLOCS). It was stated that CLOCS now has over 200 organisations involved, however there are over seven different standards across the industry.</p>	
<p>Ideally, it is our aspiration for each local authority to specify CLOCS standard in their contracts and make it part of planning condition documents. Northumberland County Council have already referenced CLOCS in their documentation and it is hoped that more authorities will follow.</p>	
<p>MB from the FTA stated that members do support CLOCS, however in relation to the DVLA and driver eyesight, employers are not allowed to view employee's medical records. However KC noted that companies should implement their own internal policies with a company eye exam.</p>	
<p>Furthermore, in-cab cameras can also help including resolving insurance claims as well as defending the driver. However, in some instances, a lot of the current equipment is not suitable for some lorries. It was advised that CLOCS are doing some research into different bits of kit.</p>	
<p>NC stated that, if there was one standard, there may be more buy in from manufacturers and more of this equipment would be installed at the factory as opposed to company add-ons.</p>	
<p>JB thanked Kate for her very powerful and thought-provoking presentation and asked for regular updates on any developments.</p>	
<p>Agenda Item 4: An introduction to Gas to Liquids (GTL) and its potential to improve air quality</p>	
<p>James Lyon gave a presentation on GTL's and stated that there are numerous alternatives fuels all in a different stage of development. GTL offers a solution which is available in the short term.</p>	
<p>GTL is a diesel fuel which is synthetically created and offer a number of benefits</p>	

<p>compared to original diesel fuel. As energy demand rises and urbanisation increases, alternative fuels are needed more and more.</p>
<p>There is not going to be one fuel which will sort everything out, for example, hydrogen will play a big role and potentially see a rise in fragmentation. There will be lots of different fuels available and countries will have differing opinions on what they want to use.</p>
<p>Co2 and NOx all present significant emission challenges, however NOx presents a more short term challenge which needs to be addressed.</p>
<p>There are only a couple of cleaner fuels available today which includes GTL.</p>
<p>GTL is a cleaner burning synthetic diesel alternative which is derived from natural gas. It is virtually sulphur free and aroma free. It is currently being used for city buses, municipal buses, off shore marines and road transport</p>
<p>The benefits of GTL include: drop in fuel consumption, low emissions, can reduce noise, nontoxic and biodegradable, storage stability and cold start.</p>
<p>GTL fuel is already commercially available in meaningful quantities. A lot is sent to refineries, however we want to market it separately in its own right. It is already extremely popular in the Netherlands.</p>
<p>Currently GTL diesel is available to fulfil 15% of UK's diesel and gas oil demand.</p>
<p>It was advised that supply chain costs are currently increasing the cost of the fuel. Economies of scale are critical and the cost will reduce as more people use it which has occurred in the Netherlands, where it is 4p more than diesel.</p>
<p>It was queried whether a Euro III engine was equivalent to Euro VI. It was answered that unfortunately it wasn't easy to compare like for like. There are only so many benefits which can be legally stated.</p>
<p>It was queried whether any spills on the motorways would have the same impact on the tarmac as traditional diesel does. JL stated that he would look into this and get back to the Partnership with an answer.</p>
<p>It was queried whether there are other competitors in this market. It was noted that Chevrolet also provide this type of fuel. It is good for the industry to have competition in order for it continue to develop into the market.</p>
<p>JB thanked James for his informative presentation.</p>
<p>Item Agenda 5: Newcastle and Gateshead Urban core transport study</p>
<p>Gary MacDonald from Aecom has been commissioned by Newcastle City Council to look at the transport problems which Newcastle and Gateshead are currently experiencing in their respective urban cores.</p>
<p>The plan is for Newcastle and Gateshead to submit a joint bid to the large local major schemes fund. Suitable schemes must cost in the region of £75million to be considered.</p>
<p>The region is still lagging behind in terms of economic productivity. It was also noted that there is a lack of resilience on the Tyneside network. There are also a lot of issues regarding cross river movements, including the possible future closure of the High Level Bridge.</p>
<p>Newcastle and Gateshead also published their joint Local Plan in 2014 which contained ambitious plans for the area.</p>

Aecom are here today to ask for thoughts on what could be contained in the proposal from a freight perspective.

Comments from the meeting suggested that any proposals should be radical in nature including a big expansion of the light rail system and heavy rail. It was also suggested that there should be a radical shift to cycling and walking and that a bid should include proposals to deliver more cycle lanes as well as better public transport integration particularly with the Metro.

It was advised that if anyone has any further thoughts if they could email John Bourn and he will in turn ensure that they are passed onto Aecom.

Agenda Item 6: Nissan Sunderland Plant

Peter Dance from Nissan gave the Partnership a presentation on the Sunderland plant and its operations. He advised that Nissan is the UK's biggest car maker with over 500,000 units made. They employ 39k people in the UK and over 80% of their vehicles are exported.

The Sunderland site was established in 1984 on a former airfield with production starting in 1986 with 430 staff.

In 2016, there are now 356,000 sq. metres of built up space at the Nissan plant with 2 production lines producing 106 cars per hour. In 1999, 2996 direct employees made 271k cars per year; in 2016, 4203 direct employees manufactured 500,000 cars per year.

In early 2000, Nissan and Renault merged and combined make a total of 2.6 million units. It was advised that they use common parts and have four manufacturing locations in Europe.

Peter stated that, in regard to the north east logistics scheme, 130 trucks a week are in circulation providing direct deliveries and "milk runs" to an onsite trailer park for shunting to delivery doors. In addition, there are also deliveries from suppliers around the rest of the UK which equate to 108 trucks from 45 different suppliers.

It was also advised that, in addition to the UK logistics scheme, there are also French and wider European schemes including Italy, the Spanish Barcelona region and Eastern Europe, all which bring deliveries to Sunderland. In total, 709 trucks a week are utilised with 316 suppliers involved.

There are 4 NMU warehouses in Sunderland all managed by a third party supplier Vantec. They are all in close proximity to the main Nissan plant.

Regarding their car deliveries, there are 60k p.a imports primarily through Port of Tyne for UK distribution which equates to 135 trucks per week. In relation to exports, it was noted that there are 390k p.a for global exports which equates to ~900 trucks per week.

John Bourn thanked Peter for his presentation.

Agenda Item 7: Update on Activities

Paul Davison from Aecom gave an update on the Partnership activities from the last meeting. He stated that the Partnership continues to support FORS and that there had been a doubling of bronze and silver membership in the past year and that 4 organisations had reached gold accreditation.

It was advised that there are workshops coming up so if partners are interested, all the

information including dates can be found on the website. There are always good turn outs to the workshops.

In relation to HGV parking, research into whether there was sufficient parking was to be broadened out to the region, in Hexham there was definitely a strategic need for more HGV parking.

There was a rail freight meeting in Blyth in May with some interesting presentation and one has been scheduled for November which will be based at Hitachi

Any other Business

No other business was discussed

Date and Time of next meeting

The next meeting of the Freight Partnership will be held at Durham Town Hall on September 7th.