

## North East Freight Partnership – notes of meeting

**Date Held** 8<sup>th</sup> March 2016

**Venue** Port of Tyne, South Shields

### List of Attendees and Organisation

John Bourn (Chair)	North East Combined Authority
Mike Page	AECOM
Paul Davison	AECOM
Chris Allan	AECOM
Keith Taylor	Northumberland County Council
Ann Wilson	Tees Valley Unlimited
Peter Walker	Railfuture North East
Martin Murphy	NECTAR
Stuart Corker	Gateshead
Malcolm Bingham	FTA
Malcolm Dodds	RHA
James Turnbull	Durham County Council
Bruce Carnaby	Clipper Logistics
Martin Forster	Sunderland City Council
Nigel Cook	Eddis Transport
Andy Mitchell	Eddis Transport
Brian Robinson	LCVP
Steve Bird	A G Barr
Helen Smith	Transport for Greater Manchester
Steven Harrison	Port of Tyne
Kim Farrage	North East Combined Authority (author of notes)
Mark Gilks	Calor
Phil Bedford	Port of Tyne
Gordon Carr	CILT
Kate Cairns	Northumberland County Council
<b>Apologies</b>	
Stuart Smiles	TBC
John Cram	North Tyneside Council
Tom Zunder	Newcastle University

### Agenda item 1: Introduction and apologies

Those attending introduced themselves and apologies were read out.

### Agenda item 2: Minutes of last meeting

The Group accepted the minutes as a true reflection of the last meeting

### Agenda item 3 Presentation on the activities of Port of Tyne

A representative from the Port of Tyne gave a presentation on the past, present and future activities. It was advised that the Port is a trust port which means there are no owners and any surplus profit is invested back into the Port's infrastructure.

The Port is continuing to experience record volumes and turnover and it is important that this continues to occur.

Regarding rail loading, there is a lot of wood pellets; the main movement is biomass traffic with a little coal. The train is constantly moving at 2mph whilst being loaded.

There are five main business areas; warehouse space which has 22,000 square feet of pallet space, distribution which includes in-house driver training, car terminals including movements by Nissan and VW, Ferries and Cruises (it was noted that 42 cruise calls are already booked for this year); and the Port also acts as a landlord as it leases out units.

It was advised that, regarding rail freight, the Port would like to develop a rail container rail service.

Bruce Carnaby queried the impending IMO on the container weight limit. It was advised from the Port that they will adapt to meet the requirements. There have been various meetings regarding this topic which the Port have attended. The tolerance has now been agreed and manufacturers are able to meet the tolerances. The Port noted that they are planning to fit weighing equipment as it is often hard to find a public weighbridge.

The Port also advised that a shipping line needs a VGM before ports can load the freight.

Gordon Carr from CILT queried whether it will affect traders; it was advised that it will not affect ro-ro's.

Kate Cairns queried whether the Port was signed up to FORS and whether they promoted safe driver training. It was advised that the Port used to be a member and training assistance was provided, however since a registration fee was introduced, they have not continued.

It was noted that the Port has a highly visible lorry fleet and it was noted by a member of the Group that it was unusual to have an in-house fleet. The Port advised that it was a valuable part of their marketing and a visible part of the Port. It also enables the Port to bring the businesses together.

Stuart Corker queried what is the relative proportion of car movements by rail and sea? Most is out by sea- the Port is the 7<sup>th</sup> biggest car port in Europe; very little is sent by rail which may need to be addressed.

The Port also stated that cruise traffic continues to increase year on year with circa 42 cruise stops booked for this year

Mike Page queried Biomass and Drax, and their supplier and whether it has affected the Port's business. The Port stated that it is Immingham Port which currently supplies Drax.

Coal traffic has fallen dramatically; from 5 million tonnes a few years ago to almost nil.

John Bourn thanked the Port for their informative presentation.

#### **Agenda Item 4: Calor alternative fuelled freight vehicles**

Mark Gilks from Calor gave a presentation and overview on dual fuel. He stated that Calor was a market leader in the bulk and cylinder market as well as LPG

distribution and was heavily involved in alternative fuels.

He advised that dual fuel was substituting a portion of diesel for gas whether that be LPG or LNG. There are benefits with both LPG and LNG.

There are 7 public LNG stations in the country which are fully operational and they are looking to expand including introducing one in the north east region. It was advised that the infrastructure for LNG has fundamentally developed over the last few years.

Mark Gilks advised that, regarding LPG, there are a number of UK dedicated LPG terminals and Calor is the largest distributor in the UK. Companies currently using LPG including Morrison's, TNT and DHL. It was noted that Calor are interested in working with companies who are looking at renewing their fleet profile.

Nigel Cook stated that the infrastructure in the UK is the main problem - are there any planned improvements? It was stated that Calor are investing in stations including one in the east of the country and one in the north east.

It was noted that although there was dual fuel included at Euro 5, progress has been held up and there is a need for innovation at Euro 6 level.

#### **Agenda item 5: Transport for the North Update**

John Bourn advised that a TfN Freight and Logistics strategy is currently under development and is being written in order to help deliver the 'Northern Powerhouse' vision. The latest update report on TfN was published yesterday and was launched by the Chair John Cridland. It was advised that the report would be published on the freight website for information.

It was stated that the Northern TransPennine feasibility study looking at the A66 and A69 is also underway and that the TFN rail study and the network options will be presented this Autumn.

It was noted that the TfN International connectivity study is being led by the NECA on behalf of TfN and it is anticipated that a report will be published in the Summer. It was advised that the Port of Tyne is represented on a private sector reference Group which informs the TfN Freight and Logistics Strategy.

John Bourn also discussed the future of the A1 (M) and advised that there was a possibility that it could be renamed to the M1 which would help to promote the region.

There has been a consultation exercise which received a small number of responses and work is continuing with the DfT to examine the business case for the proposals as well as the incurred costs.

Bruce Carnaby noted that there seems to be delays on the Western Bypass scheme, is there a new schedule date for completion? Stuart Corker advised that the latest update he had received was it was scheduled to complete Spring 2016.

#### **Agenda Item 6: Hexham HGV Parking research**

Mike Page and Chris Allan from Aecom had undertaken a site survey between Corbridge and Hexham over the period of two nights looking into current levels of inappropriate lorry parking. Currently, there is only lorry parking in Wentworth car

park in Hexham and there has been concerns raised that there are too many HGVs parking at any one time and what effects would there be if this parking was removed. In the two evenings, 22 locations were surveyed.

Surveys were undertaken and data was analysed; initial findings show that over the two nights, 72 unique vehicles were identified with high numbers near the Egger Plant and Wentworth car park. Only 1 vehicle did not move throughout and laybys were found to be largely unpopular as they are too narrow.

Over the 2 nights, 2 HGVs were seen to be illegally parking on the 1<sup>st</sup> evening and 3 on the 2<sup>nd</sup> evening. On the A695, only 1 vehicle was identified and Corbridge Village was not used at all.

This evidence would suggest that there is a limited problem at Wentworth car park. Northumberland County Council have expressed their surprise at the results and there is potential to undertake this research again including engaging with operators such as Egger and identifying new locations.

Gordon Carr advised that it was a good idea to engage with Egger and that drivers need facilities which is why the 24hr Tesco is frequently used.

It was noted that at Bridgehead Roundabout a new service station is being built which could potentially include HGV facilities.

Keith Taylor from Northumberland advised that there needs to be a longer survey period especially as the town council are looking to ban HGVs from the car park so there is definitely a problem.

Bruce Carnaby asked whether there was merit in engaging in a high level discussion with large retail stores to establish whether their facilities could be used.

It was advised that this item would be raised at a future meeting.

### **Agenda Item 7: Update on Activities**

Mike Page advised that the bi-annual newsletter continues to be circulated. This is the final meeting of Year 11 and there is always a good contribution from members of the partnership.

The FORS scheme initially saw a sharp increase in operators registering from the region, although this has now levelled off as operators have to pay. Numbers are still increasing, however. Issues which have been raised from operators have been reported back to FORS.

There is one FORS workshop held per month. These are always well attended and operators can sign up to them through the website.

It was noted that two freight on rail meetings have been held; one in June at Stephenson Railway Museum and one at Aecom in November. The next rail meeting is scheduled for May 17<sup>th</sup>. This meeting has also inputted into the NERNS consultation.

It was advised that new site maps had been produced for Northumberland and Durham and the existing maps had also been updated. The website has been rebranded and any relevant news is uploaded.

There is truck information available both at Durham Services and on board the DFDS Seaways Newcastle – Amsterdam ferry.

It was also noted that the Partnership has helped students who are working and

studying in the field including working closely with New Rail at Newcastle University.

The Vulnerable Road User course has trained over 100 drivers- Fleetsource provide the training.

The HGV cycle safety technology has been slow to fit therefore an update will be provided at a future meeting.

As we progress into year 12, work will continue and scheduled meetings include 18<sup>th</sup> May for the next rail partner group meeting and June 8<sup>th</sup> for the next Freight Partnership meeting.

### **Agenda Item 8: Driver and Operator of the year awards**

Andy Mitchell from Elddis was awarded the Driver of the Year award and AG Barr was awarded the Operator of the Year which was accepted by Steve Bird.

### **Agenda Item 9: Activities of the Low Carbon Vehicle Partnership**

Brian Robinson from the LCVP gave a presentation on the LCVP. He stated that the LCVP is a partnership made up from various organisations. There are 200 members including NGOs and government departments who all participate in collaborating on policy based on current evidence.

Projects include a fuel saving retrofit accreditation scheme which helps Low Carbon Zones and helps to reduce NOx emissions.

LCVP takes a particular interest in fuel and technologies; there are multitudes of fuel and technology with potential. It was advised that the LCVP are working closely with the DfT to do some research into a Freight Carbon Review.

It was noted that urban delivery is of great interest to TfL as it accounts for about 20% of all HGV CO2 emissions and 25% of urban roadside NOx.

It was stated that if a company is looking to buy a low emission van, it can often be difficult to make an informed decision on which is the best option, therefore LCVP have produced a van guide which can help to assist in the decision.

It was advised that hydrogen demonstration vehicles are not going to be a mainstream option until 2030, methane gas trucks have just been part of a trial and results from this will be published this Spring. Bio-diesel trucks are the biggest success story with results of 85% lower emissions.

The HGV retrofit scheme which is a technology accreditation scheme is being launched by LCVP to help deliver this to the market and support the industry.

Hydrogen and electric vans and trucks will continue to grow in cities, however hydrogen vans will continue to have a niche market. A variety of government policy mechanisms are needed to help grow the economy.

### **Any Other Business**

John Bourn advised that the NECA is currently consulting on their transport manifesto. Consultation forms can be found online via the NECA website, all responses are welcome.

**Date and Time of next meeting**

The next meeting is scheduled for 8<sup>th</sup> June 2016 and will be held at Newcastle Civic Centre.