

**North East Freight Partnership****Date Held** **7th June 2017****Venue** **Mansion House, Jesmond****List of Attendees and Organisation**

Mike Page	AECOM
Paul Davison	AECOM
James Nankevill	AECOM
Martin Murphy	NECTAR
Gordon Carr	CILT
John Bourn	NECA (Chair)
David Thackray	Tevva Motors
Andrew Carmichael	SENUG
Tony Walker	NECTAR
Malcolm Dodds	RHA
Graham Wood	Nixon Hire
Keith Taylor	Northumberland CC
Malcolm Bingham	FTA
Jim French	PD Ports
John Coatman	NMUK
StuartCorker	Gateshead Council
Ross Conway	Hargreaves Logistics
Graeme Heron	Newcastle University

Apologies

Ann Wilson	Tees Valley Unlimited
Stephen Bird	AG Barr
Lee Elstob	AG Barr
Bruno Porter	HSE
John Cram	North Tyneside
Nigel Cook	Eddis Transport

Item Agenda 1: Introductions and Apologies

The chair welcomed all the delegates to the first full meeting of year 13, which has now achieved recognition as the UK's longest running Freight Partnership. He asked the delegates to introduce themselves to those who were attending for the first time.

The apologies were read out of those not attending the meeting.

Item Agenda 2: Minutes of last meeting

Minutes from the March 2017 meeting were reviewed and agreed.

Item Agenda 3: NEFP Programme for 2017-18

It was noted that the NEFP was very successful and that Greater Manchester and London have Freight Forums and West Yorkshire are looking to reintroduce a Partnership.

Paul Davison outlined the programme of 14 tasks to the group for the forthcoming year, which included:

Task A - Project Management

- 4 Quarterly meetings to be organised with 4 associated PowerPoints, circulation of Agenda and meeting minutes
- Reporting on task progress, budget & output.
- There will be half yearly and annual progress reports
- Client liaison throughout year; and
- An increased circulation list.

Task B - FORS

FORS has seen a 60% growth in the graduation of companies from Bronze to Silver standard which is compatible to CLOCS. £20,000 funding has been allocated to the NEFP by FORS Community Partnership :

- To maintain the 10 FORS Practitioner Workshops
- Continue support to the 'See Me Save Me Charity' campaign which has been focussed on the construction industry but can be developed further to the whole industry
- The promotion of FORS to the Northeast
- Work with LA Fleet Managers

Task C- Mapping

Suite of 31 accurate, detailed destination maps. Benefits to the user are:

- Reducing likelihood of drivers getting lost/wasted mileage
- Safer roads due to erratic manoeuvring when lost
- Increased journey time reliability
- Reduce congestion and CO² emissions
- Increase air quality
- Local businesses can send their location to clients/visitors electronically

Freight on Rail

Continue the excellent work carried from previous years by

- Hosting biannual meetings at locations of Interest such as Hitachi and Newcastle Central Station
- Maintain the high level of interest for the meetings
- The next meeting will be held at the Newcastle College Rail Academy in Gateshead on the 17th November 2017

Task D - Vulnerable Road Users VRU

The Partnership will continue the beneficial Safe Urban Driving and Vansmart courses to the industry for HGV and van drivers thanks to the FORS Community Partnership.

Paul noted:

- There is funding to provide 10 courses
- Provision of facilities for the courses has been supplied by the Sunderland Training Centre

- The course provides practical and theory on VRU
- Update of online best practice materials can be accessed on the FORS website

Task E - Promotion and Information Exchange

- Presenting to interested parties, the Partnership was represented in Ireland to talk about the work undertaken by the Partnership
- Operator focused engagement campaign
- Twice yearly newsletter
- Annual leaflet
- Maintain social media accounts (Twitter, LinkedIn & Facebook)

Task F - Management and Information

The website provides a wealth of information and outlines the work undertaken by the Partnership for the industry and we will continue to update it with current information.

The Partnership provides a smartphone compatible app to update the industry with information on the go, there has been an increase of website use (June 16 – Jan 17, 1,362 sessions and 3,383 pages visited) and the smartphone compatible app. Paul stated he would welcome any interesting stories you feel would benefit the industry to add to the website.

The two TIP's on the DFDS Ferry and Durham Services will be maintained and the Partnership will consider how appropriate it is for their continued maintenance.

Task G - Driver and Operator Awards

These awards are putting out good news stories on the promotion of best practice to the Industry which creates prestige among peers.

The awards will be publicised in the website and trade press to recognise the award winner of the HGV Driver of the year and the Operator of the year. This year the awards were presented to driver Chris Airey of Greggs and for the Operator of the year to Hargreaves.

The awards are designed to raise awareness of the commitment to professionalism by hauliers.

University and Student Liaison

As in the previous year we will work with the Newcastle University to assist three students with their Thesis, however, this year we plan to develop links with other universities in the region by assisting Northumbria University with their workplace experience placements.

Task H - Driver Skills and Recruitment

In the present climate the average age of the driver is now 55. We will endeavour to tackle regional issues in the sector and create better connections between key stakeholders with enhanced understanding of associated issues and opportunities.

There is to be development of regional workshops with skills and education to operators

Task I - Liaison with Transport for the North TFN

TfN is playing an increasingly important role in the direction of strategy in the NECA region. The partnership

will give support and input into associated initiatives.

Task J - Additional Funding Sources

In the past the Partnership has been successful in securing funding through LSTF and European sources such as C-Liege and Civitas. At this point in time the opportunities for European funding is uncertain.

The Partnership will be looking to bid for funding where appropriate so please let us know of any relevant ideas.

Task K -Sea Freight

As discussed, the Rail Partner Group has been one of the Partnership's success stories in recent years, with regular high attendances and interesting venues and agendas and the idea is to repeat that for water freight.

The North East's natural waterways, port infrastructure and long coastline mean that water freight is a key employer in the region and vital to its economic prosperity. Despite its strengths it is important that ports and rivers in the North East are as viable as possible and take advantage of the opportunities afforded by the Northern Powerhouse initiative.

We will then organise and promote the event, arrange a venue, speakers and establish an agenda. We will also manage attendance and produce a summary note.

We will ask Bill Oakes, a former Ports Director based in the North East to act as a Water Freight Ambassador for the group.

Agenda Item 4: Air Quality and the Freight Industry

JB described the issues relevant to the matter that Nitrogen dioxide is estimated to have an effect on mortality equivalent to 20,000 deaths annually in the UK and the main source of emissions is road transport. Unfortunately the UK is in breach of EU law.

The health impacts associated with air pollution fall disproportionately on our most vulnerable communities and the poorer areas are affected more by air pollution. There is to be an interim report published on the 15th June 2017. The government has lost two court actions and has been required to publish a strategy setting out how they will reduce levels of pollutants.

The issues relevant to freight are a surge in light van traffic – over 4m vans now registered in the UK, covering around 72 billion km each year. In London, light goods traffic has risen more than 30% since 1993. Urban freight vehicles are around 5% of the national vehicle population but account for over 20% of emissions in cities, due to reliance on diesel. Explosive growth in e-commerce - online retail delivery volumes increased by 10% in 2016.

The strategy report published by the Government on 5th May sets out a range of possible measures to reduce emissions as quickly as possible, while avoiding undue impact on the motorist. It states that charging-based Clean Air Zones (CAZs) should only be implemented if absolutely necessary to bring NOx concentrations down to legal levels. There is no commitment to scrappage schemes or additional funding.

There are currently plans to place a Toxicity Charge (T charge) on traffic entering London from 23rd October 2017. The charge £10.00 is in addition to the congestion charge and will apply to all eligible pre-Euro 4 vehicles (broadly equivalent to vehicles from 2005 and older), an important stepping stone towards the 'Ultra Low Emission Zone' (ULEZ) to be introduced in April 2019. Both the FTA and RHA support this charge.

to create a more level playing field with all forms of transport.

In regards to the North East

- There is a need for action at national level – e.g. scrappage schemes, promotion of rail freight
- Clean Air Zones need to have consistent criteria to avoid confusion and extra costs for bus and haulage sectors
- No local plans for charging CAZs
- Extra funding needed to improve alternatives, retro-fit bus fleets, encourage sustainable modes and introduce / enforce CAZs
- NEFP measures such as freight mapping and FORS can assist
- Freight consolidation? Good in theory but difficult in practice
- General concern about government ‘passing the buck’ to local authorities

The NECA have been successful in securing over £3million in funding from Government and European Funding in order to deliver our Go Ultra Low Programme

- The aim of the programme is to increase the uptake of Electric Vehicles in the NECA area and build upon our experiences.

Item Agenda 5: Electric Vehicles and Opportunities

David Thackray of Tevva Motors focused on market evolution of electric vehicles which has been evolving at a breakneck pace within a year. December 2016 - Paris, Madrid, Athens and Mexico City announce full diesel bans from 2025, December 2016 Announcement of 1st ever joint public procurement in US – SFO, LA, Portland & Seattle -24,000 EVs.

Jan 2017 Oslo begins temporary diesel ban, Feb 2017 Stuttgart announces ban of older diesel cars from City, Feb 2017 Sadiq Khan announce London T Charge from the Autumn and pulls forward London ULEZ date, April 2017 Govt of India announces aim to achieve 100% of all vehicles nationwide as EVs by 2030 April 2017 Govt of China announces that EVs must account for at least 8% of total output in all Chinese motor manufacturers by 2018, April 2017 China requires all Chinese motor manufacturers to ensure that a minimum of 8% of their output is EVs

He outlined the issues in the USA saying there are 1.8million Class 8 trucks in service with a significantly greater adoption of alternative fuels than in UK. There are at least 5 significant EV producers well established however the market has to cope with Subsidies & tax breaks decided state by state.

EVs have always been zero emission at the tailpipe however the source of electricity has been coal, yet the UK achieved 1st ever coal free day on April 21st 2017.

David described how hydrogen is inherently inefficient however a fuel cell range extender may well be the future.

In the UK generation of renewables is increasing dramatically and Hydrogen vehicles are well on the way to be introduced but in parallel to EVs.

Euro vehicles have vastly reduced the NX2, but CO₂ has a bigger growth.

Tevva has introduced the Range extender to their EV vehicles which is powered by a 6kw battery linked to a generator which works periodically. This extends the range of the vehicles with a consumption of 18 litres of fuel to 100km.

Item Agenda 6: National Lorry Parking Audit 2017

James Nankivell talked to the group regarding the initial findings of the study, however these have not been accepted by the DfT as yet the report is only provisional. He talked through the relevant data for the north East.

The aim of the study was to assess capacity and demand for overnight lorry parking, Nationally the study visited 311 lorry parks, 801 Industrial Estates and 3397 lay-bys covering approximately 4,400 miles of the Strategic Road Network SRN during Tuesday to Thursday night commencing from 18.00 for 7 hours. Data was recorded using a web based mobile application system, and a summary of findings is listed below.

Two thirds of all regions have high lorry park utilisation (above 70%), the North East being at 60%. The total capacity for NE being 405.

The percentage of foreign vehicles parked on-site is 1% lower than those parked off-site. In both cases on and off-site parking has the highest proportion of foreign vehicles in the South East. As the majority of international road movements move across the Dover Straits and Channel Tunnel, this is an expected outcome.

In the NE the total vehicles parked = 745 (Total lorry park capacity = 405, Excess vehicles = 340)

The NE has highest percentage of vehicles parking off-site across the whole of England (63%), yet on-site utilisation is relatively low (60%). 87% of lorry park facilities have no security features (e.g. security fence, CCTV etc.)

No crime data is currently being reported to NAVCIS for this area.

The provision of lorry parking is a national issue in terms of capacity and quality. The shortage and quality of driver facilities contributes to the sector's negative public perceptions and compounds recruitment issues, there is a driver shortage in the UK and it is 'plugged' by EU workers.

Trade associations support measures requiring operators to use appropriate secure parking facilities. There should be more clarity on lorry parking charges. There is a need for better communication between DfT and local authorities in relation to lorry parking facilities, however it is important that lorry parking facilities should be considered during the planning process, particularly for class B8 developments. Laybys are being closed without additional parking provision elsewhere

Recommendations

- Address lorry parking shortages in problem hotspots
- Develop a national network of graded secure lorry parks
- Encourage all police forces to report HGV crime to central point
- Promote an awareness campaign aimed at reducing road side litter and tackle fly tipping at laybys
- Encourage and facilitate the provision of better signage to independent truck stops
- Work with a developer(s) to create an app which provides information on lorry parking provision in the UK
- Conduct an annual review and update of Highway England's truck stop guide
- Define boundaries and responsibilities for freight parking within governmental organisations
- Appeal to local businesses to provide overnight parking and access to onsite facilities

- Explore the possibility of using park and ride sites for overnight lorry parking
- Explore the possibility of using retail parks, supermarket carparks etc. as alternative overnight parking areas
- Statutory guidance in Local Transport Plans to include roadside facilities for freight vehicles

Item Agenda 7: Transport for the North.

John Bourn provided an update on Transport for the North (TfN). TfN is all about giving more power to the North of England. TfN is a democratic partnership of the 19 Local Transport Authorities and 11 Local Enterprise Partnerships across the North of England, it is looking to develop International and Trans Pennine connectivity.

It will become the first sub-national statutory transport body in England in 2017 – subject of a report to the NECA Leadership Board in July 2017. It will have a greater role in developing the case for investment on road and rail and subsequently make the right transport decisions for the North through closer collaboration and intelligence sharing with businesses and through LEPs.

In developing the Strategic Transport Plan the following guideline dates have been produced:

- June 21st 2017 - Publication of a Position Statement and Key Evidence Base
- Autumn 2017 - Draft STP published followed by 12-week public consultation
- 2018 - Final STP published

Freight report published in September 2016 indicating further detailed work now taking place to review rail flows, with projections to 2050 and capacity constraints. Freight content also incorporated into road and rail reports. There is to be a major event to launch TfN “Position Statement” on 21st June in Harrogate.

Studies into possible Trans Pennine Tunnel are continuing and there are to be upgrades to two A69 junctions (Bridge End roundabout at Hexham and Styford roundabout at Corbridge) announced in Autumn Budget Statement. Remaining sections of the A66 will be dualled as part of the second Roads Investment Strategy (2020 to 2025) and developing Business Cases for further improvements on the A69.

Any Other Business

It was suggested that Lorry Parking and Air Quality should be added as a regular Agenda item. The Partnership would be interested in the development of the DfT Lorry Parking Audit.

Date and Time of next meeting

The next meeting will occur in September 7th 2017, at Nixon Hire Newcastle