

EAST MIDLANDS REGIONAL ASSEMBLY

Regional Freight Group

Wednesday, 25th October 2006, DHL Offices, East Midlands Airport

Minutes

1. Attendance/Apologies

Name	Organisation	Present	Apologies
Liz Aspray	EMDA	✓	
Jim Bamford (JB)	Notts CC		✓
Ian Barnes (IB)	Boots	✓	
Liam Boyle	RHA		✓
Ian Brooker	Peter Brett Associates		✓
Nick Cook	Gazeley UK Limited	✓	
Neil Worthington	Peter Brett Associates	✓	
Rueben Brown	Derbyshire CC		✓
Geoff Brown (GB)	EMDA	✓	
John Carpenter	Lafarge		✓
Paul Cullen	Food and Drink Forum		✓
Barry Davies (BD)	East Midlands Regional Assembly	✓	
Cyril Day	Highways Agency	✓	
Keith Day (KD)	Northants CC	✓	
Aldred Drummond	BB Developments		✓
Nigel Dolan	Gazeley UK Limited	✓	
John Dowson	Nottinghamshire Chamber		✓
Stephen Kelly	FTA		✓
Neil Harvey	British Waterways		✓
Mike Hatfield (MH)	MDS	✓	
C Hempson (CH)	NEMA	✓	
David Hern	East Midlands Regional Assembly		✓
Mike Hewitt	GOEM		✓
Darren Horn	East Midlands Regional Assembly	✓	
Richard Iggulden	Network Rail		✓
Simon Jenkins	Prologis Developments		✓
Bettina Lange (BL)	EMTAR	✓	
Cath Lee (CL)	FSB		✓
Don Morgan (DM)	Gazeley UK Limited	✓	
Jim Nelson (JN)	ex-Northants CC	✓	
Roy Parker (RP)	British Waterways		✓
Martin Parkes (MP)	Institute of Directors /CILT	✓	
Yvonne Peach	Atkins Consulting	✓	
Keith Orford	CILT		✓
Mike Salmon	RHA		✓
Garry Scott	Leicester City Council		✓
Stuart Sinclair	Robin Hood Airport		✓
David Smith	Turley Associates		✓
Roger Summerton	Institute of Directors		✓
Keith Taylor	Food and Drink Forum		✓
Bruce Topley	Gazeley UK Limited	✓	
David Whitby	Leicester City Council	✓	
John White	Institute of Directors		✓

Item Subject

2. **DH to correct the notes of the last meeting – Colleen Hempson’s (CH) comments were mistakenly attributed to Cath Lee (CL)**
3. **Update by Geoff Brown, EMDA – East Midlands Logistics Study**

GB requested that any comments should be received by end of week (27/10/06)

Presentation by MDMS Transmodal – consultants for the East Midlands Logistics Study

- Did not look at the quality of sites – no identification of size or plot configuration
- Survey of 5ha plus sites (563) revealed that 102 were rail linked
- Site locations tend to be away from housing
- Sites need to be at least 50ha in size to increase rail viability
- South Northants is the only suitable sub-region
- 30 train target requires an additional 188ha on green-field and possibly Green Belt sites

Presentation by Christina Howick

- Employment densities were most controversial (land-hungry) but there were huge variations (40sq. metres to 336sq. metres per head)
- Employment replaces manufacturing – current surpluses of lower qualified people

Questions and Answers

BL – Questioned the good match between manufacturing and logistics when the majority of employment (on Magna Park) was warehouse operative. The manufacturing jobs in the East Midlands were higher skilled

CHH – Noted the high proportion of operatives in manufacturing

BL – Where would higher skilled workers go?

DB – Raised issue of earnings. Highlighted the closure of MG and the retraining to make fit for logistics. Most were unemployable due the flexible nature of logistics employment. Noted that gross earnings were misleading without taking into consideration longer, flexible hours

Accessibility and planning – located away from populated areas but they need to bring a high number of people to the site – **major transport issue leading to a large number of posts being left unfilled**

MH – Noted the transport issue but also highlighted that rail demands larger sites on the edges of urban areas. Also noted that many warehouses have working hours outside of peak times so they would not add to traffic congestion

NM – Travel costs could be a disincentive as it impacts on earnings. Not enough consideration is given to this by regional and local planners. How will employees get to the site (costs in terms of time and money)

MH – Stated that the larger sites make bus services more viable

NM noted that services need to be built into NEMA

CH – Airport needs good transport links. Need to ensure that funding is available (despite economic viability) otherwise jobs will not be filled

CH – (response to BL) Are people with very low skill levels, some under-skilled for operative jobs (lack of numeracy and literacy)

MH – Noted that the road haulage industry had traditionally taken on people without skills, offering them the chance of rising up

CH – Noted that some logistics employers, such as DHL, are model employers. DHL had recently improved training opportunities

CH noted that the sector could be opened up to lower-skilled people in the inner cities

DM noted that it would be helpful to clear up the meaning of rail linked sites to, possibly, 'rail accessibility' given the difficulty of finding green-field sites on rail lines

MH – Rail-linked sites are those that have close accessibility (inter-modal). Satellite-types adjacent to sites with rail links (Direct to shed and inter-modal, i.e. Tesco train)

GB – In terms of rail access, must know where traffic comes and goes. Also, the rail network can sometimes require significant improvement.

To succeed in the 30 train target there must be partnership working between planners and developers etc

NH enquired as to whether the River Trent corridor had been considered, especially with goods that don't need to be moved fast

MH – Using the River Trent corridor would be unrealistic/uneconomic as only 6 containers could be transported at a time

DfT Review – January/February 2007 (Deadline: 24/11/06)

- Document on the National Rail website
- Detailed to comments to GB
- Noted that any Euro gauge aspirations would require the re-building of significant parts of the WCML
- Final document would be available in Spring 2007

CH to re-schedule a tour of the DHL facilities to a later date and between 9-11pm, when there would be most activity

Benefits of the Hub and Spoke system were outlined in contrast to point point, which has the advantage of not relying on one facility but has the disadvantage of being very costly

4. Ports Policy Review – presentation by Barry Davies

In the 'Future Of Transport' White Paper in 2004, Government undertook to review the policy framework for ports, reflecting their vital role in terms of the UK economy and its transport system, and to ensure that future development of ports can support growth. The importance of the review has been underlined by a number of applications for major expansion of facilities, particularly in the South-East Region.

The East Midlands Region has only two small commercial ports, Boston and Port Sutton Bridge, catering for 0.12% and 0.1 % of total tonnage at UK ports (2004). In comparison, Grimsby / Immingham, just outside the region is the country's leading port in terms of tonnage with some 10% of the national total, and the key container port of Felixstowe has 4%. Inevitably therefore many of the specific issues within the consultation are not of relevance for this region.

However, there is a need to consider any wider industry issues, regional planning implications, and the surface access implications for the East Midlands of major port development elsewhere. With the Region at the crossroads of inland road and rail routes between many major ports and the conurbations, the implications for transport networks serving the Humber and Haven ports have a particular impact here.

The current approach to identifying, and securing funding for, necessary surface access enhancements through section 106 agreements is considered to be only partially successful in adequately delivering sustainable and efficient surface access. Whilst recent approvals relating to the Haven ports have secured core facilities, it has been necessary to pursue further specific necessary enhancement through other means, such as the bidding process for the Productivity-Transport Innovation Fund (P-TIF), or for roads as part of the justification for inclusion within Regional Funding Allocation (RFA) submissions.

The Regional Assembly's response to the Department for Transport was sent on 7 September 2006.

6. Dates of next meeting

8 February, 2007