

Freight

**North Wales Regional Transport Plan
2010 - 2015**

Appendix 4

Taith

Anglesey, Conwy, Denbighshire, Flintshire, Gwynedd and Wrexham Councils working in Partnership

August 2009

Taith Freight Strategy

1 Introduction

This report is broadly based on the Wales Freight Strategy (WFS) and therefore follows the Welsh Assembly Government's (WAG) approach with the hierarchy of freight measures shown below:

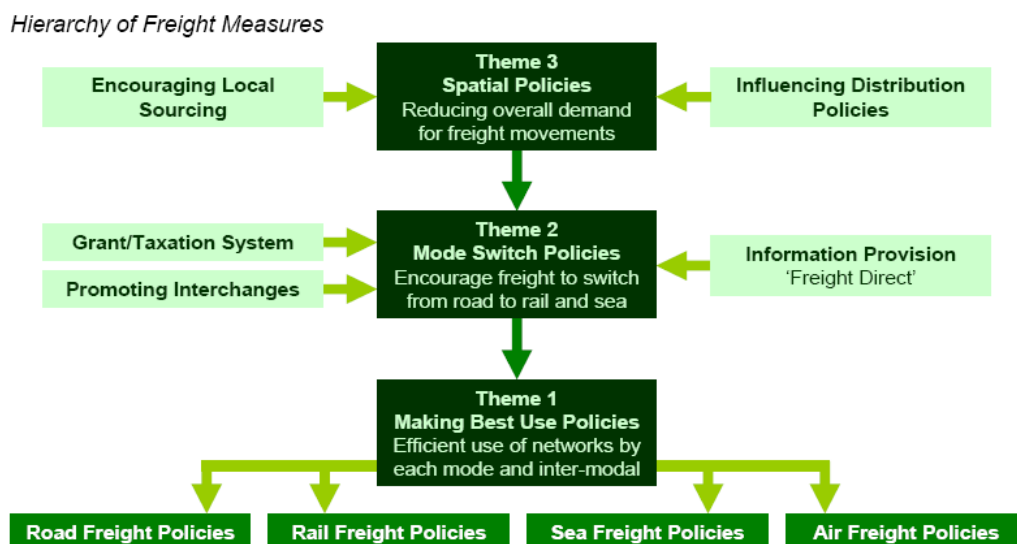


Fig 1.1 Hierarchy of Freight Measures from WFS.

The document is then split mainly by mode and has the following headings:

- Strategic Issues
- Road Freight
- Rail Freight
- Ports & Shipping
- Air Freight
- Pipelines

To describe the current situation in North Wales these headings have also been used after a brief overview of the Welsh situation has been given to provide a context.

The WFS then sets out Actions and Partnerships including 'Steps towards delivery'. Taith has developed the 'Steps towards delivery' into an action plan setting a local perspective for each of the relevant steps by the formation of a Taith Freight Group. The group consisted of representatives from transportation, planning and economic development departments from constituent local authorities along with representatives from the Freight Transport Association (FTA), Road Haulage Association (RHA), Rail Freight Group (RFG), Network Rail and the North Wales Trunk Road Agency (NWTRA).

2 Current Situation

2.1 Wales

2.1.1 Strategic Issues

Around 100 million tonnes of freight are transported in Wales each year, with the amount of freight transport that takes place at around 13 billion tonne kilometres. In the last 30 years the freight lifted has not increased but the associated tonne-kilometres have more than doubled. Road freight is seen as the main beneficiary of this increase since road haulage is in general used for shorter distances and lighter goods than other modes such as rail and inland

waterways. An example of this disparity is the UK overall figures which account for over 64% of total tonne-kilometres and upwards of 82% goods lifted.

Recruiting and retaining suitably-skilled workers is a common problem experienced by many freight operators in Wales. This is not just confined to Wales and is thought to be because of a poor image projected by the logistics industry. 'Skills for Logistics' has been set up by the UK government to raise awareness of skills issues within the sector and to offer support and practical advice on all aspects of improving skills and training.

The creation of a more reliable and robust logistics network will help to increase the competitiveness of the Welsh economy in the global market. The general shift of world production to China and elsewhere is driving a huge increase in containerisation with UK traffic predicted to almost double over the next 25 years. There are very few container ports in the UK which can handle large deep-drafted vessels and the existing model of road haulage from Felixstowe & Southampton will come under additional pressure on an already congested network with the rail network also having limited capacity. To help reduce the congestion a modal option is to distribute containers from deep sea ports to regional ports around the UK. Welsh ports generally have good surface connections and possess the capacity to accommodate a substantial increase in coastal traffic.

2.1.2 Road Freight

Around 64 million tonnes of freight were transported between Welsh locations within 2005, with a further 60 million tonnes moving between Wales and other parts of the UK and beyond. Of this further 60 million tonnes less than 1% was transported further than other areas of the UK. Road freight originating in Wales generated over 8 billion tonne kilometres of freight and accounts for around 64% of goods moved. Road freight to/from Wales has remained broadly static over the period 1990-2005, whereas road freight wholly within Wales has declined by around 15%.

'Heavy' commodities which tend to travel shorter distances are responsible for around 40% of freight traffic generated in Wales. The largest category of road based freight is 'food, drink & tobacco' due to the nature of the products and inherent to supermarkets and other retailers' distribution systems.

2.1.3 Rail Freight

DB Schenker, Freightliner and Colas Rail are all active freight operators in Wales with additional specialist loads conveyed by Direct Rail Services.

The potential of the channel tunnel for carrying international freight has yet to be fully realised; however, new operators are starting to show interest and it is understood that a more realistic pricing regime for freight users is being developed.

2.1.4 Ports & Shipping

The UK port sector is largely privatised and deregulated with the majority being in private ownership. Some ports also support secondary functions ranging from full scale manufacturing and processing to storage and consolidation of cargo in transit. Most international freight arrives or leaves the UK by sea and Wales' share of UK port traffic was just over 10% at 58.1 million tonnes in 2004 through 15 commercial ports. Three ports dominate the freight market in Wales carrying over 80% of all throughput namely Milford Haven and Port Talbot which are both deep water facilities and Holyhead.

2.1.5 Air Freight

UK air freight in 2005 totalled 2.4 million tonnes. Air freight represented only around 1% of UK exports by tonnage lifted but 30% of exports by value in 2005. Direct Welsh air freight is confined to Cardiff International which transported 2563 tonnes in 2005 although the most significant flow in Wales relates to the Airbus wing factory in Broughton.

2.1.6 Pipelines

Pipeline traffic in the UK has increased by almost 80% in the last 20 years which includes products such as natural gas, liquid gas, ethylene, oil based commodities (eg fuel and lubricant), water and sewerage. Pipelines account for around 7% of all goods lifted nationally by all modes. There are a number of key pipelines across Wales with construction of a new controversial line already underway which has the potential to supply 25% of the UK's gas needs in the future.

2.2 North Wales

2.2.1 Strategic Issues

➤ Structure of the Industry

The deregulated road haulage industry has brought great benefits to North Wales but given Local Authorities few levers to meet wider objectives such as protecting the environment for example through reduction in emissions and kerbside damage. Looking forward it is important that new spatial developments take into account and make recommendations with regard to the potential impact of change on the distribution network.

➤ Emergency planning

Providers of basic services to the community for example supermarkets have become increasingly dependent on efficient supply lines coupled with just in time ordering processes. This leaves some communities vulnerable to the effects of significant unforeseen disruption to the distribution network, e.g., severe weather conditions or road closures. It is therefore important that some level of emergency planning is established to ensure continuity of supply to all individuals.

➤ Rural Measures

In rural areas of North Wales networks are more limited and roads typically offer the only freight transport option. Small measures could create quick wins in some of these rural areas. For example consolidating loads for rural villages, signage and mapping to stop lorries taking inappropriate routes or combined passenger and freight delivery services.

2.2.2 Road Freight

The most important road freight movement in North Wales is the Trans-European Network (TEN) route from Holyhead to Chester along the A55. A primary function of this route is to carry freight to/from Ireland through Wales to the rest of the UK and Europe. Freight to/from Ireland stands at about 4 million tonnes in trucks at the Welsh ports with Holyhead handling a significant proportion of this. A key issue for the region is the lack of facilities for drivers along this route with anecdotal evidence of all lay-bys being full with lorries parked overnight.

The TEN route A5/A483 between the M54, Oswestry and Chester does also pass through North Wales. The FTA carried out a survey on 30 Welsh hauliers in 2003 and the results published in the FTA trade routes a second survey is currently underway. The results showed that the roads considered the main trade routes in North Wales by hauliers were the A55 and A5 but also in terms of North South routes the A470.

There are no consolidation centres in North Wales but the FTA supports any prospects where benefits can be established in the region. The biggest deterrent for operators would be the sharing of commercial information but road pricing could force consolidation solutions. Deeside is one possible option for a centre which could serve the whole of North Wales but does not have its own Freight Quality Partnership (FQP) in place. Other consolidation options are to follow the model in Bristol of using a consolidation centre to serve a shopping centre cutting down traffic to the site, this could also be used to serve retail parks and industrial estates.

Below are modified origin and destination tables from the WFS, fig 2.1 represents Freight whose origins and destinations are wholly within North Wales, whereas fig 2.2 gives a representation of where in the UK North Wales freight travels to and comes from. In both figures the rows represent the origins and the columns represent the destinations.

Internal OD	Conwy & Denbighshire	Flintshire & Wrexham	Gwynedd	Isle of Anglesey	TOTAL
Conwy & Denbighshire	2,043	423	37	96	2,599
Flintshire & Wrexham	752	4,460	47	142	5,401
Gwynedd	144	38	2,012	170	2,364
Isle of Anglesey	88	62	121	920	1,191
TOTAL	3,027	4,983	2,217	1,328	

Fig 2.1 – North Wales Internal Freight OD matrix ('000 tonnes lifted on GB registered vehicles in 2005)

North Wales Regional Transport Plan 2010 - 2015 : Freight

	NORTH WALES	Bridgend & Neath Port Talbot	Cardiff & Vale of Glamorgan	Central Valleys	Gwent Valleys	Monmouthshire & Newport	Powys	South West Wales	Swansea	East Midlands	East of England	London	North East	North West	South East	South West	West Midlands	Yorkshire & The Humber	Scotland	TOTAL
NORTH WALES	11,555	43	17	8	1	179	106	138	0	394	204	72	80	6514	221	484	2285	1105	239	23645
Bridgend & Neath Port Talbot	53	4,786	495	616	341	1,275	78	393	1,327	72	206	58	39	228	164	386	468	92	50	11,126
Cardiff & Vale of Glamorgan	0	676	4,268	1,441	716	1,176	102	388	344	112	112	62	6	326	447	605	473	165	47	11,465
Central Valleys	6	328	361	1,607	515	195	27	129	168	180	125	86	5	69	65	280	59	22	58	4,286
Gwent Valleys	95	59	741	336	2,986	631	35	60	124	114	155	171	61	122	101	389	427	27	26	6,661
Monmouthshire & Newport	46	457	997	1,126	698	3,689	9	722	478	398	393	256	31	518	1,161	2,913	1,551	205	0	15,650
Powys	436	28	3	0	31	13	2,305	176	33	65	4	47	0	265	154	106	1,434	50	47	5,195
South West Wales	126	731	95	24	13	238	103	9,454	502	90	103	40	3	132	103	473	732	163	0	13,125
Swansea	18	621	85	59	42	124	11	728	731	50	20	0	0	36	41	116	157	84	0	2,922
East Midlands	477	122	249	93	77	1,133	151	162	165	93,504	14,619	4,228	1,966	12,925	9,267	3,050	19,239	16,820	1,128	179376
East of England	376	142	52	176	219	473	54	0	113	15,644	131,893	17,886	807	3,472	18,939	3,133	7,741	4,292	891	206305
London	25	0	84	18	14	141	7	49	0	2,225	10,423	54,712	125	801	15,908	1,318	2,170	681	226	88928
North East	68	7	77	0	0	93	0	0	39	2,161	659	207	56,940	5,359	434	283	1,800	7,006	3,273	78406
North West	5974	101	170	128	216	784	192	268	155	7,095	3,971	1,247	6,022	147,565	3,569	2,772	11,811	12,289	5,840	210169
South East	269	258	764	89	147	1,050	54	98	121	7,476	13,023	16,921	622	2,423	137,172	11,500	6,532	2,659	578	201755
South West	392	363	1,084	240	929	1,346	109	642	530	2,422	3,168	1,596	216	2,410	10,848	120,756	6,553	1,100	393	155096
West Midlands	1673	491	617	166	425	1,620	804	484	262	16,086	6,439	3,324	1,398	11,766	8,817	6,797	104,100	5,723	958	171950
Yorkshire & The Humber	689	116	166	33	29	494	160	137	79	19,205	4,500	1,533	7,821	14,980	2,979	2,149	6,517	129,722	3,302	194611
Scotland	68	0	36	8	5	90	0	0	17	914	569	310	2,246	4,515	568	146	695	1,918	151,691	163797
TOTAL	22,346	9,329	10,363	6,168	7,405	14,744	4,307	14,027	5,188	168,207	190,588	102,756	78,390	214,425	210,956	157,657	174,744	184,122	168,747	

Fig 2.2 – Freight lifted to/from North Wales ('000 tonnes lifted on GB registered vehicles in 2005)

2.2.3 Rail Freight

In comparison with South Wales, North Wales has the equivalent of only 10% of regular freight services which is significantly less and carries less than 1 million tonnes of freight on the North Wales Coast line. While the quantity carried and frequency of carriage is low, the range of goods carried is varied and includes aluminium products, steel, nuclear waste, aggregates, coal and timber.

A separate significant flow of steel traffic through the Marches carries over one million tonnes per annum between Newport and North Wales.

Transporting timber by rail is an important issue for Taith which is taken to the Kronospan factory at Chirk but the return journey is often empty with no plans to transport the finished product by rail. A similar pattern also happens at the cement works at Penyfford where coal is brought in by rail but the cement leaves by road. Reducing this type of empty running is not always possible with many wagons designed to carry specialist loads. Shotton paper which was responsible for a large number of movements now only uses recycled paper which it currently transports by road, UPM the parent company who own the mill state in their environmental statement that: impacts can be reduced through sensible routing and by favouring rail and ship transportation and low-emission fuels. This is an area which Taith should follow up in implementing rail proposals for the RTP.

The option development work carried out as part of the North Wales Rail Strategy Study undertaken in 2008/09, resulted in a list of 13 possible rail freight proposals. The 13 schemes were put through an evaluation framework based on WelTAG which resulted in 7 schemes showing potential for further development. The 7 schemes are shown below but additional information is contained within Annexe 5 (North Wales Rail Strategy).

Introduction of a 'Landbridge' rail freight service between Mainland Europe and Ireland through a freight terminal in Holyhead. This would see the introduction of an intermodal rail freight train service operating between the South and/or East Coast ports to Holyhead using swap bodies which would be transferred to ferry services at Holyhead. Such services could also operate directly from Holyhead to Mainland Europe via the Channel Tunnel.

The provision of a load consolidation centre at shotton. There is an unused road-rail terminal on Deeside which could potentially be developed to the benefit of local industry. Companies in the surrounding area such as Toyota, Corus and other large manufacturers may be receptive to the development of such a terminal.

Redevelopment of the Rail Terminal at Mostyn. Whilst the freight sidings at the port of Mostyn were taken out of use in 2008, there is potential for the port to be used to unload aggregate from rail to sea for transferring offshore as base material for the many wind farm developments planned along the North Wales coast and Morecame Bay. There may be an opportunity to link this proposal with the Blaenau Ffestiniog slate waste proposal.

The provision of a freight terminal at Blaenau Ffestiniog. The Conwy Valley line is a potential conduit for removing slate waste from Blaenau Ffestiniog to potential distribution points in the UK. Previous economic impact studies have shown this proposal would not affect the local economy in Conwy where different materials could be also taken along this line. The line has been subject to flooding in the past but following each flood Network Rail have implemented renewals on the affected area.

Reactivation of the mothballed freight terminal at Llandudno Junction. This could be a suitable location for handling intermodal boxes for supermarkets across North Wales, taking advantage of the strategic location of Llandudno Junction in North Wales and the close proximity of the A55 to the site.

Transfer of Domestic Waste by rail to a central processing facility. This option would need development in conjunction with the waste management departments of the Taith local

authorities, and could have significant environmental benefits including contributing to each authority's commitment to finding alternatives to disposal of domestic waste by landfill.

Comprehensive supply of information about the possibilities for operating rail freight services, aimed at potential users who may not be aware of the availability of terminals, services, and of the grants available for transferring freight from road to rail.

There is already significant infrastructure along the North Wales Coast mainline much of which is underused. The map below fig 2.3 shows where this infrastructure is (in black) but also the restrictions along the line mainly consisting of bridges and tunnels (shown in red). The loading gauge on the line from the Network Rail Sectional Appendix for the North West is W6A Ex. (W7). The Sectional Appendix states that the axle loading on the line is cleared to RA8 with RA9 and RA10 available subject to restrictions. Other solutions will need to be considered along with improvements in gauge, for example there are new low-liner wagons being built which could carry larger containers than the 8'6" boxes which the North Wales mainline is restricted to. The vast majority of containers used in the shipping market are 9'6" which requires a gauge of W12. Explanations of the different loading gauges and axle loading are shown below

Loading Gauge

The physical dimensions of a railway vehicle and its load are governed by a series of height and width profiles, known as loading gauges. These are applied to a given route, to ensure that a railway vehicle will not collide with a lineside or overline structure, such as station platforms, canopies, overhead power supplies (catenary) overbridges or tunnels.

The table below provides some examples of maximum unit height with a given rail wagon and loading gauge.

Unit Type	Container		Swap Body					
	8'		2500mm		2550mm		2600mm	
Wagon Type	IFA	IKA	IFA	IKA	IFA	IKA	IFA	IKA
Maximum Unit Height	Feet, inches		mm					
W6	8'	8'6"	2448	2565	2421	2535	2393	N/A
W7	8'	8'6"	2448	2568	2448	2565	N/A	N/A
W8	8'6"	9'	2665	2795	2665	2705	N/A	N/A
W9	9'	9'6"	2775	2895	2775	2875	2755	N/A
W12	9'6"	9'6"	3075	3075	2955	3075	2905	3025

Notes:

IFA = 'Multifret' wagon, deck height 945mm above rail level

IKA = 'Megafret' wagon, deck height 825mm above rail level

N/A = cannot be carried

Other wagon types are available with lower deck heights, but may be unable to carry certain units

* ISO standard heights / widths shown, taller heights may be possible for non-standard containers

Maximum heights assume flat-top swap body, heights may differ for 'tent-topped' swap bodies

Axle Loads

The tracks and structures over which freight trains pass are designed, built and maintained to different standards, according to the speed, weight and volume of trains likely to be in use. Axle load restrictions are currently expressed by a Route Availability (RA) number, with the key groupings being:

- RA 1-6 up to 20.3 tonnes per axle;
- RA 7-9 up to 24.1 tonnes per axle;
- RA 10 up to 25.4 tonnes per axle.

On the continent, axle loads tend to be around 22.5 tonnes. An international freight train must be loaded to comply with the lowest axle load restriction along its route

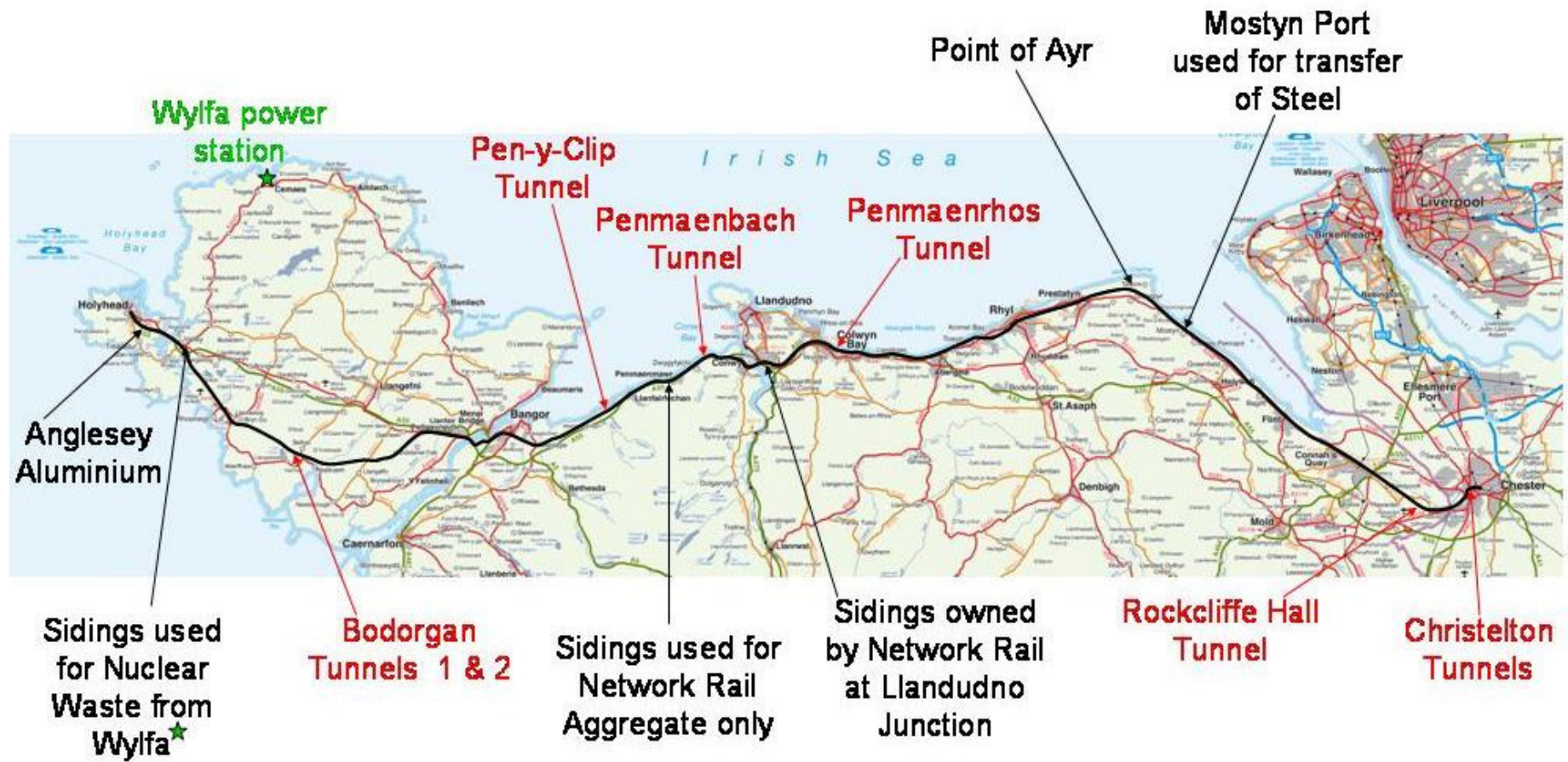


Fig 2.4 Infrastructure (black) and Restrictions (red) along the North Wales main line

2.2.4 Ports & Shipping

Holyhead is considered to be one of three major Welsh ports with the other important North Wales commercial ports considered to be Mostyn and Penrhyn. Below is a table that illustrates the number of ships arriving at Holyhead and Mostyn compared to the total number of ships arriving in Wales. Train ferries have been discussed in the past but have been considered unfeasible due to a rarity of similar solutions elsewhere and different track gauges in Wales and Ireland.

Year	Wales Total Arrivals	Holyhead	% of total Welsh Arrivals	Mostyn	% of total Welsh Arrivals
1991	8686	1920	22.10%	.	N/A
1992	9981	2032	20.36%	196	1.96%
1993	9746	1997	20.49%	148	1.52%
1994	10833	3014	27.82%	130	1.20%
1995	11012	3224	29.28%	94	0.85%
1996	11496	3512	30.55%	71	0.62%
1997	10861	2793	25.72%	190	1.75%
1998	10294	2765	26.86%	171	1.66%
1999	9921	2653	26.74%	138	1.39%
2000	11085	3393	30.61%	157	1.42%
2001	10477	3366	32.13%	180	1.72%
2002	10379	3291	31.71%	708	6.82%
2003	11027	3419	31.01%	697	6.32%
2004	10252	3212	31.33%	284	2.77%
2005	9890	3194	32.30%	97	0.98%
2006	8859	2773	31.30%	95	1.07%

Fig 2.4 Ship arrivals by North Wales Ports

Stena, who own and operate the Port of Holyhead transports the fuel used by its ferry division Stena Line who operate services to Dublin and Dun Loaghaire, by coastal shipping. Transporting other commodities by coastal shipping should be investigated by Taith.

There is also a jetty at Raynes Quarry near Colwyn Bay which ships stone predominantly to the South of England approximately twice a week. The quarry has planning permission until 2028 which is estimated to be when the resource will become depleted. Stone is also transported by road to local markets.

2.2.5 Air Freight

Considered to be the most important air freight flow in Wales is to the Airbus wing factory in Broughton concerned with transporting wing parts for all Airbus models. Airbus owns a private airfield in Broughton and operations are integrated into the overall production process using bespoke aircrafts so there is little influence WAG or local authorities could have on this process.

2.2.6 Pipelines

There is a pipeline delivering gas from offshore into a gas terminal. There are also short sections of gas transmission pipeline feeding a local power station and a few factories. There are no ethylene pipelines in the area, and there is little in the way of major fuel pipelines. (Source: North Wales Community Risk Register 4th Edition May 2006 - North Wales Local Resilience Forum)

As well as pipelines the Taith Freight strategy also considers that there is potential for conveyor belts to be used as means of transporting some materials, particularly slate waste from Blaenau Ffestiniog and also over the A55 onto ships in Colwyn Bay.

3 Guiding Principles

Freight guiding principles have been developed following consideration of the current situation in North Wales and the publication of the consultation version of the Wales Freight Strategy.

1. Stakeholder Partnerships

Involvement of all stakeholders in the development and implementation of specific freight proposals in the North Wales region.

2. Maximising Efficiency of the Freight Network

Taking account of the total capacity of the system and land use policy, an integrated and multimodal solution will deliver a more efficient freight network for North Wales.

3. Raising the profile of alternative modes

Promote and create the delivery of potential non-wholly road based solutions.

4. Monitoring and understanding

Improve monitoring including trends of all freight flows in and across North Wales.

5. Maximising Economic Benefits of Freight

Recognise the potential for further community benefits within a network which caters for strategic and local demand.

6. Minimising Environmental Impact of Freight

Raise the awareness of environmental damage generated by inefficient freight movement including the use of new technologies and alternative modes.

7. Resilience

Ensure adequate supply of goods to all communities of North Wales.

3.1 “WeITAG 0” of the Guiding Principles

Guiding Principle	Taith RTP Priorities “WeITAG 0” Normalised Score (out of 100)	Implementability “WeITAG 0” Normalised Score (out of 100)	Total Normalised Score (out of 200)
1. Stakeholder Partnerships	92	59	151
2. Maximising the Efficiency of the Freight Network	38	65	102
3. Raising the Profile of Alternative Modes	63	48	110
4. Monitoring & Understanding	63	57	120
5. Maximising Economic Benefits of Freight	54	43	97

6. Minimising Environmental Impact of Freight	58	46	105
7. Resilience	46	41	87

4 Actions & Partnerships

The WFS outlines steps towards delivery for each mode and draws up an action plan. Taith has adopted parts of this action plan and Taith's interpretation can be found below:

4.1 WFS Steps towards delivery

WFS "Steps towards delivery"	North Wales Context	Action By
<i>Strategic Issues</i>		
Take an integrated multi-modal approach to regional freight transport planning that achieves a sustainable balance between environmental and economic operational objectives	Taith and Local Authorities should follow these principles for freight transport planning.	Taith
Review the current system of freight grants	Input into Wales Freight Group with consideration taken into other outside factors such as road user charging.	WAG
Review land-use policy to take into account opportunities for promoting and protecting environmentally sustainable freight facilities	<ul style="list-style-type: none"> WAG/Taith to review policy through discussions at the Wales Freight Group LDPs to identify key sites for freight facilities 	WAG / Taith Local Authorities
Develop inter-modal freight interchanges in Wales; road/rail and road/rail/sea	Identify possible sites which should be included in the individual local authority LDPs	Taith / Local Authorities
Create a balance between freight and passenger transport on rail to ensure freight is accorded appropriate priority	Cross representation on the Taith Freight Group and Taith Personal Transport Group to ensure consistency. Following submission of the RTP the Freight Forum should continue to meet on a regular basis.	Network Rail / Taith
Work with others to develop integrated freight policies for ports and airports	Consult with port operators on their port policies and also consult with Airbus and the RAF concerning their freight policies.	Taith
Develop a greater understanding of the patterns of movement of goods and role of freight in Wales	Taith Freight Group to map movements and commission any further work that is necessary. Further work should include a greater understanding of rail freight economics.	Elan PTC / Taith
Identify suitable data sources to be monitored and subsequent collation of statistics	Taith Freight Group to feed into monitoring strategy of the NWRTP	Taith
Understand the current and likely future role of distribution centres and freight transport in Wales, including those in England that serve Wales	Taith Freight Group to put forward suggested sites for distribution centres if they are found to be a suitable solution in the NWRTP. Suitable sites should be included in the LDPs.	Taith / Local Authorities

Consider the potential future impacts of charging on the road network	Taith representation on Wales Freight group to input North Wales perspective on this subject including congestion charging.	WAG
Encourage more sourcing and consumption of locally sourced produce	Taith to influence Spatial Plans / DET to encourage local sourcing	WAG
Develop and promote 'Freight Direct' information service for Wales	To feed into the Wales 'Freight Direct' information service promoted by WAG	Taith
Encourage appropriate stakeholder partnerships: such as the Wales Freight Group and Freight Quality Partnerships (FQPs) at a variety of different levels	Build on the Success of the Taith Freight Group formed for the development of the RTP to become the North Wales Freight Forum.	Taith
Consider the scale of ideas and solutions: comparatively small-scale rural projects could provide locally very significant benefits to a rural economy and communities	There is a need to provide solutions for all communities in North Wales	Taith
Implement the Sector Skills Agreement for Skills for Logistics	Support WAG's sector skills initiative	WAG
Consider how freight transport and networks are affecting and will be affected by climate change	Support WAG climate change initiatives.	WAG
<i>Road Freight</i>		
Improve the efficiency of road freight (such as reduced empty running)	Taith should promote good practice techniques through the freight group. Possible return loads could also be promoted through the Freight Direct service.	Operators
Use Telematics to improve efficiency	Taith should promote good practice techniques through the freight group	Operators / Taith
Reduce the environmental impact of road freight vehicles, in particular the effects of emissions (including greenhouse gases) and pollutants	Taith should promote good practice techniques through the freight group	Operators / Taith / HGV Manufacturers
Identify a strategic lorry route network for Wales and key links across borders	NWRTP will identify strategic routes in North Wales through the networks group with lorry routes identified through the Freight Forum.	Taith
Develop localised lorry route maps	Taith Freight Forum to consider the development of localised lorry route maps where a need becomes apparent.	Taith
Maintain a consistent network (particularly in rural areas)	Consider within local authority asset management plans.	Local Authorities
Provide parking for road freight transport (locations, facilities required and pricing)	Taith to highlight possible locations	Taith / Local Authorities / Developers / NWTRA
Consider specific parking for drivers' rest area	Taith to highlight possible locations	Taith / Local Authorities / Developers / NWTRA
Identify pilot freight consolidation centre and understand role of distribution centres in (and serving) Wales	Identify if there is a need for such a centre in North Wales.	Taith

<i>Rail Freight</i>		
Work with Network Rail/DfT to ensure that the needs of the freight industry in Wales are taken into account in making decisions about rail infrastructure and train path allocation	Partnership work through the Taith and Wales Freight groups to ensure consideration on these issues.	Taith
Increase the carrying capacity of the railway as cost effectively as possible, focussing on the passenger and freight links which make the biggest contribution	Investigation into circumstances when the potential contribution of freight is more cost effective than passenger links.	Taith
Develop the Welsh Assembly Government's role in rail infrastructure use and development and consider how Network Rail can best respond to the rail freight needs of Wales	Taith to actively feed into the NTP through the Wales Freight Group.	WAG / Taith
Review the way that grants and subsidy schemes are implemented in Wales	Taith to input into discussions through the Wales Freight Group	WAG
Identify potential options for rail-road facilities	Taith to highlight potential sites (see Appendix 5 – Rail Strategy Document), which should be included in LDPs.	Taith / Local Authorities
Ensure the land-use policies seek opportunities for promoting rail freight facilities are protected, particularly relating to protection of potential road-rail interchanges	NTP / LDPs / NWRTP / SEA to highlight sites for consideration of protection. Current sites for further investigation include Point of Ayr, Blaenau Ffestiniog to Trawsfynydd and Gaerwen to Amlwch.	WAG / Taith / Local Authorities
Carry out scenario planning of rail proposals, identifying potential environmental benefits	Scenario planning will be carried out for significant potential freight developments.	Taith
<i>Ports & Shipping</i>		
Promote use of inland waterways and coastal shipping wherever practicable	Taith to promote alternative modes.	Taith
Promote Welsh ports and shipping overseas and assess the potential through associated international freight market intelligence	Promote North Wales ports within the Wales Freight Group	WAG / Shipping Agencies / Port Operators
Promote added value activities at ports, identifying environmental benefits	Partnership working through the Taith Freight Group to promote activities.	Ports / Taith
Identify port locations where new facilities could be developed, including in particular potential multi-modal and port-based inter-modal sites	Taith to investigate feasibility of Holyhead and Mostyn as multi-modal sites. (see Appendix 5 – Rail Strategy Document).	Taith
Consider port-related rail freight path availability	Path availability is not seen as a big issue but gauge clearance requires further investigation.	Network Rail / Taith
Review routes to ports for road freight, including signage, limitations and standards	Taith to co-ordinate actions through the Taith Freight Forum.	NWTRA / Taith
Continue to monitor and support improvements to skills in port and logistics	Support WAG's sector skills initiative	Operators / Ports / WAG

Review the way that grants and subsidy schemes are implemented in Wales	Input into discussion through Wales Freight Group	WAG
Work with the DfT to develop an active policy in the future of ports, in order to help ensure that future development takes place in a sustainable way	Input into discussion through Wales Freight Group	WAG
<i>Air Freight</i>		
Support the role and sustainable growth of air freight, to assist inward investment	Input into discussion through Wales Freight Group	WAG
Consider air freight in the context of need; seek alternatives where speed is not paramount	To consult with Airbus and the RAF on current air freight arrangements	Taith
Consider airport surface access for air freight, including access to airports outside Wales	Taith and Local Authorities consider implications of surface access policies.	Taith
Review the air freight market for Wales; identify the freight to/from Wales that uses air freight services at airports outside Wales	Taith Freight Group to review and support air freight operators in the area	Taith Freight Group
Review the level of aviation infrastructure in West and North Wales (to support air freight)	Taith Freight Group to review and support air freight operators in the area	Taith Freight Group
Consider air services to/from Wales which could begin to address identified air freight deficiencies by linking to hubs	Taith Freight Group to review and support air freight operators in the area	Taith Freight Group
Consider the potential for multi-modal import/export facilities using air with other modes	Taith Freight Group to review and support air freight operators in the area	Taith Freight Group
<i>Pipelines</i>		
Promote the potential role of pipelines among possible users	Taith to promote the increased use of pipelines by additional users in the area.	WAG / Taith
Support expansion of the pipeline network where appropriate	Taith supports expansion of the pipeline network where it is an appropriate solution.	WAG / Taith / NWRDA

4.2 RTP further steps towards delivery

The list of steps towards delivery in the WFS are very comprehensive on an all Wales level but Taith feels that there are further steps that need to be taken on a regional level. These steps are outlined below:

RTP steps towards delivery	Action by
<i>Emergency planning</i>	
Liaise with NWTRA and other Highway authorities to ensure that measures are in place such that continuity of supply is available to all individuals in North Wales.	Taith
<i>Rural Issues</i>	
Identify rural areas and villages where inappropriate vehicles are an issue to the residents and businesses in that area.	Taith
Consult with public transport operators, logistics operators and other local delivery services to identify possible consolidation of services. Rural hubs should be considered as an option to concentrate freight and public transport services.	Taith
<i>Planning considerations</i>	
Identify where land near ports should be protected for any potential future multi-modal freight developments. This land should then be identified with the local authorities LDP.	Taith / Local Authorities

4.3 Partnerships

In the process of developing the freight strategy for the RTP Taith established the Taith Freight Group for North Wales which included representatives from the FTA, RHA, RFG and Network Rail along with local authority representation from planning, economic development and transportation. This group could become the driving force for creating a freight quality partnership (FQP). The natural progression for this group would be to evolve into a Taith Freight Forum which would encourage additional representation from local commercial organisations, environmental groups and local councillors (where there is a perceived problem). This ongoing activity will require ongoing local authority involvement from all authorities.

Taith will need to look at various funding streams including Freight Facilities Grant, Interreg, Convergence, and TEN-T as elements of a holistic funding packages for the Freight element of the RTP.