

## Rail Council Meeting Thursday 14 September 14.00 – 16.00

T: 01892 526171  
F: 01892 534989  
www.logistics.org.uk



Hermes House  
St John's Road  
Tunbridge Wells  
Kent TN4 9UZ

### Note of Meeting

- 1. Welcome and Housekeeping (see annex for conduct of meetings)**  
The Chair welcomed members and reminded all of Logistics UK's conduct of meetings.
- 2. Introductions**  
All members and staff introduced themselves.
- 3. Updates since last meeting and on Logistics UK's wider activities**  
Ellis Shelton, Policy Advisor updated members on recent policy and public affairs activities. Topics included:
  - a. The Launch of Logistics UK's Logistics Report
    - i. Logistics UK published their Logistics Report in June. To read an executive summary of the report, please follow the link:  
<https://logistics.org.uk/campaigns/logistics-summary-report-2023>
  - b. Publication of Logistics UK's Skills Review
    - i. Logistics UK published their Skills Review in August. The review observes the latest challenges and opportunities and addresses the skills shortages across the logistics industry. Drawing on data, case studies and analysis from our policy experts, this review includes key insights on the logistics sector in profile, as well as on future innovations.
  - c. The Launch of Logistics UK's Productivity Report
    - i. Logistics UK launched their Productivity Report in September. The report notes that if the UK were to become a global leader in logistics, the associated boost to productivity could add up to £7.9bn to UK GDP by 2030. Logistics is a sector creating opportunities across the UK and linking the UK to the global trade network. As such, Logistics UK is calling for a stronger partnership with Government to help solve the UK's productivity puzzle.
  - d. Attendance at DfT's Rail Freight MSLs Roundtable
    - i. DfT launched a public consultation on MSLs for passenger rail on 20 February 2023 – they aim to publish a response later this year and are currently drafting the regulations which will be laid later this year. Key decisions are required on the extent of a rail MSL, including which routes would be covered and what percentages of the timetable would

operate on a strike day. The Strikes Act was passed on 20 July 2023. The Act sets out that the work notice must state who will be required to work on a strike day and what work they must do to ensure MSLs are met.

#### **4. Guest Speaker from National Highways**

Simon Emery, Senior Economic Development Manager, National Highways, presented to the Council, discussing the role that our strategic road network plays within the wider transport system. National Highways manage and improve over 3,400 miles of motorways and major roads in England, known as the Strategic Road Network (SRN).

Simon introduced the 'Planning Together' strategic planning group held between National Highways and Network Rail, to the Council. The overarching purpose of the group is to help identify common approaches relevant to Government policies on transport integration, including sustainability, planning regeneration and development.

Alongside this, Simon familiarised the Council with the 'Joint Strategic Corridor' study. The study investigates current freight trends over both rail and road through assessing current and projected freight movements. As well, it identifies constraints to rail freight growth, including current diversion routes and provides a mode share assessment for freight in the corridor relevant to rail and road. Simon noted that the study concludes that there are HGV trips between Solent and regions across the UK that suggest by volume/ distance travelled/ commodity type could be delivered by rail.

The Council fed back that there must be clarity around commodity movements and that the potential to move from one mode to the other – principally road to rail – be stressed. The Council also noted that there be a clear understanding as to the congestion, safety, carbon and economic benefits of mode transfer, based on real movements and realistic potential new movements. Feeding into this is also raising the awareness of the need for investment in the rail network, and the actual benefits this can bring.

#### **5. Update from Great British Railways Transition Team (GBRTT)**

Zoe McLernon, Policy and Advocacy Lead at GBRTT, updated the Council on Reform – the Plan for Rail, how freight will be different in GBR, the Growth Target and GBR's Advocacy Plans. The slides have been sent out separately to members of the Council.

#### **6. Logistics UK's Policy Work**

Upon providing sign-off of the Policy Position Statement, the Council agreed that relevant policy makers needed to be invited to the Council, to engage them in a conversation on Logistics UK's key policy proposals.

Ellis Shelton, Policy Advisor, presented Logistics UK's key policy asks to support innovative and integrated infrastructure, from the 'Logistics an Essential System for Growth' report. Of these policy asks; members of the Council agreed it was key that a 30-year infrastructure plan to deliver a national logistics network be developed. Logistics UK will continue to work with the appropriate personnel to ensure the implementation of this plan.

Jonathan Walker, Head of Cities and Infrastructure, confirmed Logistics UK will be submitting a comprehensive response to the 'Freight and Logistics and the Planning System' call for evidence. This call for evidence is on the interaction between freight and logistics and the planning system in England. If members wish to provide further feedback, please contact Jonathan Walker (jwalker@logistics.org.uk).

## **7. Future Council Meetings**

Members of the Rail Council agreed that it should revert back to meeting three times a year. As well, alongside timely and topical agenda items, the Council will set, assess and scrutinise a set of objectives throughout the working year. These processes will be implemented from 2024 onward. Both the Secretary and Chair of the Rail Council will present these objectives at the first Council of 2024.

Members of the Rail Council agreed that a 'Multi Modal Council' involving Rail, Aviation, Maritime and Road members, is beneficial and a positive initiative. The proposed Council would shape, inform and help direct Logistics UK's related policy positions in responding to, and influencing, measures proposed taken by local, devolved and UK Government.

## **8. AOB**

The Council agreed that the overall aim of this group should be to increase the use of rail freight to improve the UK's logistics efficiency and connectivity, and therefore grow the UK economy by boosting its productivity.

### **Attendees**

Ellis Shelton	Logistics UK
Kate Jennings	Logistics UK
Jonathan Walker	Logistics UK
Simon Emery	National Highways
Guy Bates	Network Rail
Zoe McLernon	GBRTT
Geraint Evans	UKMPG
Neil Sime	Victa Railfreight Ltd
Matthew Wright	Freightliner
Nik Watson	CEMEX
Mark Hooper	DP World
Lisa Robertson	Chemical Business Association
James Tierney	Maritime Transport Ltd
Robert McIlveen	Mineral Products Association
Nick Smith	CEMEX
Marc Hurn	VTG Rail UK
Phil Aust	Day Group Limited
Geoff Lippitt	PD Ports

## GUIDANCE FOR CONDUCT OF LOGISTICS UK MEETINGS INVOLVING MEMBERS

Logistics UK provides a broad range of valuable services for members and represents them on a range of issues. It is vital however that Logistics UK staff and members remember that certain meetings are composed of a group of competitors and therefore special care is required to ensure that there can never be any suggestion of any form of anti-competitive behaviour – business practices which prevent or reduce competition in the market. In order to protect Logistics UK and its members, there are therefore matters that should not be discussed and certain precautions that should be taken.

In particular, members must not discuss competitively sensitive information. **Competitively sensitive information covers any non-public strategic information about a business's commercial policy that could lead to a competitive advantage.** Competitively sensitive material includes (but is not limited to): individual company costs; individual company prices; sales volumes, revenues, volumes, capacity, utilisation, stock levels or supplies; confidential plans about the future; and, matters relating to individual suppliers or customers.

These following guidelines must be kept in mind when attending meetings involving members:

1. The Logistics UK and its members are committed to adhering to applicable competition laws in all their activities. It is the responsibility of each participating member of each meeting, to ensure that its activity in connection with the Logistics UK meeting complies with applicable competition laws.
2. A named member of Logistics UK staff shall be designated as the **Secretary** of a meeting and be responsible for adherence to these guidelines.
3. A written **Agenda** of meetings will be circulated in advance and be held on file by the Secretary.
4. Detailed and accurate **Minutes** will be circulated to all attendees, after the meeting and held on file by the Secretary. Those minutes will include an accurate list of all members present at the meeting.
5. Membership of Logistics UK, its Councils and Working Groups will be open to representatives of **all relevant organisations** active in the UK, as defined in the Articles of Association and By-Laws.
6. A complete **list of members' names and affiliations** of each Council and Working Group will be held on file by the Secretary, such information being extracted from the Logistics UK membership database.
7. Members will be **formally reminded**, by the **Secretary**, at the **start of every meeting** that they must not discuss competitively sensitive information.
8. There will be **no discussion of competitively sensitive information** (that is not publicly available) either in the formal meeting or otherwise outside of the meeting during breaks.
9. There will be **no coordination of commercially sensitive activity** through the Logistics UK meeting.
10. Should meetings depart from this guidance or if an exchange of competitively sensitive information appears to be taking place or be about to take place, the Secretary or the individual attendee noticing the breach, shall be responsible for notifying the Secretary. The Secretary should draw members' attention to this guidance and prevent further exchanges occurring. This shall be accurately minuted.
11. Any member of a meeting who believes that a meeting is departing from these guidelines should follow the steps in 10 above and be **entitled to leave** the meeting and have their comments and the time of departure minuted.
12. Where any activity of the Logistics UK may involve the passing of commercially / competitively sensitive information that is not publicly available, then such activity may only be carried out after **specific legal advice** has been taken to ensure that the activity is consistent with applicable competition laws.

Logistics UK September 2022

Contact: Kate Jennings – [kmjennings@logistics.org.uk](mailto:kmjennings@logistics.org.uk)