

**NORTH WEST REGION**

**MERSEYSIDE & WARRINGTON GROUP**

**Transport movement in connection with building HS2**

**A**round 20 people gathered at AECOM's Liverpool office to hear a fascinating talk by Neil Cox CMILT, Transport Manager – Compliance & Environmental, HS2 Ltd, about the preparations and planning behind the transport needed for the construction of the new railway.

HS2 Ltd has been granted the powers by parliament to begin the construction of Phase One, the high-speed railway line between Birmingham and London, which is due to be open in 2026 and will be followed by Phase 2a to Crewe and then Phase 2b to East Midlands and northern cities by 2033. The Y-shape route is due to connect eight out of the 10 largest cities in England.

Neil Cox presented some statistics to put the scale of the project into perspective. For Phase one:

- The 216km route will require, steel, aggregate, rail and fencing
- The 49km of bored tunnel is more than that of Crossrail.
- 74km of cuttings will generate 128 million tonnes of excavated material (Crossrail had 7 million tonnes), 90% of which is for reuse
- Over 300 construction compounds are planned
- 717 demolitions
- HS2 is likely to generate 25,000 jobs to build the new line, 70% of which will be outside London

Unlike many recent rail projects, about 90% of HS2 is on rural routes. This brings with it fresh challenges in terms of managing rural road risk factors, so the company will not reward hauliers that try to give bonuses for achieving more loads in a day as this could encourage fast and inconsiderate driving. They are planning to train drivers on safe urban and rural driving and also fuel efficiency.

HS2 will be looking at a Considerate Construction Scheme, and is reviewing the FTA's Truck Excellence scheme and Fleet Operator Recognition Scheme. It is also expecting to use vehicle management systems and adopt traffic routing plans agreed through its environmental statement, which will be enforced by using mobile and static ANPR cameras. Some sites will operate 24 hours a day, and some will operate between 08.00 hrs and 17.00 hrs. Environmental management requirements have been developed and it is expected that by 2020 all lorries connected to HS2 will be EURO VI. The meeting finished with an interesting Q&A session across a wide variety of topics.

**Geoff Clarke FCILT**  
Merseyside & Warrington Group



Forth Ports, on the Port of Leith, is Scotland's largest deep-water impounded port

**SCOTLAND**

**Port of Leith**

**T**he Region heard a presentation by Kenny Williamson, Operations Manager for Leith, Rosyth and Burntisland, Forth Ports.

Forth Ports, on the Port of Leith, is Scotland's largest deep-water impounded port. Occupying 370 acres, it can take ships of up to 50,000t or 210m in length, and comprises not just water but also dockside equipment, roadways, dry docks warehouses, storage land and offices. Commissioned in 1968, the lock entrance has three gates 259m long and 31m wide, and while older docks such as the Albert and Edinburgh are 6m or 7m deep, the relatively new Imperial Dock is 9.15m deep and has 1,395m of usable quayside berths that can accommodate large cargo-carrying vessels, as well as smaller coastal ships in one of its 26 berths.

Until the late 20th Century, the Port played host to shipbuilding and ship repair. The Henry Robb yard (where the Ocean Terminal shopping and leisure complex now stands) was active until 1983, with ships sent to the Alexandra Dock for fitting out. Cruise-liners now dock at right-angles to the Royal Yacht *Britannia*, and when HMS *Ark Royal* was leaving from there in 1992 it knocked down two large lighting towers. The lock entrance is never left open to the sea as this would result in the locked port becoming tidal and emptying of water very rapidly as the tide turned. Rubbish entering the port from the Water of Leith must be carefully managed to avoid damage to vessels there

pump and drive systems. The Tally Toor built in 1809 is one of Scotland's three martello towers to which people used to swim, but now it lies on reclaimed land in a secure area.

Sector specialisms are agriculture, cargo, defence, oil and gas, construction, automotive and cruises. Leith used to have its own 120t heavy-lift crane for items such as locomotives, but now specialist equipment is hired in for cargoes of a similar weight, such as electrical transformers. It has one of the largest civilian dry-dock facilities in Scotland, and could not serve as a global gateway were it not for the impounded deep water. With proper procedure and planning a ship can be left unmanned at Leith. Two railheads that formerly handled power station coal remain available for traffics such as pipes, for which the Port has a coating plant. The skills that it develops have updated from the days of riggers to mechanical engineers, with apprenticeships and a graduate programme. Handling oil and gas pipes requires particular expertise, and large wind turbine jackets have been assembled within the Forth estuary and stored on-site within Leith for onward shipment to the Beatrice Wind Farm.

Leith is Scotland's Capital Port, a long-time supporter of the proposed Edinburgh Tram extension, and offers extensive road and rail connections to Glasgow, Aberdeen, Dundee and Newcastle.

**John Yellowlees FCILT**  
Committee Member, Scotland