

## Nations, Regions & Groups

### NORTH WEST

#### MERSEYSIDE AND WARRINGTON GROUP

The Group, with the Maritime and Mechanical Engineering department, Liverpool John Moores University, hosted an event with Stephen Weaver, Head of Corporate Development, P&O Ferries, Liverpool Humber Optimisation of Freight Transport (LHOFT). A consortium was set up, involving amongst others Kraft-Heinz, Nestlé, GB Railfreight and University of Hull, to conduct a three-year study, funded by Innovate UK. The project would deliver a number assessments: traffic flows on the M62 corridor; road, rail and sea infrastructure; and current flows as baseline, comparing cost against emissions, plus development of a collaborative platform.

Currently 60% of UK trade originates from the Midlands and the north of England, and most is shipped through southern ports, such as Dover. This involves lorries covering many road miles, and consequently a large carbon footprint.

The project was driven by the need to identify the demands for transport, and factors that affect the decisions. The objective of the project is to transfer 10% of the traffic from southern ports to northern ferry ports. This would be achieved by developing a digital platform to visualise the current routings and constraints, identifying the current barriers to multimodal connectivity, and develop a collaborative platform to optimise pan-modal transportation.

The English east coast ports are divided into three groups: south, centre and north.



^ The port of Liverpool is one of the largest, busiest and most diverse docks in the UK

Ro-ro capacity supporting North Sea Freight movements is focused on the Channel ports, offering 60% of total capacity, with 21% on the central routes and 19% in the north. The first stage was to identify the factors that mitigate against using northern ports, mainly Hull. There is only one sailing a day from Hull, overnight to Rotterdam. With poor rail links, the majority of freight arrives by road. If there are problems on the M62, and the ferry is missed, there is a 24-hour wait for the next one, whereas at Dover the next ferry is at most a couple of hours later, or a few minutes if using Eurotunnel freight services. The ultimate destination is another factor – for example, travelling to Switzerland or Italy is easier from Calais or Zeebrugge than from Rotterdam.

Traffic flows were analysed, comparing north-south movements with east-west

ones, detailing average speeds and vehicle occupancy. Rail infrastructure contains various constraints from loading gauge restrictions, meaning that container traffic cannot use the route, as well as the need to fit between passenger services. In comparison, all the major European ports have excellent rail connectivity.

Trying to balance the needs of manufacturers or suppliers, transport firms, ferry operators and customers is difficult. The long term aim is to develop software that can be readily, but securely, accessed in order to identify optimal routings from a cost, speed/resilience and carbon emission perspective, and establish an accessible platform to enable improved utilisation of road vehicles to match loads in both directions to reduce running empty lorries, particularly in view of the shortage of HGV drivers. The lively question and answer session after the presentation showed that there is a lot of interest in the project.

**Mike McDonnell CMILT**  
Chairman, Merseyside and Warrington Group.

#### FORTHCOMING EVENT

##### FROM PURCHASE TO RETURN AT MISSGUIDED

21st April 2020

Missguided/XPO Central Park Estate, Mosley Road, Trafford Park, Manchester M17 1PG

Hear presentations from Missguided, the University of Sheffield, Sheffield Hallam University and XPO, including a site tour of the Missguided Fulfillment and Returns Centre.

### SOUTH WEST REGION

We had a dynamic start for 2020 in the Region. Our first event for 2020 was hosted by Plymouth University Business School, CILT and CIPS. Professor John Manners-Bell, Chief Executive, Ti Insight, was invited to deliver a guest lecture on: *Supply chain risk management*. It was well attended by more than 100 delegates ranging from head of supply chains to undergraduate and postgraduate logistics students.

The event introduced by Dr Stavros Karamperidism Chair, Devon and Cornwall Group, CILT, and Programme Manager, MSc International Logistics and Shipping Programmes, welcoming all those attending.

Professor Manners-Bell discussed current issues relating to supply chain risk management. He illustrated the risks that supply chains had faced when clinical virus outbreaks had taken place – for example, swine flu. Based on that example, he elaborated how the current coronavirus might affect supply chains and the associated risks. He also demonstrated the concept of 'known of the unknown' and provided tips that could accelerate how the supply chain can become more agile under the current business and trade environments.

**Tony Walford FCILT**  
Regional Officer, South West Region.



^ More than 100 delegates attended the event

#### FORTHCOMING EVENT

##### AN EVENING WITH THE CHAIRMAN OF NETWORK RAIL - SIR PETER HENDY

25th March 2020

The Bath Royal Literary and Scientific Institute, Queen Square, Bath BA1 2HN

Join Sir Peter Hendy as he discusses the plans and challenges faced by Network Rail.