

# Scrutiny Inquiry Panel - Air Quality

Thursday, 22nd January, 2015  
at 4.30 pm

## **PLEASE NOTE TIME OF MEETING**

Conference Room 3 - Civic Centre

This meeting is open to the public

### **Members**

Councillor Hammond (Chair)  
Councillor Coombs  
Councillor Galton  
Councillor Lloyd  
Councillor McEwing (Vice-Chair)  
Councillor O'Neill  
Councillor Parnell

### **Contacts**

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## PUBLIC INFORMATION

### **Role of this Scrutiny Panel**

The Overview and Scrutiny Management Committee have instructed Scrutiny Panel to undertake an inquiry into Air Quality in Southampton

### **Southampton City Council's Priorities**

- Jobs for local people
- Prevention and early intervention
- Protecting vulnerable people
- Affordable housing
- Services for all
- City pride
- A sustainable Council

### **Public Representations**

At the discretion of the Chair, members of the public may address the meeting about any report on the agenda for the meeting in which they have a relevant interest.

**Smoking policy** – the Council operates a no-smoking policy in all civic buildings.

**Mobile Telephones:-** Please switch your mobile telephones to silent whilst in the meeting

**Use of Social Media:-** If, in the Chair's opinion, a person filming or recording a meeting or taking photographs is interrupting proceedings or causing a disturbance, under the Council's Standing Orders the person can be ordered to stop their activity, or to leave the meeting

**Fire Procedure** – in the event of a fire or other emergency a continuous alarm will sound and you will be advised by Council officers what action to take.

**Access** – access is available for the disabled. Please contact the Democratic Support Officer who will help to make any necessary arrangements.

### **Dates of Meetings: Municipal Year**

<b>2014</b>	<b>2015</b>
31 July	22 January
18 September	
23 October	
20 November	
18 December	

## CONDUCT OF MEETING

### TERMS OF REFERENCE FOR THE INQUIRY

#### **Purpose:**

To develop understanding of the issue of air quality in Southampton and to identify what additional steps can be taken, if necessary, to improve it.

#### **Objectives:**

- a. To increase understanding of air quality issues within Southampton
- b. To examine the causes and impacts of air pollution
- c. To understand the actions being taken to reduce air pollution in Southampton
- d. Learning from best practice, to identify ways of improving air quality in the City now and for future generations

### BUSINESS TO BE DISCUSSED

Only those items listed on the attached agenda may be considered at this meeting.

### RULES OF PROCEDURE

The meeting is governed by the Council Procedure Rules and the Overview and Scrutiny Procedure Rules as set out in Part 4 of the Constitution.

### QUORUM

The minimum number of appointed Members required to be in attendance to hold the meeting is 3.

## DISCLOSURE OF INTERESTS

Members are required to disclose, in accordance with the Members' Code of Conduct, **both** the existence **and** nature of any "Disclosable Pecuniary Interest" or "Other Interest" they may have in relation to matters for consideration on this Agenda.

### DISCLOSABLE PECUNIARY INTERESTS

A Member must regard himself or herself as having a Disclosable Pecuniary Interest in any matter that they or their spouse, partner, a person they are living with as husband or wife, or a person with whom they are living as if they were a civil partner in relation to:

- (i) Any employment, office, trade, profession or vocation carried on for profit or gain.
- (ii) Sponsorship:

Any payment or provision of any other financial benefit (other than from Southampton City Council) made or provided within the relevant period in respect of any expense incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

(iii) Any contract which is made between you / your spouse etc (or a body in which the you / your spouse etc has a beneficial interest) and Southampton City Council under which goods or services are to be provided or works are to be executed, and which has not been fully discharged.

(iv) Any beneficial interest in land which is within the area of Southampton.

(v) Any license (held alone or jointly with others) to occupy land in the area of Southampton for a month or longer.

(vi) Any tenancy where (to your knowledge) the landlord is Southampton City Council and the tenant is a body in which you / your spouse etc has a beneficial interests.

(vii) Any beneficial interest in securities of a body where that body (to your knowledge) has a place of business or land in the area of Southampton, and either:

- a) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body, or
- b) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you / your spouse etc has a beneficial interest that exceeds one hundredth of the total issued share capital of that class.

### **Other Interests**

A Member must regard himself or herself as having an 'Other Interest' in any membership of, or occupation of a position of general control or management in:

Any body to which they have been appointed or nominated by Southampton City Council

Any public authority or body exercising functions of a public nature

Any body directed to charitable purposes

Any body whose principal purpose includes the influence of public opinion or policy

### **Principles of Decision Making**

All decisions of the Council will be made in accordance with the following principles:-

- proportionality (i.e. the action must be proportionate to the desired outcome);
- due consultation and the taking of professional advice from officers;
- respect for human rights;
- a presumption in favour of openness, accountability and transparency;
- setting out what options have been considered;
- setting out reasons for the decision; and
- clarity of aims and desired outcomes.

In exercising discretion, the decision maker must:

- understand the law that regulates the decision making power and gives effect to it. The decision-maker must direct itself properly in law;
- take into account all relevant matters (those matters which the law requires the authority as a matter of legal obligation to take into account);
- leave out of account irrelevant considerations;
- act for a proper purpose, exercising its powers for the public good;
- not reach a decision which no authority acting reasonably could reach, (also known as the "rationality" or "taking leave of your senses" principle);
- comply with the rule that local government finance is to be conducted on an annual basis. Save to the extent authorised by Parliament, 'live now, pay later' and forward funding are unlawful; and
- act with procedural propriety in accordance with the rules of fairness.

## AGENDA

Agendas and papers are now available via the City Council's website

### **1 APOLOGIES AND CHANGES IN PANEL MEMBERSHIP (IF ANY)**

To note any changes in membership of the Panel made in accordance with Council Procedure Rule 4.3.

### **2 DECLARATION OF PARTY POLITICAL WHIP**

Members are invited to declare the application of any party political whip on any matter on the agenda and being scrutinised at this meeting.

### **3 DECLARATIONS OF SCRUTINY INTEREST**

Members are invited to declare any prior participation in any decision taken by a Committee, Sub-Committee, or Panel of the Council on the agenda and being scrutinised at this meeting.

### **4 STATEMENT FROM THE CHAIR**

### **5 MINUTES OF THE PREVIOUS MEETING (INCLUDING MATTERS ARISING)** (Pages 1 - 4)

To approve and sign as a correct record the Minutes of the meetings held on 18<sup>th</sup> December, 2014 and to deal with any matters arising, attached.

### **6 CRUISE & TRAIN OPERATORS IN SOUTHAMPTON** (Pages 5 - 38)

Report of the Assistant Chief Executive, setting out written evidence provide by the cruise and train operators, attached

### **7 EXPLORING IDEAS FOR RECOMMENDATIONS** (Pages 39 - 44)

Report of the Assistant Chief Executive, exploring ideas for recommendations to be incorporated within the final report, attached.

Wednesday, 14 January 2015

HEAD OF LEGAL AND DEMOCRATIC SERVICES

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SCRUTINY INQUIRY PANEL - AIR QUALITY  
MINUTES OF THE MEETING HELD ON 18 DECEMBER 2014

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Present: Councillors Hammond (Chair), Coombs, Galton, McEwing (Vice-Chair), O'Neill and Parnell

Apologies: Councillors Lloyd

17. **MINUTES OF THE PREVIOUS MEETING (INCLUDING MATTERS ARISING)**

RESOLVED that the minutes of the meeting held on 20<sup>th</sup> November be approved and signed as a correct record.

18. **REVIEW OF EVIDENCE**

The Panel considered the report of the Assistant Chief Executive giving an overview of the evidence received at previous meetings of the Inquiry.

Dr Beth Conlan, Business Manager at Ricardo-AEA, was in attendance and gave a presentation on the results of the feasibility study that was carried out in relation to a low emission zone (LEZ) on the Western Approach.

Dr Conlan explained that the study had been commissioned by the City Council, as there had been a failure to meeting the air quality targets. Ricardo-AEA had undertaken many similar studies for other local authorities as failure to meet the targets was not just isolated to Southampton.

The source of the emissions was looked at. Road transport was part of this, which was expected, however in Southampton another major factor was the port activities in this area. Any solution to the problems would have to include both sources for emissions in order to produce a result.

Charts presented showed the breakdown of the emissions in the areas in and around the Western Approach. And indicating where the levels were too high.

The study identified that the cost of introducing a LEZ would outweigh the benefits. The natural changes/renewal of vehicles to models which comply with emission standards would achieve the results without the cost implications to the Authority. Therefore the study concluded that a Low Emissions Strategy (LES) should be introduced rather than a LEZ.

Dr Conlan reported that some authorities were thinking about progressing with LEZ, however, these were authorities that had established low emission strategies and were therefore further along the route.

Mr Steve Guppy, Southampton City Council, Scientific Services, stated that they would continue to pursue a LES and that a grant had been received from DEFRA to allow work to start.

The following points/responses were given:

- Comparisons to other cities with major ports had not been looked at. Work had been undertaken at Liverpool, but not recently enough to be able to make use of it.
- Concerns were raised that the evidence data was gathered at a time during the recession when the port was not operating at the capacity that it was now.
- Evidence suggested that the new Euro VI engine was considerably better than Euro V.
- It was reiterated that pollution levels in Southampton were considerably better than faced by many other cities.
- If a LEZ was introduced it would most likely be monitored through cameras and number plate recognition. If vehicles were compliant then fines would be issued. In London the fine was currently £200 per day. In Germany there was a national standard, with vehicles displaying a sticker to confirm they comply. This was then enforced by traffic wardens.
- Revenue from fines was factored into the study, together with the implementation costs and possible savings to public health. An aim would be to make the scheme cost neutral. If successful with lowering pollution then there would be a cost to enforce the scheme as fewer vehicles would be non-compliant.
- Options of voluntary arrangements could be considered. Currently only bus operators, through the bus partnership, were involved in this, were they agree to operate “clean” buses on certain routes.
- Many of the large haulage companies already comply with current Euro V standard and as they renewed their fleets they would introduce Euro VI.
- Concerns about emissions and safety for cyclist along the Western Approach were raised. Congestion was still caused by the compliant vehicles. Part of the strategy could be to encourage a modal shift in the types of journeys/ transport being used.
- The emissions issues were not just generated by the freight vehicles but also motor cars, particularly in congested areas.
- It was confirmed that although several years ago there had been a push for diesel vehicles to reduce the emission of CO<sub>2</sub>, these were worse for NO<sup>x</sup> emissions.
- It was agreed that generally people were unaware of the impact emissions had on their health.
- Speed limits reductions would have little impact on emissions levels. The issue of vehicles stop/ starting was a greater impact, therefore the importance should be on reducing congestion.
- It was questioned how the number of bus movements was higher than HGVs on the information provided. It was explained that the data did not only count the movements it also used a formula that included calculating the age of the vehicle and the likely emissions generated from it.
- There was currently no definite policy from Government that encouraged the use of either petrol or diesel cars. It was suggested that if your annual mileage was less than 11K, and included shorter journeys then petrol was probably the best option. Diesel engines performed better on the longer journeys.
- A LES would be formulated and introduced after discussing fully with all stakeholders. Meetings would start in January. It was hoped that a draft strategy would be ready by mid-Spring.



- It was agreed that there was a need to increase peoples' knowledge on ways to improve air quality' and improving green infrastructure is another way to help improve air quality.
- It was noted that Bradford was leading the way with regards to “plug-in-places” for electric vehicles and had included it in their planning guidance. Many grants were available for such schemes. Southampton as and authority was now applying for such grants. Funding facilities in private developments was the responsibility of the developer.
- It was noted that improvements at the Redbridge roundabout to improve the flow of HGVs into the Docks had been included as one of the schemes recently announce by the Government.
- It was reported that work with the Port was already in progress. And this included the introduction of a hybrid straddle carrier.
- It was questioned whether there had been any research into how the introduction of a LES or LEZ impacted on the local economy.
- It was important to tackle the key sources of emissions – buses, HGVs, congestion and the Port. Policies need to be in place for each of these areas.
- A suggestion was made that greater usage of LPG should be looked at. This would resolve the problem of needing charging points for electric vehicles.

It was agreed that the introduction of a Strategy rather than a LEZ was a more practical way forward.

19. **WOODLAND TRUST - URBAN AIR QUALITY REPORT**

The Panel noted the report of the Assistant Chief Executive giving details of the report produced by the Woodland Trust in 2012 on urban air quality.

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# Agenda Item 6

<b>DECISION-MAKER:</b>	SCRUTINY PANEL – AIR QUALITY		
<b>SUBJECT:</b>	CRUISE AND TRAIN OPERATORS IN SOUTHAMPTON		
<b>DATE OF DECISION:</b>	22 JANUARY 2015		
<b>REPORT OF:</b>	ASSISTANT CHIEF EXECUTIVE		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	<b>Louise Fagan</b>	<b>Tel:</b> <b>023 8083 2644</b>
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<b>Director</b>	<b>Name:</b>	<b>Suki Sitaram</b>	<b>Tel:</b> <b>023 8083 2060</b>
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## **STATEMENT OF CONFIDENTIALITY**

None

## **BRIEF SUMMARY**

For the sixth meeting of the Air Quality Inquiry the Panel will consider written evidence submitted by cruise operators, Carnival UK and Royal Caribbean Cruises Ltd and train operators, South West Trains and Freightliner Group.

Southampton City Council's Scientific Service – Team Leader, will also be in attendance.

## **RECOMMENDATION:**

- (i) The Panel is recommended to consider the written evidence provided by Carnival UK, Royal Caribbean Cruises Ltd, Freightliner Group and South West Trains as evidence in the review.

## **REASON FOR REPORT RECOMMENDATIONS**

1. To enable the Panel to compile a file of evidence in order to formulate findings and recommendations at the end of the review process.

## **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

2. None.

## **DETAIL (Including consultation carried out)**

3. At the previous inquiry meeting held on 22 December 2014 the Panel agreed that evidence should be sought from cruise operators liner and train companies operating within Southampton. A call for written evidence was sent to the following companies: -

- Carnival UK
  - Royal Caribbean Cruises Ltd
  - Freightliner Group
  - South West Trains
4. Royal Caribbean Cruises Ltd (RCCL) is a global cruise vacation company that owns Royal Caribbean International, Celebrity Cruises, Pullmantur, Azamara Club Cruises and CDF Croisieres de France, as well as TUI Cruises through a 50 percent joint venture. Together, these six brands operate a combined total of 42 ships with an additional seven under construction contracts, and two on firm order. They operate diverse itineraries around the world that call on approximately 490 destinations on all seven continents. RCCLs ships have been calling at Southampton, England since 1997, and have been sailing full seasons based in Southampton since 2005.
  5. Tavia Robb, from the Corporate Responsibility and Sustainability Communications department at RCCL has provided a written submission appended to the report (Appendix 1). His submission will give the Panel a better understanding of RCCLs presence in Southampton which includes steps that have been taken by RCCL to reduce emissions (including improvements to ships) and those planned to help improve air quality.
  6. Freightliner Group provide rail solutions for some of the UK's largest blue chip organisations. Moving cargo from A to B, they recognise themselves as one of the leaders within the rail freight industry; not only in the UK, but also in Europe and Australia. Freightliner facilitate the movement of deep-sea maritime containers handling over 81% of all rail borne containers that enter the country – they operate from five key deep-sea ports in the UK, including Southampton.
  7. Freightliner Group's Environment Manager, Hans Clemens has provided the Panel with written evidence (Appendix 2), which includes their train idling policy. For ease of reference Freightliner's Corporate Social Responsibility Policy has also been appended to the report (Appendix 3) which highlights their commitment to promote employee wellbeing and support to charities and communities.
  8. South West Trains operate around 1,600 trains a day on a network in the South and South West England. They serve more than 200 stations and employ around 4,500 people. The South West Trains network includes routes through Hampshire, Surrey, Dorset, Wiltshire, Berkshire, Devon, Somerset, and Greater London, serving a mixture of commuters and longer-distance travellers.
  9. Written information has been provided by Phil Dominey, Stakeholder Manager at South West Trains which is appended to this report (Appendix 4). His submission will also provide the Panel with a better understanding on South West Trains operation through Southampton, their view on shutting

down engine units during operation and it highlights the longer term rail proposals to electrify routes to Southampton allowing freight trains to use electric trains.

10. It is expected Carnival UK will provide written information in advance of the meeting which will be circulated to the Panel.

**RESOURCE IMPLICATIONS**

**Capital/Revenue**

11. N/A

**Property/Other**

12. N/A.

**LEGAL IMPLICATIONS**

**Statutory power to undertake proposals in the report:**

13. The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.

**Other Legal Implications:**

14. None

**POLICY FRAMEWORK IMPLICATIONS**

15. None

**KEY DECISION?** No

<b>WARDS/COMMUNITIES AFFECTED:</b>	None directly as a result of this report
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**SUPPORTING DOCUMENTATION**

**Appendices**

1.	Royal Caribbean submission
2.	Freightliner Group submission
3.	Freightliner Group – Corporate Social Responsibility Policy
4.	South West Trains submission

**Documents In Members’ Rooms**

1.	None
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**Equality Impact Assessment**

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	No
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**Other Background Documents**

**Equality Impact Assessment and Other Background documents available for inspection at:**

Title of Background Paper(s)

Relevant Paragraph of the Access to Information  
Procedure Rules / Schedule 12A allowing document  
to be Exempt/Confidential (if applicable)

1.	None	
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**ROYAL CARIBBEAN CRUISES LTD**

Written evidence for Southampton City Council -

Air Quality Scrutiny Panel

January 2015

- **A brief intro to Royal Caribbean, highlighting its presence in Southampton**

Royal Caribbean Cruises Ltd. (NYSE/OSE: RCL) is a global cruise vacation company that owns Royal Caribbean International, Celebrity Cruises, Pullmantur, Azamara Club Cruises and CDF Croisieres de France, as well as TUI Cruises through a 50 percent joint venture. Together, these six brands operate a combined total of 42 ships with an additional seven under construction contracts, and two on firm order. They operate diverse itineraries around the world that call on approximately 490 destinations on all seven continents. RCL's ships have been calling at Southampton, England since 1997, and have been sailing full seasons based in Southampton since 2005. In the 2015 summer season, three RCL ships will homeport in Southampton: Royal Caribbean International's 4,900-guest Anthem of the Seas and 3,114-guest Explorer of the Seas, and Celebrity Cruises' 2,850-guest Celebrity Eclipse. For 2016, so far, we have announced that Celebrity Eclipse will once again homeport in Southampton for the summer season.

- **Steps that have been taken by Royal Caribbean to reduce emissions in Southampton – this could include improvements to cruise ships?**

As you know, Southampton has been part of an International Maritime Organisation's North Sea Emission Control Area (ECA) since 2007, which limited the percentage of sulfur allowed in the fuel (2007- 2010 1.5%, 2010 - 2015- 1.0%) that ships use in their operation. The North Sea ECA encompasses the English Channel from 5 degrees west, eastward. As of January 1, 2015, the North Sea ECA now requires a 0.1% maximum sulfur content in ships' fuel. In addition, since 2010, all RCL ships, while at berth (alongside) in Southampton have adhered to the EU Marine Fuel Directive, by using fuel with a sulfur content of 0.1%.

Since 2005, RCL has made great progress in reducing overall emissions across our fleet. Our newer ships can effectively be called as much as 30-40% more efficient than our ships were before 2005. Two of the three ships that RCL will homeport in Southampton this summer are among our newer ships.

- **Is there anything you have planned that will help improve the air quality in Southampton?**

We are planning to install an advanced emissions purification (AEP) system (also known as a scrubber) on Celebrity Eclipse as part of a major retrofit to 19 of our ships taking place in 2015-2017. Royal Caribbean International's Anthem of the Seas, debuting in April 2015, is being built with an AEP system. These systems remove more than 97% of the sulfur dioxide emissions generated by the ships' diesel engines.

- **How well do you feel Royal Caribbean, the Port Authorities, and Southampton City Council all work together to address air quality in Southampton and what improvements do you think there could be?**

Whilst the cruise industry and port have looked at various topics and worked together

in the past dealing with issues such as the ECA implementation, we have not had any dialogue with the city council. Moving forward, it would be ideal to collaborate on how we collectively continue to share responsibility to improve air quality through a range of measures not solely centered around the ships themselves. As Southampton is primarily a turnaround port for RCL (i.e., a port where our vessels start and end their cruise) with up to 9,500 people entering or exiting the city, the council and RCL should look at ways to improve the journeys that guests are making to and from the port itself. The use of public transport, coaches and park & ride facilities should be explored and promoted as alternative ways to start/end the cruise experience and reduce the impact that vehicles have on the air quality as well. This would also benefit the local infrastructure, reducing the impact that residents and the local workforce notice when multiple cruise vessels are alongside the port. We would welcome a further discussion with Southampton City Council on park & ride facilities in the M271 area to the west of the city, which we see as the primary entry point into our cruise terminal in Western Docks.

- **The hoteling of ships has an impact on local air quality- what could be done to improve this? – is there any other ports which are seen as best practise and this has already been addressed?**

Overall reduction of energy use and protection of natural resources are critical to overall planet health, including that of the air. Our 100%-waste-repurposing initiative has grown from its best-practice region of Florida, USA, to now include Southampton, as well as Cape Liberty (Bayonne), New Jersey, USA, meaning that all solid operational waste offloaded in Southampton is repurposed (recycled, reused, donated, or converted to energy).

- **Is there anything that the council / city could do to help you to improve air quality?**

Two areas come to mind: shore power and liquid natural gas (LNG). However, even if the council/city were to implement new processes and infrastructure to accommodate each of these, it would likely be years before most major cruise ships could make the most of them. More details are provided below.

Shore power - If Southampton were to explore installing shore power, it would be important to note that ships may not come equipped to use it. The European Union has stated that emissions reductions of only 1-3% of emissions are seen during a seven-night cruise during which a ship could use shore power at every port on the itinerary. As of now, of the 490+ destinations RCL visited last year, only six offer shore power. That, and the fact that AEP systems operate everywhere a ship's engines are running, and shore power is only available during the hours a ship is docked, is part of why RCL opted to invest in installing AEP systems. Also, for shore power to truly be air-quality-neutral, the source of the shore power and the backup power required when multiple ships would be in port using it, is critically important - the source must be a largely emission-free one, such as wind or thermal power.

LNG - If Southampton were to explore making LNG available and accessible at the port, it would likely be more beneficial to harbor craft and point-to-point ferries than to most major cruise ships, at least in the foreseeable future (5-10 years), as the majority of ships (including cruise ships) and port terminals around the world are not currently set up to accommodate LNG.

*Tavia Robb - Corporate Responsibility and Sustainability Communications – Royal Caribbean Cruises Ltd.*





Hans Clemens  
Group Environment Manager  
Freightliner Group Limited

Written evidence for Southampton City Council -  
Air Quality Scrutiny Panel  
January 2015

Dear Louise,

Thank you for your email.

Please see below the following information regarding Freightliner being involved in improving air quality:

- The fact that the main form of transport from and to the port is taking place by rail is in itself already quite a contribution to improving air quality as this is taking vast quantities of lorries off the road every week.
- Rail transport scores between 3 and 6 times better than road transport regarding CO2 emissions per tonnes transported goods per mile.
- Freightliner has a locomotive idling policy in place to shut down loco engines when possible. (Policy attached, appendix 1).
- The policy is enforced by the local terminal manager or his staff. It is in the interest of Freightliner to reduce loco idling as this reduces not only our CO2 footprint but also reduces fuel costs.
- As rail transport is supported by road transport our Freightliner road fleet meets Euro 5 emission standards.

Attached (appendix 2) is some general environmental information on the company.

Kind regards,

Hans Clemens  
Group Environment Manager  
Freightliner Group Limited  
Millbrook Point Road Southampton SO15 0AB

	David Williams Asst T&RS Tech Engineer 01270 452427 (Tel) 01270 452439 (Fax) 07725 782162 (M)
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## TRACTION BULLETIN -81

### DIESEL LOCOMOTIVE IDLING POLICY

19<sup>TH</sup> NOVEMBER 2007

#### SCOPE

All Diesel Locomotives operated by The Freightliner Group.

#### INTRODUCTION

If a Diesel locomotive is going to be left idling and unmanned for more than 30 minutes, then the Locomotive must be disposed of in accordance with procedures, (including removing the BIS) then this idling policy shall apply.

This policy will be implemented at locations where deemed appropriate by the Local Traincrew Depot Manager/Operations Managers.

This policy demonstrates Freightliner's commitment to the Environment by reducing exhaust emissions.

When appropriate, the Freightliner Winterisation Policy, will supersedes this instruction.

Any Diesel locomotives exempted from this policy will be identified by a notice in the cab.

Huw Phillips  
Chief Engineer  
Freightliner Ltd

Alan Tebay  
Head Of Operations  
Freightliner Intermodal

John Battershall  
Head Of Operations  
Freightliner Heavy Haul

David Williams - Assistant T&RS Technical Engineer  
Email: [WilliamsD@Freightliner.co.uk](mailto:WilliamsD@Freightliner.co.uk)

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# Freightliner Environmental Information

All Freightliner business sites that make significant environmental impact are subject to annual environmental audits, carried out in accordance with the company's internal Level 2 Audit Procedure and Protocols.

Environmental audit checklists are tailor-made for each individual site. These sites are subject to continuous environmental monitoring and we strive for continual environmental improvement.

Freightliner Group has a full time appointed Environment Manager Who is responsible for managing Freightliner Group's Environmental Management System (EMS).

Freightliner does not have the ISO 14001 Environmental accreditation. However, we do have an extensive internal Environmental Management System. (EMS), and maintain an Environmental Policy which can be found below as part of this document

This commitment to reducing environmental impact is outlined as part of the Group's Corporate Social Responsibility Policy, which can be found on our external website: [www.freightliner.co.uk](http://www.freightliner.co.uk)

Freightliner Group Ltd is proud of its record, with **no** convictions for environmental offences. And **no** environmental improvement or enforcement/abatement notices have ever been served to Freightliner from any regulatory body..

All environmental outputs from the business are closely controlled and monitored. Freightliner is committed to working in an environmentally friendly way and will minimise adverse impacts to the environment as far as possible within best practical means. Should any damage to the environment occur, Freightliner is committed to do all that is required to rectify the damage.

To this end, Freightliner has identified its environmental impacts as follows:

1. Emissions to air
2. Energy consumption
3. Possible spillages of fuel, oils and/or chemicals
4. Possible soil or ballast pollution
5. Possible unauthorised and / or accidental discharges to sewer or watercourse
6. Noise and vibration caused by train movements
7. Noise from terminal operations
8. Dust from coal or aggregate trains
9. Waste disposal

#### **Emissions to air:**

- Carbon emission data is monitored as required in the Carbon Reduction Commitment / Energy Efficiency Scheme and is submitted to the Environment Agency. Further carbon emission data including traction energy is available for internal use.
- Various internal projects to reduce energy consumption and related carbon emissions are in place.
- Training in Eco-driving for train drivers and lorry drivers is in place.

#### **Waste:**

At all Freightliner locations, waste is collected by licensed waste contractors.

- The waste hierarchy is applied as required and reuse and recycling is encouraged.
- Waste Transfer Notes (Non-hazardous waste) are kept on record for a minimum of two years.
- Waste Consignment Notes (Hazardous waste) are kept on record for a minimum of three years.
- Copies of Waste Carriers Registrations of all waste contractors are kept on record.
- Freightliner Ltd holds a waste carriers license: CB/AM3886LJ

- Freightliner Heavy Haul holds a waste carriers license: CB/TP3094BA
- All Freightliner sites handling waste for customers have got waste management licenses or waste exemptions.
- All Freightliner sites where hazardous waste is being produced are registered with the Environment Agency.

**Waste water:**

At all Freightliner locations, where waste water / trade effluent is discharged, this is done in accordance with relevant legislation.

- For discharge into open watercourses, a Consent to Discharge issued by the Environment Agency is issued per site.
- For discharge into the local sewer a Consent to Discharge, issued by the local water / sewage company, is issued per site. Site drainage plans are kept on record.
- Where required Oil / Water separators, (interceptors) are installed and maintained.

**Sustainability:**

- Rail transport is a 'green' means of transport that is at least three times more environmentally friendly than road transport in relation to the production of carbon emissions.
- Energy and water consumption is monitored and reduced where possible.
- Efforts are made to ensure that materials procured, derive from natural sustainable sources wherever possible.

As an added precaution, Freightliner has a contract with external nationwide operating emergency spill response contractor, Braemar Howells. And the role of Freightliner's Dangerous Goods Safety Advisor, (DGSA), has been outsourced to external nationwide operating DGSA advice contractor, Environmental Scientifics Group.

## **FREIGHTLINER GROUP CHIEF EXECUTIVE ENVIRONMENTAL POLICY STATEMENT**

All UK based Freightliner Group Companies shall comply with this policy.

The Freightliner Group is committed to wherever possible reduce, prohibit and restrict its impact on the environment. The policy applies to all locations and functions therein, and embraces our employees, contractors, visitors, neighbouring industries and businesses.

The Group Environment Manager in conjunction with Freightliner Managers will ensure compliance with all relevant legislation, in order to reduce the risk of pollution by our activities, of land, air or water.

In particular we shall:

- Ensure that Environmental Legislation is fully complied with.
- Environmental management will form part of local managers' safety and environmental checks and the internal audit process. Findings will be used to make improvements and any best practice examples will be shared across Freightliner.
- Measure compliance with above regulations by continuous monitoring and audit.
- Ensure that the findings of any external environmental audit are completed in timely fashion, at a cost that is not excessive to the risk.
- Ensure that emergency plans which are in place, effectively deal with any hazardous goods situation, in order that the risk of impact on the environment is minimised.
- Aim to prevent soil and water pollution by identifying possible risk areas and implementing action plans to control spillage.
- Control emissions into the air by minimising the release of ozone depleting substances and vehicle emissions.
- Maintain the level of noise to as low as is reasonably practicable, in order to minimize noise nuisance.

- Maintain good housekeeping practices by ensuring the work environment is kept clear of debris and waste.
- Encourage waste recycling wherever possible, for paper, metal, oil, scrap etc.
- Conserve energy and other consumable resources.
- Ensure that materials procured are derived from natural sustainable sources wherever possible.
- Ensure that any new buildings are designed and constructed with consideration to environmental matters, with regard to materials, energy conservation and ergonomics etc.

**Russell Mears**  
**Freightliner Group Chief Executive**

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# Corporate Social Responsibility Policy

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### Chief Executive Statement And Summary



“ Freightliner is the market leader and officially the most reliable rail freight operator in the UK. Since 2005 we have expanded operations to Poland and Australia .

Our success is based on setting new standards of customer service in terms of reliability, flexibility and innovation.

Our continued growth and expanded activity in all areas of the business only puts more importance on the impact of our operations in the environment and on our local communities.”

#### Summary

Freightliner Group has an Environmental Policy which is briefed to all staff when they join the company and each employee receives an employee handbook at their induction which explains the key company policies. It is also available on the Internet for the general public. The statement sets out the Freightliner policy for its commitment to environmental protection.

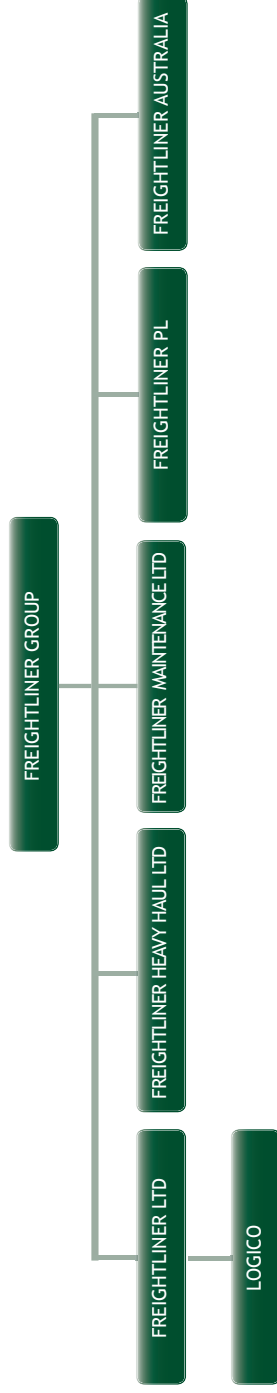
Freightliner's core business of moving freight by rail is more environmentally friendly than moving freight by road, thus we enable our customers to reach their CSR targets and in turn make them more friendly to the environment. Calculations show that in any average month Freightliner in the UK replaces over **50,000** lorry journeys and saves thousands of tonnes of CO2, thus contributing on behalf of our customers to reducing the threat to global warming.



“we enable our customers to reach their CSR targets”



## Who We Are And Where We Operate



Freightliner Group Ltd is the parent company of Freightliner Limited, (the UK intermodal container business), Freightliner Heavy Haul Limited, (the UK bulk haulage business) Freightliner Maintenance Limited, (a separate entity in the UK dedicated to the repair and maintenance of traction and rolling stock), Freightliner Poland, and Freightliner Australia.

Formally part of British Rail, Freightliner was formed from a management buy out in 1996 during privatisation. Since privatisation the group has:

- | Increased turnover by 180%
- | Increased the number of its employees by 50% to over 2200
- | Increased the volume of containers moved by rail by over 50%; containers that otherwise would have been conveyed by road, adding to congestion and pollution.
- | Successfully branched out into the movement of bulk freight by rail. The company was the first rail freight operator to bring competition into the bulk market place, breaking the monopoly of the incumbent operator.



## Who We Are And Where We Operate (cont'd)

Freightliner Group's five operating subsidiaries are:

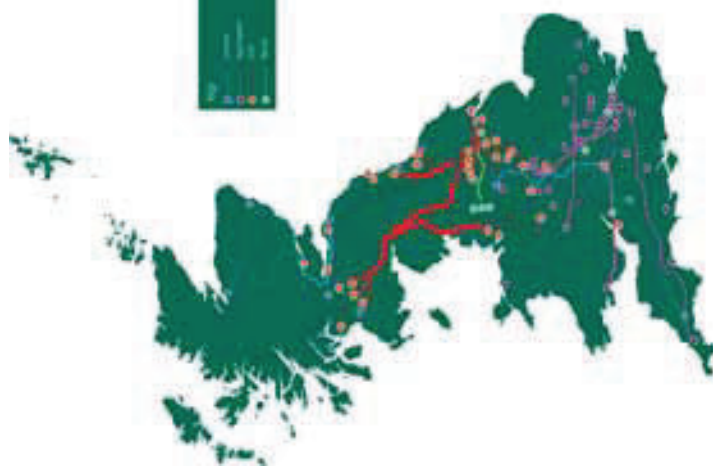
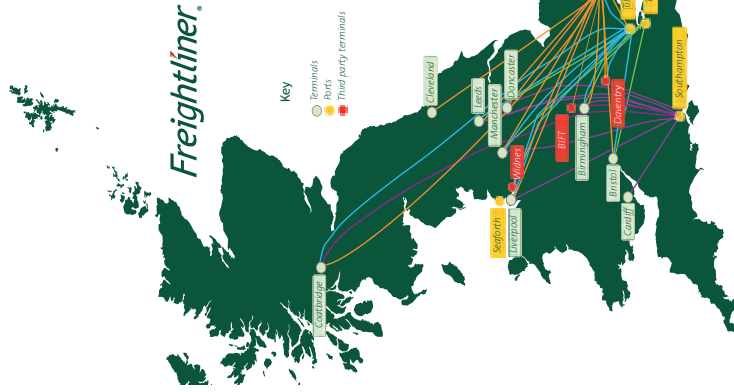
**Freightliner Limited** is the UK's largest haulier and inland terminal operator for the movement of deep-sea maritime containers handling over 81% of all rail borne containers that enter the country. Freightliner operates from the five key deep-sea ports with more than 100 daily services to and from 14 destinations – 9 of which are strategically placed in land terminals which Freightliner own and operate. Freightliner Ltd provides its customers with a complete port to door delivery through its fleet of over 300 road vehicles providing it's customers with the complete logistics package.

**Logico** a subdivision of Freightliner Ltd offers specialist bespoke solutions to freight forwarders providing regular rail service space on all of Freightliner Ltd services without the need to make a long-term commitment.

**Freightliner Heavy Haul Limited** offers innovative and bespoke rail solutions for the movement of bulk freight. Running over 1200 trains a week, FHH operate nationwide in the aggregates, cement, coal, infrastructure, specialist minerals, scrap, steel, waste sectors, and also offers a wide range of services to the rail industry.

Freightliner Heavy Haul is continually setting new standards of reliability, flexibility and customer service in its current markets by providing innovative solutions, while expanding its portfolio by branching out into new markets.

**Freightliner Maintenance Limited** offers a nationwide service operated by an elite team, bringing a fresh approach to the repair and maintenance of traction and rolling stock as well as infrastructure and maintenance solutions. FML is the UK in-house provider as well as servicing third party customers.



## Who We Are And Where We Operate (cont'd)

**Freightliner Australia Pty Ltd** provides intermodal services from several regional sites in New South Wales to Port Botany, as well as a number of infrastructure related projects for Rail Infrastructure Managers. They also provide in house coal haulage services which are now operating a growing fleet between the Hunter Valley Coal mines and the export port of Newcastle.

Freightliner Australia comply with different safety and environmental standards to that of the EU. In this policy any reference to meeting EU regulations does not apply to Freightliner Australia operations. Australia has a different



regulatory framework and has a number of policies that meet legislative requirements across a number of jurisdictions and Australian and international standards.

**Freightliner PL Sp. z o.o.** operates bulk haulage solutions across Poland and cross border to Germany and Ukraine. Freightliner has heavily invested in rolling stock in Poland, operating the most modern fleet in the country. Since haulage operations started in 2007, Freightliner Poland has moved over 500m tonnes of freight and is setting new standards of reliability, flexibility and customer service within the Polish rail freight sector.



**AWARDS AND INDUSTRY RECOGNITION**  
 Freightliner has won IFW Rail Freight Operator of the Year for Seven consecutive years 2005 to 2011 and 10 times in total. IFW awards are voted for by our customers and industry partners  
 In 2012 Freightliner Ltd was named as the UK's Most Reliable Rail Freight operator measured on MMA figures provided by Network rail.

Freightliner has won the NYK Environmental award in 2011 and 2009. Freightliner has also won three awards for our state of the art low emission PowerHaul locomotives in 2011. RFG



Technical development award, IFW Technological Innovation award, NRA Freight achievement of the year.

Freightliner has won Coal Haulier of the year three times 2011, 2010, 2008.

Freightliner has also Received the HSBC Train Operator of the Year Award in 2007 – the first non-passenger company to do so.

The above awards are just a selection of the 30+ awards Freightliner Group has received since privatisation.



## Environment - Rail Freight Industry

Rail freight has a key role to play in the low carbon UK economy as rail produces 70% less carbon dioxide emissions than the equivalent road journey. The recent Logistics Growth Review has recognized the importance of efficient transport to the success of UK businesses. The Secretary of State for Transport states the importance of the rail freight sector as a driver of economic growth and generator of valuable benefits for society. The statement recognises the growth achieved by the rail freight sector so far and supports further growth in the transfer of freight from road to rail which will enable the rail freight sector to make an even stronger contribution to the country's economic recovery.

### ABOUT UK FREIGHT:

Rail transports over 100m tonnes of goods worth around £30bn every year. The British economy is boosted annually from £870m by the rail freight industry,

which also further indirectly supports an economic output of £5.9bn, over six times its direct turnover.

The freight sector is supporting employment 14 times the number employed directly in the industry (4.7k compared to 66.6k)

In total the UK freight sector contributes £299m in profits and wages to the UK economy

Rail freight generates £185k worth of output per employee almost double the national average (£89k)

The societal benefits from a shift from road to rail equate to £376m (2007/8) and up to £903m if it grows by 140% (2031). This would be a lot higher if the loss of revenue from vehicle excise duty was not taken into account

Rail freight demand is predicted to grow by 30% over the next decade and up to 140% over 30 years

### ABOUT AUSTRALIAN RAIL FREIGHT:

Australia has a different regulatory framework to that of the EU, including Poland and Australia. Freightliner Australia has a number of policies that meet legislative requirements across a number of jurisdictions and Australian and international standards

In Australia:

Rail is the most cost effective mode of transport for inter-capital containerised freight movements.

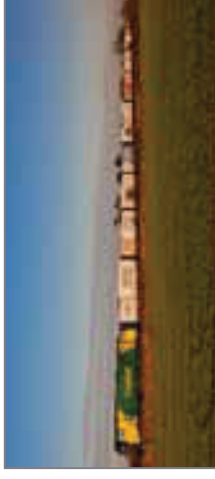
Rail is considerably more energy efficient than road transport; therefore, reducing Australia's dependence on oil imports.

Rail is a smarter economic choice for freight haulage for Australia. One freight train from Melbourne to Sydney replaces 150 semi-trailers, saving 45,000 litres of fuel on every journey.

Rail can assist in relieving road congestion in metropolitan areas.

Rail is up to 9 times safer than road freight.

Source The Australasian Railway Association (ARA) freight.



## Environment - Rail Freight Industry (cont'd)

*Freightliner and UK rail freight industry working together to move more high cube containers by rail*

The completion of gauge clearance enhancement in 2011 on the West Coast Mainline between Southampton and Nuneaton means that more high cube containers can now travel on the UK's rail network. The completion of the multi-million pound rail upgrade will provide a £374m boost for the UK economy and help to keep down the cost of everyday goods in shops across Britain.

It is estimated that the upgrade would also remove up to 50,000 container lorries a year from the roads, reducing carbon emissions and easing traffic jams and helping reduce the billions of pounds road congestion costs the economy annually. The anticipated growth in freight traffic over the next 30 years would mean an extra 1.5 million lorry journeys on Britain's roads

each year.

Since the scheme has started Freightliner now has two additional daily services with increased hi-cube capacity to our customers, providing them with a reliable, efficient and environmentally friendly alternative to road.

Evidence suggests that the poor reliability and congestion on the road network has a negative impact on productivity. This costs the economy £7-8bn every year, and the figure is estimated to rise to at least £24bn by 2025. For example, between 1997 and 2009 road traffic in Hampshire increased by 13% to 9,414 million vehicle miles every year.



## Environment - Investments

### Locomotives

#### PowerHaul

In November 2009 Freightliner took delivery of the first of 30 state of the art locomotives called PowerHaul. In the last year, Freightliner has taken delivery of 10 more increasing our PowerHaul fleet size to 19.

**The PowerHaul locomotives have greater fuel efficiency, higher haulage and higher acceleration capabilities than any current diesel locomotive in the UK, enabling Freightliner to uniquely:**

- reduce CO2 emissions
- increase port capacity
- increase network utilisation
- improve reliability

The PowerHaul locomotives enables longer, heavier trains to be carried on existing paths – already delivering 25% more intermodal capacity, and its greater traction allows new paths and routes to be used to cut journey times and route mileages. By utilising

our new PowerHaul locomotives Freightliner is able to reduce each container's carbon footprint by decreasing road congestion, removing over 120 lorries from the UK's roads for each return trip.

The PowerHaul engine meets European Union stage IIIa emissions for traction engines. However, the engine is well below the band and produces less NOx, hydrocarbons, and particulates than its competitors. Based on the current fleets and power generation, the PowerHaul locomotive emits less carbon per gross-tonne mile moved than electric locomotives - making it greener all round, and in excess of 10 times better than its road equivalent.

The PowerHaul's built in auxiliary power unit, which reduces CO2 emissions also helps to wayside noise when working in possessions or when stabilised ready for service, contributing to Freightliner's efforts to reduce the noise impact our locomotives have on the surrounding environment.

These new locos complement our existing fleet of class 66 locomotives, and since Freightliner's trial of the new model Tier II engines, all class 66 locomotives entering the UK are a lower emission version which comply with EU stage III Exhaust Emissions regulations.



## Environment - Investments (cont'd)

### Cranes

In August 2012 we installed the largest and most efficient rail terminal cranes in the UK at our Southampton Maritime Terminal. The crane investment complements other broader schemes and developments which have transformed the rail service offering from the Port of Southampton, including gauge clearance for the larger 9'6" containers from for transit to the Midlands, North West and Scotland. Hi-cube movements' have increased by 76 per cent from Southampton Maritime since commencement.



### reliability & reducing environmental impact with new IT system

Freightliner have invested in a new I.T system called Spinnaker which connects directly to major UK port systems creating smooth information flow and dispensing with data duplication. Spinnaker has helped Freightliner reduce paper usage when processing orders and taking booking.

Along-side Spinnaker, Freightliner has also introduced an EDI system to streamline communications with our customers and eliminate the usage of paper.

Over 72% of our customers have taken advantage to book electronically with us. Information from EDI allows us to now invoice our customers also. End of year forecasts for EDI booking are for up to 80%. If this is achieved more than one million sheets of paper can be saved each year.

### Low emission road fleet

Freightliner uses our in house road services for end user delivery. Our new fleet of 120 road vehicles meet Euro 5 emission standards - demonstrating Freightliner's commitment to lower each containers' carbon footprint through the supply chain. (introduced in April 2011 completion of delivery May 2012)



to meet the demand of the evolving deep sea container market towards 40ft containers.

The 40ft deck length, two platform wagons are designed to maximise the amount of 40ft containers that can be hauled on one service minimising under-utilised 20ft space. Through combining the 30 wagon haulage abilities of PowerHaul with services using Shortliner wagons we have now launched our ground-breaking 'Shortliner' services. Freightliner is able to increase the number of 40ft containers hauled per train by over 42 per cent on a Shortliner service in comparison to a standard Class 66 service hauling 24 wagons, whilst still fulfilling the available 20ft market customer demand.

### Handling Equipment

Freightliner has invested in new Hyster handling equipment, which has the quietest engines currently available, reducing operational noise significantly.

### Shortliner moving more containers per train

In April 2012 Freightliner confirmed an order had been placed for a fleet of twin platform 'Shortliner' wagons

## Environment - Policy

### Environmental Policies

Since becoming a private company Freightliner have always realised the importance of their environmental impact so has put specific policies in place to not only educate employees but try to support behaviour change and limit the impact we have in local communities.

As part of our ongoing commitment to the environment Freightliner has employed an Environmental Manager, (early 2009) to review and monitor environmental performance and to implement policy in line with our responsibilities.

Below is a copy of our latest Group policy.

This statement sets out the Freightliner policy for its commitment to environmental protection. It applies to all Freightliner locations and functions therein, and embraces our employees, contractors, visitors, neighbouring industries and businesses.

Freightliner Managers will ensure that we comply with all relevant environmental legislation, in order to reduce the risk of pollution by our activities, of land, air or water.

In particular we shall:

- Ensure that the we will comply with all relevant Environmental legislation.
- Measure compliance with above regulations by continuous monitoring and audit.
- Ensure that the findings of any external environmental audit are completed in timely fashion, at a cost which is not excessive to the risk.
- Commit to continual improvement in environmental performance.

- Provide appropriate resources such as equipment, training for all employees and contractors, sufficient to meet the policy.

- Communicate the policy to all employees via Intranet, internal information bulletins, notice boards and via the company's external website to other stakeholders.

- Review and update the policy as necessary to reflect changes in legislation.

- Ensure that emergency plans which are in place, effectively deal with any hazardous goods situation, in order that the risk of impact on the environment is minimized.

- Aim to prevent soil and water pollution by identifying possible risk areas and implementing action plans to control spillage.

- Control emissions into the air by minimizing the release of ozone depleting substances and vehicle emissions.

- Maintain the level of noise to as low as is reasonably practicable, in order to minimize noise nuisance.

- Maintain good housekeeping practices by ensuring the work environment is kept clear of debris and waste.

- Encourage waste recycling wherever possible, for paper, metal, oil, scrap etc.
- Conserve energy and other consumable resources.

- Ensure that materials procured are derived from natural sustainable sources wherever possible.

- Ensure that any new buildings are designed and constructed with consideration to environmental matters, with regard to materials, energy conservation and ergonomics etc.

Environmental impact will form part of the group environmental manager and local managers' and environmental checks and the Freightliner Group internal audit process.

Findings will be used to make improvements and any best practice examples will be shared across Freightliner.



### Environment - Best practice

#### Working Practices

Due to the nature of work undertaken by Freightliner Group, the complete elimination of pollution and noise nuisance is unfeasible. Therefore each of our Health and Safety Policies, Working Practices, Personnel and Safety Directives and Engineering Management Instructions each make reference to the most environmentally and socially responsible way of operating where possible.

#### Environmental Auditing

Following the outline of the environmental guideline we have set ourselves and in order to maintain awareness of our commitment to the environment, a number of performance indicators have been factored into regular site audits in order to measure our efforts in maintaining an environmentally operation. The auditing of Freightliner sites, with a focus on environmental aspects, is carried out annually. Every site is monitored continually by means of tailor made environmental monitoring and audit schemes for

each site specifically. In addition to our own auditing, we have in recent years enlisted external consultancy from an environmental agency to further monitor the factors we measure in our site audits.

#### Carbon Footprints

Government statistics show that transporting freight by rail is more environmentally friendly than moving the equivalent tonnage by road. Various figures are available that state rail is anything between 4 and 10 times better than road in terms of the harmful emissions. Delve deeper into these statistics and they are based on different assumptions.

Therefore we have lead the commissioning of a study to investigate the real facts. In collaboration with industry partners we will use data extracted from specific flows and routes, covering domestic freight, deep sea intermodal traffic and bulk freight, against the equivalent road journeys.

#### Projects

Several of the points in the Group

environment policy have been taken further, and staff are encouraged, via communications such as the internal magazine to make suggestions towards initiatives that could be adopted and developed. Some projects involve employee education into changing habits as well as introducing new procedures.

#### Road Fleet

As part of it's complete logistics offering, Freightliner Ltd also has its own fleet of 120 tractor units and 192 trailers, and in total operates around 300 vehicles. (Please see page 9). While the Group's rail operations contribute to the environment by taking container journeys off the road, the first and last stages of the distribution chain is performe road reliant. Therefore, in addition to the above policy, Freightliner have produced a policy with which our suppliers must comply, specifically for our road operations.

By May 2012 all of Freightliner's road fleet will meet Euro 5 emissions standards.

All vehicles are cleaned using biodegradable detergents, which don't need to go through inceptors to disintegrate.

These procedures set out Freightliner Road Services proposals for the efficient use of road transport.

They require the business to:

- implement whole-life costing for vehicle purchases;
- maintain a regular preventative maintenance programme;
- ensure service providers adopt an environmentally friendly policy for disposal of old parts and oils;
- increase driver awareness of the importance of fuel costs and techniques for fuel-efficient driving, and associated environmental benefits;
- collect accurate data on vehicle mileage and fuel costs;
- set performance targets for vehicles.

### Environment - Initiatives

#### Fuel Usage

All Freightliner employees are issued a series of briefings throughout each year to include them in the introduction of schemes, and calling for further suggestions. Part of this process is issuing fuel bulletins which include ideas and best practice on saving fuel consumption and reducing our emissions.

All our fixed fuel points for locomotive fuelling are fully compliant with the Oil Storage Regulations and we have on track drip trays/fuelling aprons for sufficient spill catchment



#### Initiatives that are active throughout Freightliner:

- Reduction of oil consumption; by not filling our locos up to the maximum level for oil we have been able to reduce the oil consumption on all class 66 locos.
- Noise pollution and further carbon emission savings - Freightliner has been developing trial modifications to introduce Auxiliary Power Units (APUs) which are in our PowerHaul locomotive into the class 66 fleet. The APU reduces class 66 carbon emissions and help us to lower our noise pollution through long periods of stabling.
- Additional speed-restriction signs (10 MPH) have been erected in plain sight for the lorries entering and exiting some of our terminals to ensure a noise reduction from lorries.
- All of Freightliner's locations are encouraged to participate in recycling products. This includes but is not

limited to; paper, plastic, scrap printer/toner cartridges, metal.

- At our maintenance facilities we have an approved waste management contractor, so that our waste products are dealt with in the following ways;

1. Oil is 100% recycled and reused for industrial heating,
2. Brake blocks and scrap steel is 100% recycled and melted down for new materials.
3. All wooden materials and pallets can be reused if not they are recycle by shredding and used to create sawdust for horticulture and agriculture.
4. General Waste is sorted and all recyclable materials are removed before the remaining is sent to landfill.

On all sites the discharging of waste water to sewer or an open watercourse the effluent is monitored quarterly and all interceptors or oil / water separators are subject to a strict maintenance regime. The sites have the required Consent to Discharge from the local sewage / water company or the Environment Agency.

- Freightliner is under the threshold of 6000 megawatts and therefore doesn't have to take part in the Carbon Reduction Commitment other than disclosing information of our carbon emissions to the Environment Agency.
- Currently new research is being carried out to explore all options to stay under this threshold and keep our emissions as low as practically possible in a growing business.

### Environment - Initiatives

- *Recycling projects*  
All Freightliner locations participate in recycling schemes to ensure waste is separated and disposed of accordingly.
- *Electronic communications and printed materials from recycled sources*  
All printed resources are made from recycled paper, this includes printed documentation such as the internal magazine and brochures. Employees and suppliers are also encouraged to only print if they really need to and electronic communications are encouraged. Paper Christmas cards have been replaced with an electronic version so save thousands of printed materials.  
All stationary materials ordered are recyclable and paper purchased is from sustainable resources. All printer cartridges are sent off for recycling.  
Items of merchandise used as corporate gifts and for sale on our store are, where possible, all either made from recyclable materials or from sustainable resources.
- *Carbon Reduction*  
Staff are encouraged to turn off lights and computers when leaving the workplace (when safe to do so) which will not only reduce greenhouse gases but will also cut down our energy consumption.
- *Information Technology*  
Freightliner has completed rollout of the recent procurement of new energy efficient computers for all sites, consisting of new TFT flat screen monitors which are proven to waste less energy.  
All of Freightliner's PC and Monitors are Energy Star qualified and TCO certified.  
Energy Star® is a voluntary energy efficiency program sponsored by the U.S. Environmental Protection Agency. The U.S. Environmental Protection Agency's ENERGY STAR® program has recently been adopted by Australia, the European Union, Japan and Korea. TCO is a Swedish eco-label for visual displays including criteria regarding electromagnetic fields, visual ergonomics, energy consumption, recyclable design and take-back programs.  
All old computers are disposed of safely and environmentally compliant as per European regulations. We have also introduced teleconferencing facilities at Leeds, London and Southampton to minimise the need for corporate travel.

## Employee Wellbeing And Investment

Freightliner Group Ltd aim to become an employer of choice to attract and retain the right people to achieve its visions and goals. Employee policies are focused towards ensuring an environment to do this whilst taking into account the specific requirements of the businesses in which we operate.

### Summary of Policies

Freightliner is committed to equal opportunities and opposes any form of unlawful or unfair, direct or indirect discrimination or harassment to its employees or job applicants, on racial, sexual grounds or on the grounds of disability, religious belief, age, or for any other unjust reason. It is Freightliner policy that no employee should fear discrimination or harassment from fellow employees at work. All employees are therefore required to treat all of their colleagues with due respect and consideration.

FREIGHTLINER GROUP CHIEF EXECUTIVE HEALTH AND SAFETY POLICY STATEMENT	all areas of the business.	● safety information data and trends on accident and incidents, occupational health issues, near misses, property damage and other significant events are analysed and lessons learned disseminated;
<p>“ I accept and endorse without reservation my responsibility to ensure that the necessary steps are taken to protect the health and safety of all Freightliner staff and any other person(s) who may be affected by our undertakings.</p>	<p>Those staff who have to stop work on bona fide grounds of health and safety will be supported by the Freightliner Group Standard ‘Procedure for Stopping Work in High Safety Risk Situations’.</p> <p>Managers will specifically ensure that:</p>	<p>● a structure of safety meetings with staff and safety representatives is maintained;</p> <p>● a safety library is maintained for use by all;</p>
<p>My aim is that safety will be the responsibility of everyone at all times and my objectives are to ensure that systems are put in place and maintained to enable us to meet the required standards for health, safety, welfare, security and environmental issues and to continue to build an organisation which proactively manages the disciplines of safety and loss control.</p>	<p>● this Safety Policy is briefed and made available to all staff;</p> <p>● risk assessment techniques are used as a means to identify hazards and control the risks;</p> <p>● training needs are identified and met;</p>	<p>● work equipment is maintained in accordance with legislation and standards and is fit for purpose;</p> <p>● set safety objectives and monitor results to ensure that safety performance is maintained and progressively improved.</p>
<p>Nominated senior managers will continue to develop suitable standards and procedures by which our safety management system can be further developed.</p>	<p>● accidents, incidents and near misses are thoroughly investigated in order to identify root causes;</p> <p>● a programme of cross functional safety audits is conducted and any corrective actions closed out;</p>	<p>Adequate funds and resources will be made available for safety and environment, and priority issues will be forwarded to the Freightliner Group Executive and Freightliner Group Board for review and endorsement.”</p>
<p>Suggestions for improvement to safety performance continue to be welcomed from</p>	<p>● unsafe acts or conditions are identified and corrected immediately;</p>	

## Employee Wellbeing And Investment - cont'd

### Safety

Our long-term objective continues to be to secure improvements in safety for everybody within Freightliner. Our safety plan sets out and commits us to eliminating risk of death or injury in our operations through removing unsafe acts and conditions.

We must continue to secure improvements in safety through ensuring that we always encourage people to work and act in a safe manner and not be afraid to report any unsafe act or work environment. Personal safety and that of colleagues working with us must be the prime consideration when carrying out our jobs, especially when undertaking work at the front line of our business.

### Quality

Freightliner promotes a philosophy of continual improvement in service provision. We also demand that our staff do things the "right way" and do not sacrifice the need to fulfil our customers' demands by compromising the safety of our operations.

We work closely with our customers and believe that tailoring our operations to meet their requirements is the way to retain long-term partnerships with them.

### Flexible Benefits

Sickness issues are addressed and management are trained on 'managing for attendance' policies and occupational health and counselling is available if necessary.

Freightliner, Freightliner Heavy Haul and Freightliner Ltd still offer a final salary pension scheme to new entrants, and is committed to keeping the scheme running. Employees are also given the choice to opt for a personal pension scheme instead.

### Training and career development

Several initiatives have been set up over the last few years, the most notable one being offering employees the chance to train to become a train driver. Costing over £100,000 per applicant, Freightliner has since run 4

successful schemes over recent years.

Freightliner also has four engineering apprentices. Two based in Southampton and two in Manchester. The duration of the scheme is three and a half years during which they work towards an Advanced Modern Apprenticeship in Rail Engineering.

An "Apprentice Framework" is followed that consists of a National Vocational Qualification at NVQ level 3, key skills and City and Guilds technical certificate in Production Engineering. It is aimed at producing skilled and committed employees qualified in both electrical and mechanical disciplines making a valuable contribution to Freightliner engineering function.

Freightliner has 3 technical trainers who train staff in engineering, plant and railway operations. This ensures staff are competent to undertake safety related duties. In addition 150 in-house and external training places have been provided in management

related competencies.

Freightliner is a member of the Institution of Railway Operators seen as the organisation of choice for those seeking to develop their career within the rail sector. Membership of the IRO also opens the door to a wealth of professional expertise, networking opportunities and access to a programme of courses, tailored specifically to the needs of the industry. Freightliner supports their employees that wish to develop their skills within the rail industry through this membership.

Training and career development  
Freightliner Australia

All eligible Australian rail safety workers are enrolled in a Certificate IV Transport and Logistics (Rail Operations) to gain a nationally recognised qualification, consistent with the Australian Quality Training Framework. Driver Trainers are currently on a ratio of 1:10 rail safety workers.

### Community and Charities

As part of our social responsibilities, Freightliner believes in giving something back to the communities and environment in which we operate. The community consists of employees, suppliers, distributors, non-profit and public sector partners and members of the general public.

#### Charities -

As part of our social responsibility, Freightliner believes in giving something back to the communities and environment in which we operate. The community consists of employees, suppliers, distributors, non-profit and public sector partners and members of the general public.

Port of Felixstowe community fund  
Freightliner has become a founding member of a new charity, the Felixstowe Port Community Fund, which was created in 2008 to help charities in the Suffolk area. The fund provides a mechanism through

which companies in and around Felixstowe Docks can better support local charities and build a mutually supportive relationship with the local community. The Port Community Fund, which is managed by the Suffolk Foundation, provides a focal point for fund raising and, through a joint approach, has had great success in raising more funds for good causes than was possible from companies acting alone.

Our employee-nominated charity donations scheme, now going into its fourth year, invites Freightliner employees to nominate causes worthy of a donation of £1,000. Some of the employee-nominated charities which received donations over the last four years are:

**Cystic Fibrosis Trust**  
The CF trust is the UK's only national charity dedicated to all aspects of Cystic Fibrosis. The trust researches to

treat and cure CF and aims to ensure clinical care and support for people with Cystic Fibrosis and their families. Robert Neep, Maersk Activity Manager, for Freightliner Limited whose son Edward suffers from cystic fibrosis, nominated the charity.

#### Help for Heroes

Help for Heroes is a charity formed to help those who have been wounded in Britain's current conflicts. They help to provide, among many other things, financial support and rehabilitation to members of the Navy, Army and Royal Air Force. Help for Heroes was nominated by Manchester based Gavin Denton, and the coincided with a Help for Heroes golf day at Bolton's Dunsar golf club.

Crookstone Adventure Trust  
The Crookstone Adventure Trust is a charitable organisation set up to provide accommodation as a base for outward-bound activities

in the Peak District. Their aim is to help young people under the age of 25. Crookstone was nominated by Freightliner Heavy Haul Ltd train driver Hugh O'Mara; who has been helping to raise money through relay races across the British canal network for 18 years missing only one race due to injury.

#### Claire House Children's Hospice

Claire House opened its doors to children in December 1998 providing a service for children aged 0 - 23 years with life threatening or life limiting conditions and their families from Merseyside, Cheshire, North Wales and the Isle of Man. In 2006 Claire house opened a teenage extension, which provides the facilities for young people and now provide care for over 200 families. The hospice was nominated by Amanda Hemingway, Train Planner for Freightliner Heavy Haul Ltd based in Crewe.

### Community and Charities - cont'd

Redcar and Cleveland Mind and Cleveland Mind are a mental health voluntary organization affiliated to Mind (National Association for Mental Health). The organization began in Redcar in the late 1980s in response to an expressed need for a service for people with mental health problems managed by, and for, local people. Affiliation to National Mind and charity registration in 1991 enabled the charity to work within a network of support and shared values. The charity received the £1,000 donation as a result of being nominated by John Wheatley of Freightliner Heavy Haul Limited; to coincide with a sponsored walk he took part in for Redcar and Cleveland Mind.

The Emmie Dixon Home  
The Emmie Dixon Home is a residential care home providing a permanent home for twelve residents

with physical or learning disabilities. The charity aims to assist residents to take their place in society and to become physically, socially and economically independent as possible whilst providing full time care. John James White, General Manger & Infrastructure Contracts Manager, Freightliner Heavy Haul Limited, nominated the charity after some of the vital funding needed for the home to stay open was not granted.

**Men In Lycra**  
Freightliner sponsors the Men in Lycra campaign in aid of the Niemann-Pick Research Foundation (NPRF). A team of four men will be cycling from Land's End to John O'Groats starting on a 880 mile, nine day journey. Niemann-Pick Disease (NPD) is a crippling degenerative disease also known as childhood Alzheimer's. The condition causes progressive neurological problems leading to dementia.

Physically it affects eye movement, swallowing, speech, balance, muscle control and cognitive functions. The event was set up by David French from Beaconsfield, who son William was diagnosed with the ultra rare genetic Niemann-Pick Disease type C when he was just 6 months old. William is one of only 80 sufferers in the UK and 500 worldwide

**Little Treasures**  
Little Treasures Children's Trust was set up two years ago to offer help and support to improve the lives of sick children and their families. The trust raises funds for children in many different circumstances from paying travel fees to and from hospital to helping terminally ill children live their dream. Wayne Dewberry, a Mobile Shunter for Freightliner Heavy Haul nominated the charity after Little Treasures provided his grandson Aiden with vital support after he contracted the condition encephalitis as a baby.



### Community and Charities - cont'd

As part of our charitable donations, we have also sponsored various employees and others cycling, swimming, mountain climbing and running the marathon in support of charities: Help the Heroes, Naomi House, St Cuthbert's Hospice, ABP Pedal the Ports for Motor Neurone Disease, MACS and Ecuadorean charity Camino Especial.

#### GAYE

Freightliner gives employees the chance to join the GAYE – give as you earn scheme. Inviting representatives from charities to local depots, offices and terminals to sign up to payroll giving. This is then arranged by the Payroll department in Southampton.

All used stamps are collected from old envelopes and sent off to guide dogs for blind.

#### Awareness

Part of Freightliner's campaign is to raise awareness of our mission to transport more freight by rail, this has recently involved sending representatives to speak to local MP's in the areas in which we operate to educate them on the benefits of Rail Freight. Freightliner is also a member of several organisations including Rail Freight Group, Freight on Rail, European Rail Freight Association and Freight Transport Association.

The Compliance & HR Director in Freightliner Australia is an active participant in the Australian Rail Industry Safety Standards Board Code of Practice Development Groups for SPAD Awareness and for Incident Investigation.

#### Community schemes

Freightliner supports the Motorcycle Action Group's 'Diesel Spills Kill – Don't Overfill' safety campaign. All of Freightliner road vehicles are now

sporting the 'Diesel Spills Kill' stickers, both on the cab and above the fuel filler cap. The Motorcycle Action Group (MAG) has identified diesel spills – the result of HGVs overfilling and/or the cap not being on tightly – as a particular source of danger for motorcyclists. Freightliner's road drivers undertake refresher training every six months, and undergo regular assessments, with an emphasis



on both reducing accidents and protecting the environment.

Freightliner is also a member of the Communication in Action Team for the Railway Benefit Fund. Members of rail industry communications teams

meet bimonthly to discuss how the charity can raise its profile and more donations.

In Southampton, we are members of the Southampton and Fareham Chamber of Commerce and sit on their Transport and Planning committee meetings.

We are also part the Transport for South Hampshire Strategies Group who are formulating recommendations to government about the priorities for the region and the unsolved issues faced by Freight as part of the community.

Freightliner regularly takes part in emergency services exercises to prepare both ourselves and the emergency services for future situations that may arise. Our most recent in July 2011 our Southampton Maritime terminal took part in Hazmat incident training for the Hampshire Police. The Hazmat team were set up after the 9/11 attack to



### Community and Charities

provide the emergency services with the equipment and planning to deal with a chemical terrorist incident.

#### Rail Enthusiasm

Freightliner realise that the Rail industry has a very unique following from members of the public interested in the industry. With a Freightliner Store to enable the public to purchase memorabilia and also auction old nameplates removed from decommissioned locomotives. The money raised from this is then put back into our employee chosen charity scheme.

#### Safety

The environment doesn't just consist of infrastructure and air pollution but also the people in it, Freightliner have been proud to be involved in a safety campaign 'TrackOff' which highlights the dangers of the railways to young people. As part of this campaign to

raise awareness of the dangers of the railways we named one of our locomotives 'Sophie' with a trackoff plaque, after a young girl lost her life when she strayed onto the railway line near her home in Staines. Hoping that this small gesture will help not only to honour Sophie's memory but also to prevent it from happening again.

to government's targets to reduce UK carbon emissions. However we recognise that we must work in order to reduce the emissions both from our transport activities and in everything else we do.

**“ our mission to transport more freight by rail ”**

**“ contribute to government's targets to reduce UK carbon emissions ”**



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**SOUTH WEST TRAINS**  
Written evidence for Southampton City Council -  
Air Quality Scrutiny Panel  
January 2015

Dear Louise,

A few thoughts on this from South West Trains point of view:-

We are trialling a new diesel transmission system on one diesel unit which means that the engine does not have to work so hard to get up to line speed. It is hoped that this will save 10% on fuel consumption with the resulting reduction on emissions. The trial is on-going.

We use low sulphur diesel and the engines are maintained by Cummins and SWT engineers at the specified intervals. It is not practical to shut these units down for stopovers of less than 10mins. Units automatically shut down after 15 minutes once drivers key removed.

We use FUEL SET fuel additive at various times in the year to eliminate "diesel bug" contamination which is believed to have a positive effect on emissions (although this has not been proved by SWT but we are monitoring).

Later this year we will also see the introduction of the Driver's Advisory System that will advise driver's what speed to travel at to meet the needs of the timetable. This should reduce congestion and stopover time at stations as well as regulate fuel consumption and the resulting emissions.

Some of diesel units are using a lower rated hp engine (350hp vice 400hp) with no affect on train performance but resulting in less fuel consumption and emissions.

Longer term, there are proposals to electrify the route from the Midlands to Southampton (via Winchester & Romsey) to allow freight trains to use electric locomotives.

It should be noted that on average we run 2 x 2 car diesels per hour through Southampton (one in each direction), with minimal dwell time. Other passenger operators such as First Great Western ( 2 x 3 car 158's per hour), and Cross Country (4 x 4 or 5 car per hour) will also have an affect on emissions.

The council may wish to respond on this issue in the Wessex route study consultation which is seeking view and support for railway initiatives up until 2043. I attach below.

<http://www.networkrail.co.uk/long-term-planning-process/wessex-route-study/>

I hope this helps.

Many Thanks.

Phil Dominey  
Stakeholder Manager  
South West Trains

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# Agenda Item 7

<b>DECISION-MAKER:</b>	SCRUTINY PANEL – AIR QUALITY		
<b>SUBJECT:</b>	EXPLORING IDEAS FOR RECOMMENDATIONS		
<b>DATE OF DECISION:</b>	22 JANUARY 2015		
<b>REPORT OF:</b>	ASSISTANT CHIEF EXECUTIVE		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	<b>Louise Fagan</b>	<b>Tel:</b> <b>023 8083 2644</b>
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<b>Director</b>	<b>Name:</b>	<b>Suki Sitaram</b>	<b>Tel:</b> <b>023 8083 2060</b>
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## STATEMENT OF CONFIDENTIALITY

None

## BRIEF SUMMARY

At the sixth meeting of the Air Quality Inquiry the Panel will begin to explore ideas for recommendations to be incorporated within the final report.

Steve Guppy, Southampton City Council's Scientific Service' Team Leader will also be in attendance.

## RECOMMENDATION:

- (i) For the Panel to reflect and draw upon evidence presented throughout the Air Quality inquiry and to begin to develop recommendations to include in the final report.
- (ii) The Panel is recommended to consider the content of Dr Alan Whitehead MP written submission, when circulated, and use as evidence in the review.

## REASON FOR REPORT RECOMMENDATIONS

1. To enable the Panel to compile a file of evidence in order to formulate findings and recommendations at the end of the review process.

## ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2. None.

## DETAIL (Including consultation carried out)

3. Southampton City Council established a Panel to undertake an inquiry into Air Quality. The Panel held its first meeting on 31 July 2014 and its purpose

has been to seek to identify what additional steps can be taken, if necessary, to improve air quality in Southampton. The inquiry's Terms of Reference (ToR) have been attached as Appendix 1.

4. The Panel has met on five different occasions with a final report scheduled for early 2015. The Panel has received evidence from the following:-
  - Public Health
  - Port of Southampton - Associated British Ports and DP World
  - Sustainable Distribution Centre – Meechers Global Logistics
  - Bus companies – First Bus Hampshire and Go South Coast
  - Post Graduate Student - University of Southampton
  - Western Docks Consultative Forum
  - SCC departments – incl. Regulatory Services, Transport, Planning Policy, Fleet, Licensing and Sustainability
  - Solent Transport
  - Independent Air Quality expert at Ricardo-AEA
  - Residents survey -298 responses
5. At the inquiry meeting held on 22 December 2014 the Panel agreed that evidence is to be sought from cruise liner and train operators operating within Southampton. Therefore further evidence has been provided by: -
  - Carnival UK
  - Royal Caribbean International Ltd
  - Freightliner Group
  - South West Trains
6. Key issues the Panel may seek to address in the final report include the following: -
  1. Ambition and vision - Ultra-Low City Status?
  2. A Low Emission Strategy
  3. Joined up working across the council
  4. Strengthening the Planning function
  5. Communications on Air Quality
7. In addition, Dr Alan Whitehead MP was unable to attend the meeting held on 22 December 2014, it is expected that his written submission, carried over from previous meeting, will be provided before the meeting and circulated to the Panel to be considered as evidence in the review (Appendix 2).
8. Dr Alan Whitehead MP – Southampton Test, is a member of the House of Commons Environmental Audit Committee, which has recently released their Action for Air Quality report. He is also a member of the Energy and Climate Change Committee, and member of the all-party parliamentary renewable and sustainable energy and sustainable resources groups.

## **RESOURCE IMPLICATIONS**

### **Capital/Revenue**

9. N/A

**Property/Other**

10. N/A.

**LEGAL IMPLICATIONS**

**Statutory power to undertake proposals in the report:**

11. The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.

**Other Legal Implications:**

12. None

**POLICY FRAMEWORK IMPLICATIONS**

13. None

**KEY DECISION?** No

<b>WARDS/COMMUNITIES AFFECTED:</b>	None directly as a result of this report
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**SUPPORTING DOCUMENTATION**

**Appendices**

1.	Air Quality Inquiry – Terms of Reference
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**Documents In Members’ Rooms**

1.	None
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**Equality Impact Assessment**

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	No
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**Other Background Documents**

**Equality Impact Assessment and Other Background documents available for inspection at:**

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
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1.	None	
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## 1. Scrutiny Panel membership:

- a. Councillor Christopher Hammond
- b. Councillor Hannah Coombs
- c. Councillor Steven Galton
- d. Councillor Cathie McEwing
- e. Councillor Brian Parnell
- f. Councillor Asa Thorpe
- g. Councillor Paul O'Neil

## 2. Purpose:

To develop understanding of the issue of air quality in Southampton and to identify what additional steps can be taken, if necessary, to improve it.

## 3. Background:

- In May 2014 the World Health Organisation (WHO) released a report, which named Southampton as one of the worst cities in the UK to be breaching air pollution safety guidelines (specifically for PM 10 – particulate matter).
- The main cause of air pollution in the UK is emissions from motor vehicles. In Southampton additional sources of air pollution include industrial emissions, shipping emissions as well as airflow from the continent.
- Local authorities have an important part to play in helping to improve air quality. This includes coordinating local assessment and action; taking air quality into account when undertaking transport functions, ensuring the planning system is deployed to limit deterioration of air quality (or exposure) and where possible to improve air quality and promote the public health benefits of good air quality.
- Provisions in the Localism Act allow the Government to pass down fines from the EU to a local level. Defra has indicated that it intends to do this if Air Pollution targets are not met. In addition Public Health England (PHE) is now urging local authorities to do more to protect people from harmful air pollution.

## 4. Objectives:

- a. To increase understanding of air quality issues within Southampton
- b. To examine the causes and impacts of air pollution
- c. To understand the actions being taken to reduce air pollution in Southampton
- d. Learning from best practice, to identify ways of improving air quality in the city now and for future generations.

## 5. Methodology:

- a. Undertake desktop research
- b. Seek stakeholder views, including through use of social media
- c. Identify best practice

## 6. Proposed Timetable:

Six meetings July/August 2014 – December 2014/January 2015

**Meeting 1: Thursday 31<sup>st</sup> July**

- Introduction, context and background – Overview of air quality in Southampton and national comparison.

To be invited:

- Lead Cabinet Member
- Independent expert
- Environmental Health

**Meeting 2: Thursday 18<sup>th</sup> September**

To examine the impact of poor air quality.

- Public Health
- Residents perspective

To be invited:

- Public Health
- Residents Groups, including Western Docks Consultative Forum

**Meetings 3 & 4: Thursday 23<sup>rd</sup> October and Thursday 20<sup>th</sup> November**

- To identify the causes of air pollution in Southampton, the areas worst affected, and the actions that are being taken, or are planned to address air quality in Southampton.

To be invited:

- Transport for South Hampshire (TfSH)
- ABP
- DP World
- Bus Companies
- Meechers Global Logistics (Sustainable Distribution Centre)
- Council Officers from Transport, Environmental Health, Sustainability, Planning, Licensing

**Meeting 5: Thursday 18<sup>th</sup> December**

To identify best practice

To be invited:

- Defra
- SusTrans
- Other local authorities

**Meeting 6: Thursday 22<sup>nd</sup> January**

- To approve the final report of the inquiry and recommendations