

Northern Connectivity

- **Connectivity to Port of Tyne.** A substantial amount of our supplier chain (both import and export) is through the Port. Based upon studies we have prepared in the past, it is unlikely that we could switch to rail without subsidies. This excludes any impact of investment required to connect NMUK to main line network or for POT to enhance its existing limited rail capability. We would need a minimum 10 trains per day based on 2015 volume. Therefore enhanced road connectivity is the more cost effective approach. NMUK would require direct access to and from A19 to take advantage of planned changes to existing network (flyover of Testos roundabout) which would provide productivity improvements on transport operations between POT and NMUK. This will have a positive impact on logistics cost, delivery times and the environment for all export and import cargo.
- **Investment at the Port of Tyne** in allowing more/larger vessels to berth for parts import and vehicle export. In particular, POT is unable currently to accommodate large container ships, which means that these now berth at Felixstowe, and containers are “transhipped” to POT.
- **Railway transport of Vehicles** Previously NMUK has used rail to Italy but increase in average size of vehicle (height) built at NMUK has reduced capacity by 50% due to train height and length restrictions that can be supported by current UK rail infrastructure. If these restrictions could be mitigated with investment then rail could become a real opportunity for improving NMUK competitiveness from a cost, delivery and environmental point of view.
- **Motorway connectivity** in the North to allow reliable parts supply and ability to minimise inventory at the plant. The key roads for NMUK are the A1 and the A19 – improvements to the traffic flow on these routes would be of benefit to NMUK. Improvements to the railway infrastructure may also allow more traffic to be diverted away from the roads; but this is less clear.
- **Continuing expansion of the regional airport** to ensure airfreight/movement of key personnel
- **Economics of Rail investment.** As a business, we must ensure that our logistics remains competitive – rail studies show that very often rail cannot compete with road transport. Rail investment should be not at the expense of a strong road network/infrastructure.