

Memorandum of Understanding on Green Freight Corridor Development

between
East Midlands Freeport
and
Freeport East

Preamble

This Memorandum of Understanding (MOU) has been developed between Freeport East (Harwich International Station, Parkeston Quay, Harwich, Essex, United Kingdom, CO12 4SR) and East Midlands Freeport (County Hall, Glenfield, Leicester, LE3 8RA) hereafter referred to as The Parties.

The Parties agree that this MOU is not legally binding but reflects a spirit of co-operation between them in order to deliver a “green freight corridor” between our two freeport locations that will serve the net zero agenda and act as a catalyst for activities delivered by a wider range of other partners. Any collaborative decarbonisation, innovation and transportation projects will be subject to more detailed agreements.

Each Party will seek to identify collaborative innovation and decarbonisation opportunities of mutual or individual interest, and where there is agreement to proceed, specific contractual arrangements detailing terms and conditions of collaboration will be agreed between the Parties.

Background

Transport is the largest contributor to UK domestic greenhouse gas (GHG) emissions, responsible for 27% in 2019, excluding international aviation and shipping. The government has set an ambitious target of growing rail freight by at least 75% by 2050 alongside delivering a net zero rail network and is investing in zero emission HGV demonstrators ahead of a planned phase out of non-zero emissions HGV sales by 2040.

Achieving these targets will require significant infrastructure delivery, changes to operating models, new technologies, supply chains and skills. There is an opportunity for Freeports to leverage their geographical locations, innovation and skills programmes and collaborate with private sector partners to catalyse the change required.

A “green freight corridor” is a specific transport route between major port hubs where a range of emissions reduction measures are pursued on a pathway towards zero-emission solutions. Freeport East includes the UK’s principal gateway from the Far East and 700 destinations globally, to major European ports such as Rotterdam, Antwerp and Hamburg, as well as hosting high-value logistics, manufacturing, processing, and engineering hubs. East Midlands Freeport benefits from excellent connectivity through key road networks, reaching over 91% of the UK population within a four-hour drive, as well as rail links to seaports and the UK’s largest dedicated air cargo operation at East Midlands Airport.

DFT statistics indicate that between 5,000 and 10,000 HGV movements take place along the corridor from Freeport East to the East Midlands every day, as well as daily freight train services (Annex B). Both Freeports have plans for >100MW hydrogen production facilities and could stimulate large scale transport decarbonisation initiatives serving the freight corridor between the freeports (Annex A).

Article 1: Purpose

The purpose of this MOU is to establish a general framework of collaboration to progress transport decarbonisation, the “greening” of the corridor between the two freeports and wider opportunities in relation to skills and employment that may flow from these and wider freeport initiatives. The Parties aim to:

- Accelerate modal shift on the transportation corridors between our two freeport locations, for example through promoting investment in the rail network at Ely & Haughley Junction, utilising capacity at the East Midlands Gateway Strategic Rail Freight Interchange (SRFI) to full effect and supporting proposals for a SRFI at East Midlands Intermodal Park
- Accelerate the technologies, business models, innovation and infrastructures that will support decarbonisation of transport flows between our two freeport locations, including via green hydrogen, electric charging modalities and novel technology applications, such as digital twins
- Use our collective influence to encourage key industry players and public bodies to co-develop and deploy initiatives to deliver a green corridor between our two freeports, supporting relevant funding bids and leveraging investment from the public and private sectors
- Utilise the existence of freeport tax sites and seed capital investments such as the East Midlands Net Zero Innovation Centre to support the infrastructure and

Written, approved and signed.

Tom Newman-Taylor
Chief Executive Officer
East Midlands Freeport Ltd

Date:

- innovation required to drive towards transport decarbonisation, particularly in the logistics and manufacturing sectors
- share opportunities and expertise to strengthen skills provision within the freeports and extending along the corridor to serve the needs of a new, greener economy
 - combine local UK expertise with globally leading expertise to achieve scientific, engineering and supply chain innovations, with outcomes centred in our freeports and deployed to deliver the green corridor aspirations;
 - participate in wider opportunities to extend and deepen our green corridor initiative, such as into the maritime sector with Green Shipping Corridors and marine ecology and through initiatives such as fifty500 in the Midlands
 - recognise the need to strengthen biodiversity and deliver wider environmental outcomes and climate change mitigations along the green corridor and to take opportunities to build on existing such initiatives, particularly at tax sites strategically located along the corridor, such as Freeport East Felixstowe, Freeport East Gateway 14 and East Midlands Airport and Gateway Industrial Cluster.

Article 2: Collaborative Activities

Any collaborative activities the Parties decide to implement will be subject to terms and conditions of contract which the Parties will agree prior to the commencement of any work by either Party.

Project outcomes will stimulate the development of a green corridor that drives down impacts of emissions, noise and congestion through deployment of new technologies, business models and other innovations that will position the East Midlands Freeport-Freeport East corridor as a model of green transportation.

Article 3: Governance

The Parties will each designate a person who will be responsible for the co-ordination of innovation and decarbonisation collaborations arising from this MOU. The designated contacts will provide regular updates to their respective Freeport Boards or Subcommittees and will work together to produce an annual overview of activity undertaken through the MoU and the emerging project pipeline.

Article 4: Scientific Results

Neither Party is obliged to grant to the other Party rights in inventions, copyright material or technology that belong to it, as a result of work preceding or independent of this MOU. Any inventions, copyright material or technology created by either Party in connection with this MOU shall belong to that Party.

Article 5: No Partnership

Nothing in this MOU shall be deemed to constitute a partnership between the Parties or constitute either Party acting as agent for the other for any purpose and nothing herein shall be construed as granting either Party the right to make commitments of any kind for or on behalf of the other Party.

Article 6: Costs

The Parties shall bear their own costs and expenses expended or incurred in connection with this MOU.

Article 7: Questions and Consultation

Should questions arise about interpretation of the provisions of this MOU, or issues arise in relation to this MOU and any collaborative arrangements, the Parties shall promptly consult with each other and actively work together to achieve a mutually acceptable solution.

Article 8: Duration and Amendment

This MOU shall subsist for a period of three (3) years but may be terminated by either Party giving to the other thirty (30) days written notice. The Parties may modify this MOU as jointly determined by written agreement.

Article 9: Announcement

The Parties shall agree in writing prior to the release of any press releases or public announcement that either Party wishes to make relating to this MOU.

Article 10: Non-assignment

Neither Party shall assign transfer or otherwise dispose of this MOU without the prior written consent of the other Party.

Steve Beel
Chief Executive Officer
Freeport East Ltd

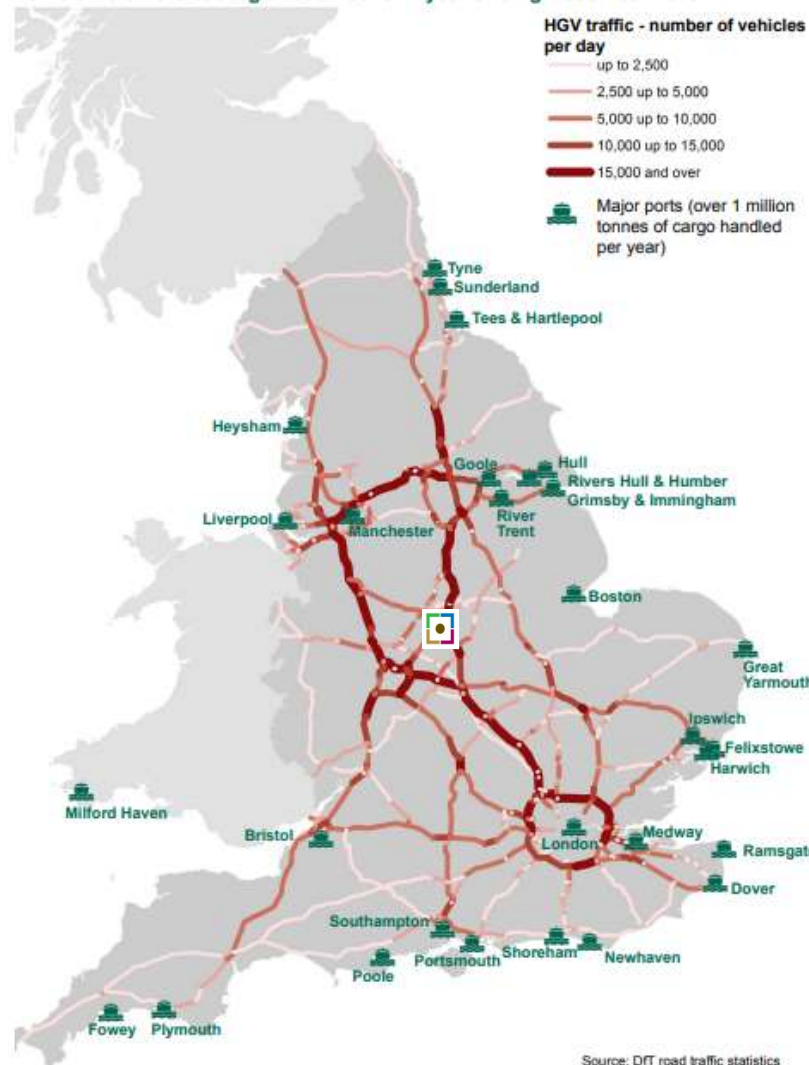
Date:

Annex A: The East Midlands Freeport – Freeport East Green Freight Corridor



Annex B: Existing HGV and rail movements

HGV traffic on the strategic road network: year ending December 2016



Rail freight: daily freight trains and selected Network Rail freight corridors

