



# Scotland's largest international multi-modal rail freight park



**MOSSEND  
INTERNATIONAL  
RAILFREIGHT  
PARK**



## On Site Now

Already a thriving 20 hectare (200,000 sq m) railfreight terminal with automotive traffic, bulk cement, containers of FMCG, steel products and an owned and operated fleet of trucks. The MIRP development project will upgrade the site, providing an additional 200,000 sq m of logistics and manufacturing accommodation. In addition, the development incorporates a new 24 hectare (240,000 sq m) Strategic Railfreight Interchange (SRFI) which will include a railfreight terminal, capable of handling sixteen 775 m freight trains per day, container storage, HGV parking and driver welfare.

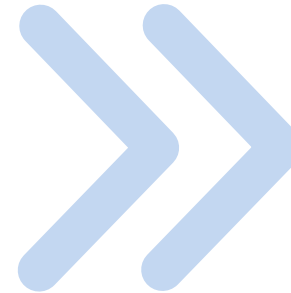


## On Site in the Future

Extensive infrastructure works are currently underway. These works include, improvements between Junction 7 and Junction 7A of the M8 including the introduction of a smart motorway system, safer access to the A8 and access to MIRP over an already constructed new bridge.

The rail terminal will connect to the electrified West Coast Main Line (WCML), providing direct access to the major UK ports, the Channel Tunnel and other UK and Scottish freight interchanges.

In an unrivalled location in the heart of the 'central belt', with 77% of the Scottish population living within 50 miles of the MIRP development.



**The site for Mossend International Railfreight Park is located in North Lanarkshire, East of the City of Glasgow and to the South of the new M8/A8 corridor.**

**The extended development will provide the following expansion:**

- Modern, strategic rail facility with connections to the UK and Europe
- Expanded railhead to include 8 x 775 m sidings of international standard
- Phased development of 200,000 sq m of onsite storage, distribution & logistics park
- A new road connection to the A8/M8 resulting in less local traffic

**The development represents one of the largest single public-private sector investments in Scotland and provides major benefits for the economy, logistics companies and wider business community and can offer:**

- New investment opportunities
- Access to state-of-the-art, zero-carbon supply chain logistics, aligned with Scotland's Green Investment Programme (GIP)
- A lower cost, higher efficiency alternative to long haul road transport
- Improved access and delivery times for businesses moving goods
- Bespoke sites for freight and logistics operators



# Planning Status

The site was granted planning permission in 2017 for the development of new rail facilities and associated warehousing and manufacturing. The development accords with the Local Development Plan creating additional railfreight capacity and freight park facilities at the northern limit of the W10 loading gauge, capable of conveying deep sea containers 2.9 m (9 ft 6 in) high.



## MICHAEL MATHESON, CABINET SECRETARY FOR TRANSPORT, INFRASTRUCTURE AND CONNECTIVITY:

The Scottish Government is leading the way in support for rail freight with innovative regulatory targets to encourage growth and significant investment, including a £25 million ring fenced fund for the period 2019 to 2024, which will help to unlock opportunities for rail freight across the country.

I recently had an opportunity to visit the rail freight facility at Mossend to see how work is progressing and hear more about how the ambitious plans for a bespoke carbon neutral distribution, service and logistic facilities could help to make Mossend International Railfreight Park (MIRP) one of the UK's most advanced inland dry ports.



## GEOFF LIPPITT OF PD PORTS:

For over four years now PD Ports has operated a very successful intermodal rail freight service with direct connections from Teesport to Mossend.

This route provides a simple, more cost effective and environmentally friendly route for European markets for Scotland's imports and exports, whilst alleviating the already congested UK road network. As trade continues to grow and the requirements for more freight to be moved by rail, the new development at Mossend International Railfreight Park, MIRP is both much needed and an exciting opportunity. It will play a significant role in transforming the modern supply chains into and out of Scotland and we wish the project every success.



## IAN BROWN OF STVA:

STVA are a specialist automotive logistics company now part of the wider Group CAT. We are unique in the UK industry being the only company that uses rail as part of the multi-modal service offering.

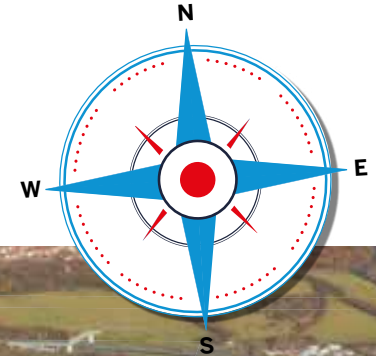
We recognise that road is a very dynamic mode of transport and thus to survive, rail needs to constantly evolve and innovate in order to keep up. MIRP offers rail users the chance to run significantly longer and consequently more cost effective rail movements to and from Scotland. This is very attractive in the automotive arena as trains tend to be relatively lightweight and length is generally the limiting factor. In 2020 the vast majority of new cars to be delivered to the Scottish domestic market arrive on a truck that has driven between 200-450 miles. We would like to change this paradigm so that rail becomes the first choice mode for long distance haulage. MIRP is part of a jigsaw of innovation that can help to bring about this change.

# Planning Schedule



# Proposed Site Layout

Mossend International Railfreight Park will create lasting benefits for Bellshill and Scotland's economy, environment and communities.



**M8 MOTORWAY**

Direct Access to A8/M8

**RAILFREIGHT PARK  
Integrated Logistics Hub**

**NEW  
ROAD  
LINK**

**PROPOSED NEW  
MAINLINE RAIL  
ACCESS**

**WEST COAST MAINLINE**

**EXISTING  
RAIL  
TERMINAL**

**RAIL TERMINAL  
775 m Rail Sidings**

Unit A

STVA Compound

Indicative  
master plan

No Access to Local Roads

# Key Points

## INDUSTRY & INVESTMENT

- 1 Scotland's 1<sup>st</sup> High Value 'Dry Port':**

One of the UK's most advanced inland dry port (Hams Hall/Daventry/Iportrail) linking the electrified West Coast Mainline (WCML) W10 core trunk rail network with Scotland's strategic road network (M8, M74, M73, M9 & M77).
- 2 International Operations:**

A 21st Century strategic railfreight facility offering Scotland's only 775 m international railfreight terminal providing for rail logistics companies in key international growth sectors (retail distribution/e-commerce/food and drinks sector/specialist logistics and exports). Fully laden containers can be moved by electric tug vehicles directly to the distribution centre on the internal private road network, negating the need to separate out cargo for travel on roads, which must be 30 per cent lighter. Each train typically takes 90 lorry journeys off the road.
- 3 WCML Connected National Freight Facilities:**

Developing in accordance with the Strategic Development Plan additional railfreight capacity and freight park facilities at the northern limit of the W10 loading gauge capable of conveying deep sea containers 2.9 m (9 ft 6 in) high.
- 4 Modern Railfreight Operations Supporting a Zero-Carbon Future:**

Developing Mossend with the 21<sup>st</sup> Century high capacity infrastructure to meet current/future market needs that will facilitate modal shift/support low carbon freight/remove HGVs from local roads, all this being commercially attractive and viable.
- 5 Connectivity**

A railfreight park with direct 775 m train services and train confirmed pathways to the UK main seaports including Teesport, Liverpool and the Southern Seaports of DPW Southampton and London Gateway, Tilbury and Felixstowe as well as direct gauge cleared access to the Channel Tunnel and Europe.

## INDUSTRY & INVESTMENT

- 1 Community & Social**

Maximises value from Public/Private Sector Investment: The Scottish M8 motorway construction including the new bridge crossing the M8 supports and facilitates the private sector investment in the MIRP proposal creating new investment opportunities for North Lanarkshire and the central belt.
- 2 Local Employment Opportunities:**

MIRP will draw from a highly trained and skilled local workforce in an area rich in industrial and technological skills and tradition. Significant strengthening of local job opportunities for the future will create legacy and promote diversity and equality with the creation of up to 4,900 jobs during the construction and operational phases, generating additional salaries of approximately £100 million.
- 3 Improved Road Safety:**

New improved access road to the north of the site removing all associated HGVs from the local road network thereby creating safer roads for pedestrians and local road users.
- 4 Environmental Stewardship:**

Developing zero-carbon facilities that promote sustainable logistics with low environmental impact, carbon footprint awareness and a commitment to the creation of a green network with local access, locally supported and locally managed for the local community.
- 5 Environmental Awareness:**

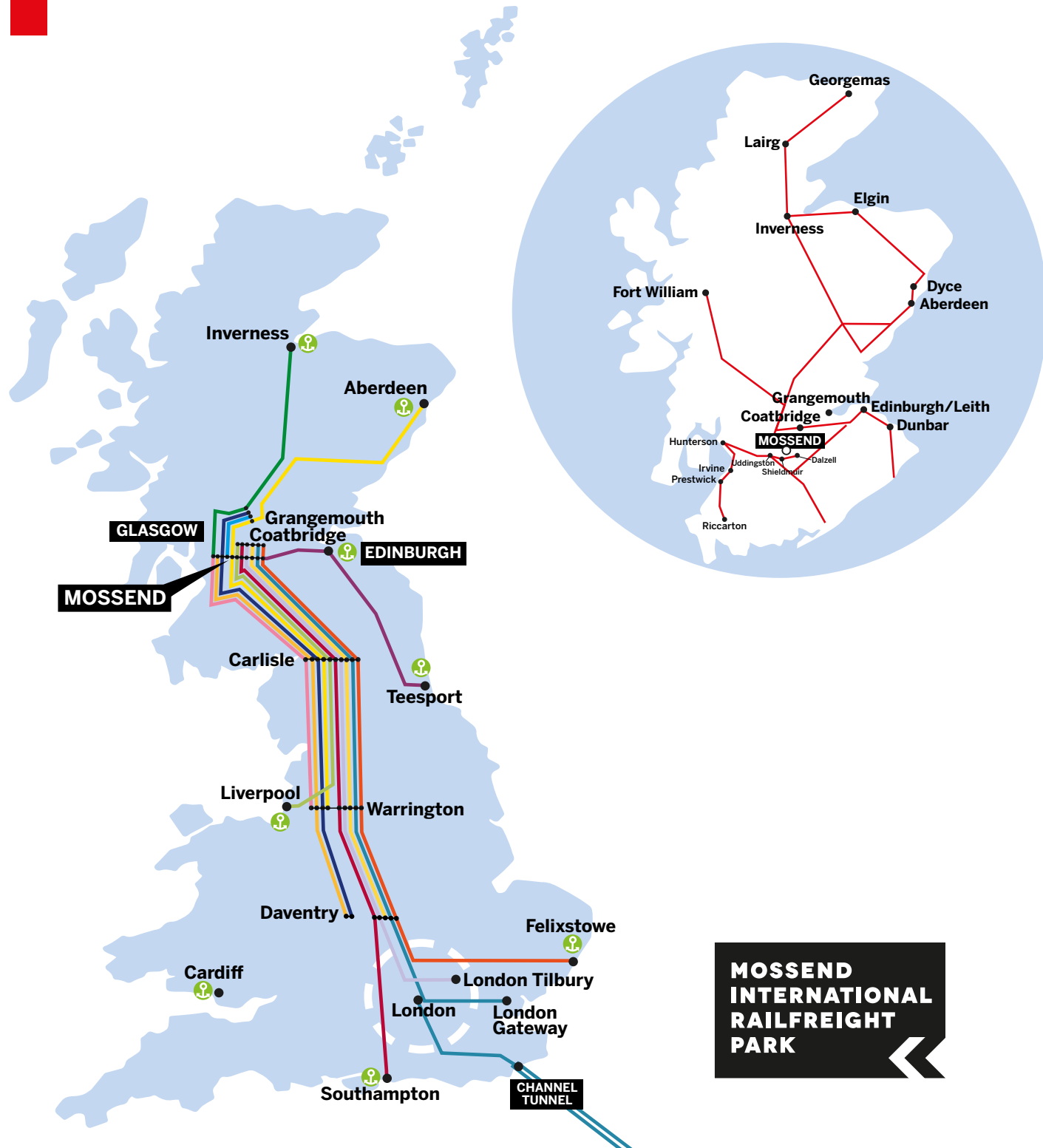
MIRP will be Scotland's first 775m long European-class electrified rail terminal which will handle longer trains and carry 3 times more per journey, with each train typically taking 90 journeys off the road. A switch from diesel to electric tug vehicles means there will be no emissions at the point of use and an ultra-low carbon footprint. Railfreight is cleaner – reducing CO<sup>2</sup> by 80% for every tonne of freight moved – and safer means of freight transport.



# Location

**FOCUSED ON INTERMODAL SOLUTIONS, WE OFFER FULLY INTEGRATED ROAD, RAIL, WAREHOUSING AND BONDED WAREHOUSING SERVICES THROUGHOUT THE UK AND TO AND FROM EUROPE.**

A Railfreight Park with direct 775 m train services and train pathways to the UK's main sea ports including Teesport, Liverpool and the Southern sea ports of DPW Southampton and London Gateway, Tilbury and Felixstowe as well as direct gauge cleared access to the Channel Tunnel and Europe.



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The logistics sector plays an integral role in Scotland's success. It not only provides employment it is also the lifeblood of the country's economy and it is our export gateway to the world.

Our ports are at the heart of that success and this inland port at Bellshill is no different keeping international trade turning as well as food in the shops, cars on the road and enabling Scotland's products to reach around the world. It is therefore crucial that all ports have the right tools to thrive and grow not just for today but for the future as well. This bold and far reaching infrastructure scheme offers a huge range of benefits. These include how best to harness the latest technology to improve our infrastructure and help industry grow in a 'cleaner' way. MIRP is ambitious in its scope and is purposely designed to be cutting edge and achievable.

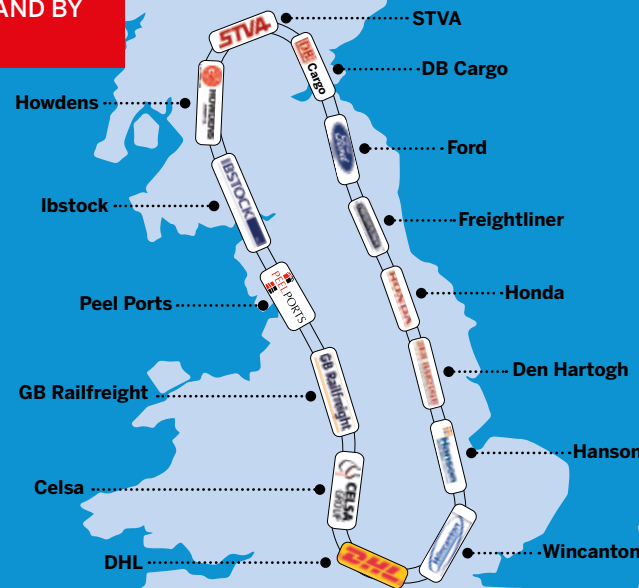
In this regard the environment is important to us. MIRP will be a major distribution centre that plays a vital role in keeping the commerce of the country running smoothly. We are also aware of the role it must play to fit with all local stakeholders both physically and environmentally. To this end we work tirelessly with the planners at North Lanarkshire Council as well as architects to make sure this facility blends in with its surroundings sympathetically. We will plant 50,000 trees as part of the development. We take our commitment to the environment in Scotland very seriously and have already taken many measures to minimise disruption to local wildlife.

## ESTIMATED TRANSIT TIME TO/ FROM MIRP:

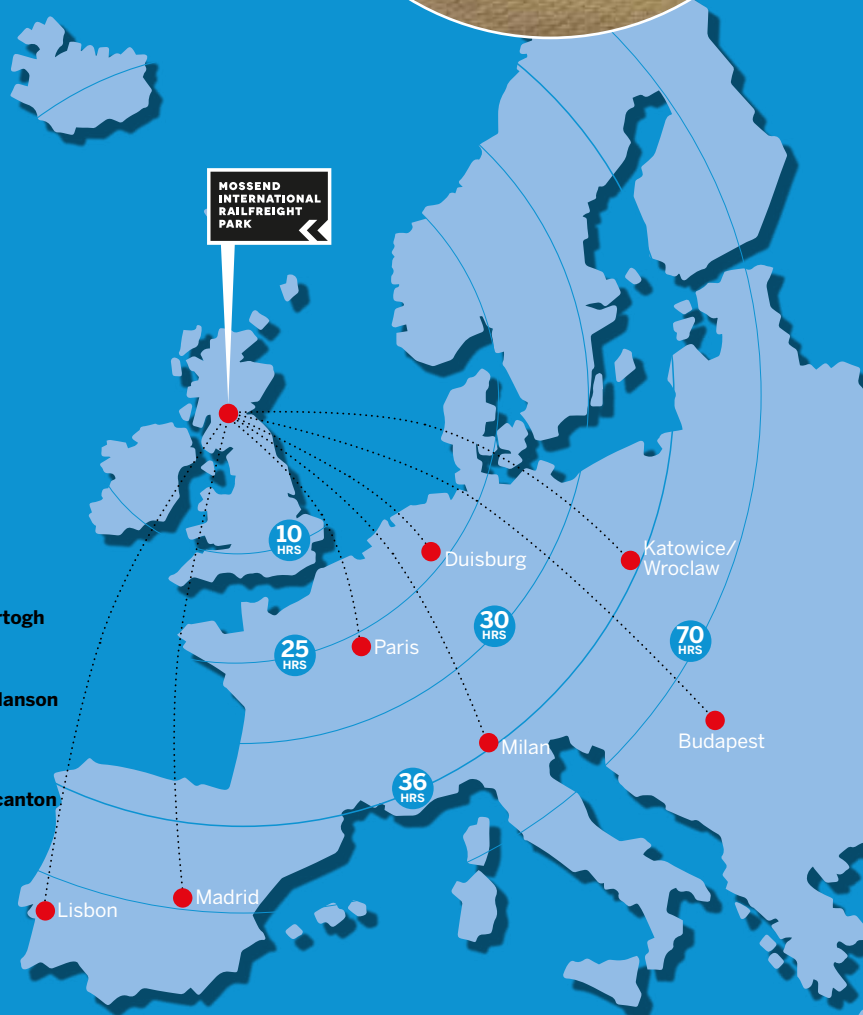
- 7-8 hrs to Teesport and Liverpool
- 12-14 hrs to Felixstowe, Southampton and London Gateway
- 40 hrs to Northern Italy and Spain
- 70 hrs to Central Poland



EXAMPLES OF CUSTOMERS ALREADY USING THE FREIGHT FACILITY AT MOSSEND AND MOVING PRODUCTS TO AND FROM SCOTLAND BY RAIL.



MOSSEND INTERNATIONAL RAILFREIGHT PARK



# MIRP TERMINAL

## RAILFREIGHT CAPACITY

Scotland's largest multimodal terminal offering the country's only 775 m all-electric rail freight terminal providing for rail logistics companies in key international growth sectors (retail distribution/automotive/e-commerce/food and drinks sector/specialist logistics and exports).

- Maximum UK train length capacity at 775 m
- eight x new 775-metre international standard railway sidings
- Wagon repair and maintenance facility
- Head-shunt and refuge siding
- Handling up to 16 electrically-hauled freight trains per day
- Channel Tunnel (SACTFF) approved security facility for international movements and AEO status applied for
- 5,000 TEUs storage capacity
- Fully equipped IMO Dangerous Goods facility
- Electric internal movement vehicles and battery operated shunting locomotives
- Logistics will include two fully autonomous rail-mounted gantry (RMG) cranes and container storage areas
- It will be an intermodal terminal with automotive train capability

MIRP is designed and equipped for rapid growth offering a facility for the longest freight trains to and from Scotland. MIRP will double intermodal train handling capacity for the Scottish market.



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# THE ENVIRONMENT

## ENVIRONMENTAL BENEFITS OF USING RAILFREIGHT

The increasing use of railfreight makes sense both environmentally and economically.

Scientists around the world are warning that the Earth is heating up due to carbon dioxide (CO<sup>2</sup>) and other greenhouse gas emissions.

The Scottish Government has set targets to be free of carbon by 2035.

CO<sup>2</sup> emissions are 80% less per tonne carried by rail than by road.

15 times less NOx emissions railfreight over road freight.

An often asked question is what can be done to reduce CO<sup>2</sup> emissions? One answer is to increase the use of modern railfreight.

The MIRP facility at Mossend will be an integrated carbon neutral railfreight distribution facility of over 20 HA. MIRP will transform the economics of Scottish freight logistics and has the capacity to save over 200,000 tonnes of carbon per annum.

It will also enable the move to transfer some of the 11,000 long-distance Anglo-Scottish HGV movements per day to be diverted from the motorway and trunk road network onto rail. It will create a national hub with capacity of over 16 million tonnes of goods per annum throughput supporting other key logistics sites in Scotland.

The long distance trains will be hauled by electric traction or hybrid locomotives. The shunting at MIRP will initially be undertaken by battery locomotives with hydrogen options also being explored.

**Power provision will be sourced from green and renewable energy providers wherever possible.**

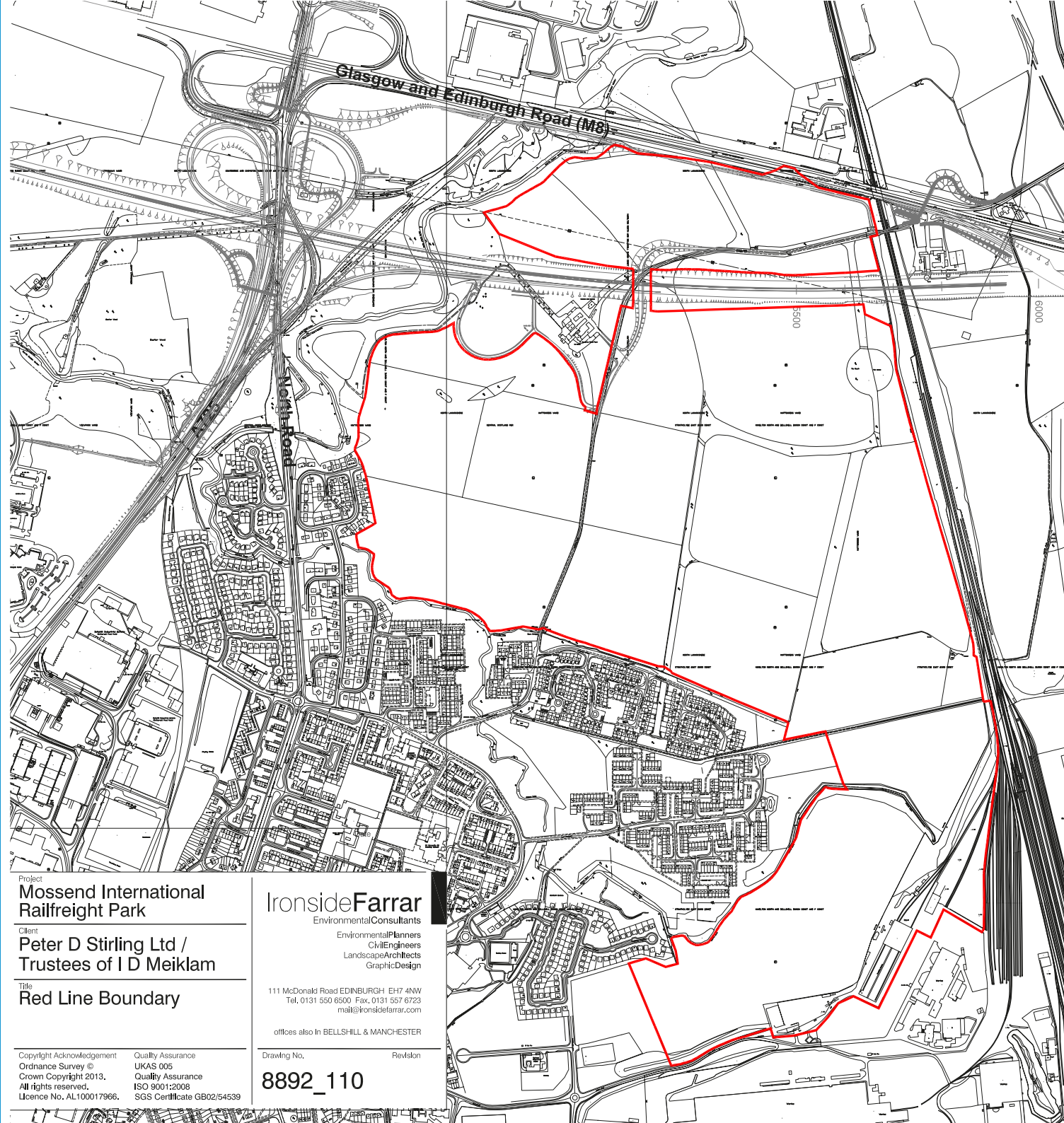
Rail is a proven safer mode of transport than road.

# INVESTMENT OPPORTUNITY

An investment in MIRP provides a unique opportunity to join a railfreight development consortium that is constructing innovative warehousing and manufacturing facilities.

The MIRP developers, Peter D. Stirling Ltd and Trustees of I D Meiklam are actively seeking investment proposals for funding partners that would like to join us in developing this site. We are seeking long term stakeholders to join our team as we enter this first phase of development and warehouse construction.

Further information is available by emailing [mirp.co.uk](mailto:mirp.co.uk)



Project  
**Mossend International  
Railfreight Park**

Client  
**Peter D Stirling Ltd /  
Trustees of I D Meiklam**

Title  
**Red Line Boundary**

**IronsideFarrar**  
Environmental Consultants

Environmental Planners  
Civil Engineers  
Landscape Architects  
Graphic Design

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**8892\_110**

# Warehousing & Manufacturing

MIRP offers a prime manufacturing and warehouse investment opportunity, with 200,000 sq m (2.2 m sq ft) of Class 5 industrial and Class 6 storage and distribution space. Modern infrastructure, direct connections to the newly expanded M8 and rail connected sidings will allow rapid unloading and loading times and cross docking.

We are looking for strategic partners for investment or collaboration to deliver the infrastructure and warehousing within the development plan.

## DRIVE TIMES

Glasgow	30 minutes
Port of Grangemouth	50 minutes
Edinburgh	40 minutes
Port of Rosyth	50 minutes
Port of Greenock	60 minutes
Carlisle	2 hours
Aberdeen	3.5 hours
Newcastle Upon Tyne	3 hours
Inverness	4.5 hours
Leeds	6 hours



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1870 - 2020

A 200 acres (81 hectares) development with planning consent for up to 200,000 sq m of logistics accommodation. The development incorporates a 24-acre Strategic Railfreight Interchange (SRFI) which will include a Railfreight Terminal, capable of handling up to sixteen 775 m freight trains per day, container storage and HGV parking.

For more information please contact [mirp.co.uk](http://mirp.co.uk)

