

## AGENDA –KMEP meeting - Friday 15 March 2024, 15.00 – 17.00 on MS TEAMS

### Agenda

	Approx time	Page/Presenter
1. Welcome from Chairman Apologies for absence & Declaration of interests	15:00	Tudor Price
2. Minutes from last meeting	15:05	
3. Future KMEP <ul style="list-style-type: none"><li>Structures &amp; Organisational Model</li><li>Work streams focus</li><li>Balance of Business Representation</li></ul>	15:10	Steve Samson
4. Kent & Medway Economic Framework <ul style="list-style-type: none"><li>Implementation Plan</li></ul>	16:00	
5. General Updates <ul style="list-style-type: none"><li>International Rail Services</li><li>Port of Dover Masterplan</li><li>EES</li></ul>	16:15	
6. Any other Business	16:50	

### Future Meeting Dates:

Tues 9 April	3pm-5pm online via MS Teams
Weds 15 May	3pm-5pm
Thurs 11 July	3pm-5pm
Thurs 5 Sept	3.30pm-5.30pm
Tues 5 Nov	3pm-5pm
Thurs 5 Dec	3pm-5pm

**Attendees:**

**KMEP Board Members:**

Miranda Chapman (Pillory Barn)	Cllr Lauren Edwards (Medway Council)
Andrew Metcalf (Maxim PR)	Cllr Roger Gough (Kent CC)
Carol Ford (Horticultural Task Force)	Cllr David Burton (Maidstone DC)
Jo Nolan (Screen South)	Cllr Julia Thornton (Sevenoaks DC)
Chris Broom (Discovery Park)	
Mario Caccamo (NIAB EMR)	
Tudor Price (KICC)	
Nick Fenton (Kent Housing and Development Group)	
Roland Cooper (Considine)	

**Additional Attendees:**

Steve Samson (Kent CC)  
Stephanie Holt – Castle Kent CC)  
Emma Watson (Kent CC)  
Adam Bryan (Medway Council)  
Andrew Osborne (Ashford BC)  
Karen Britton (Maidstone BC)  
Jessica Jagpal (Medway Council)  
Jeremy Whittaker (Tonbridge and Malling BC)  
Joanne Johnson (Swale BC)  
Doug Bannister (Port of Dover)

**Board Member Apologies:**

Cllr Kevin Mills, Dover DC; Mario Caccamo NIAB; Cllr Matt Boughton Tunbridge and Malling BC. Liz Gibney (KMEP Chairman & Lee Evans Partnership)  
Vince Lucas (KMEP Vice Chair & VA Rail); Prof Jane Harrington (University of Greenwich); David Milham (FSB); Graham Razey (EKC Group)

**Item 1 – Welcome, introduction and apologies.**

- 1.1 Tudor Price welcomed attendees to the meeting (Neither the Chair nor Vice Chair were able to attend) . Apologies were stated by Steve Samson (listed above).
- 1.2 There were no declarations of interest.

**Item 2 – Minutes from the last meeting**

- 2.1 The minutes of the 15 January 2024 meeting were agreed, and previous actions covered.

## Item 3 – Future KMEP

- 3.1 Tudor Price encouraged Members to stay the course until further clarity becomes available of what the Future of KMEP might look like, initial indication can be found on the slides below.
- 3.2 Steve Samson provided an update on the Future of KMEP.

## LEP Transition Update: Context

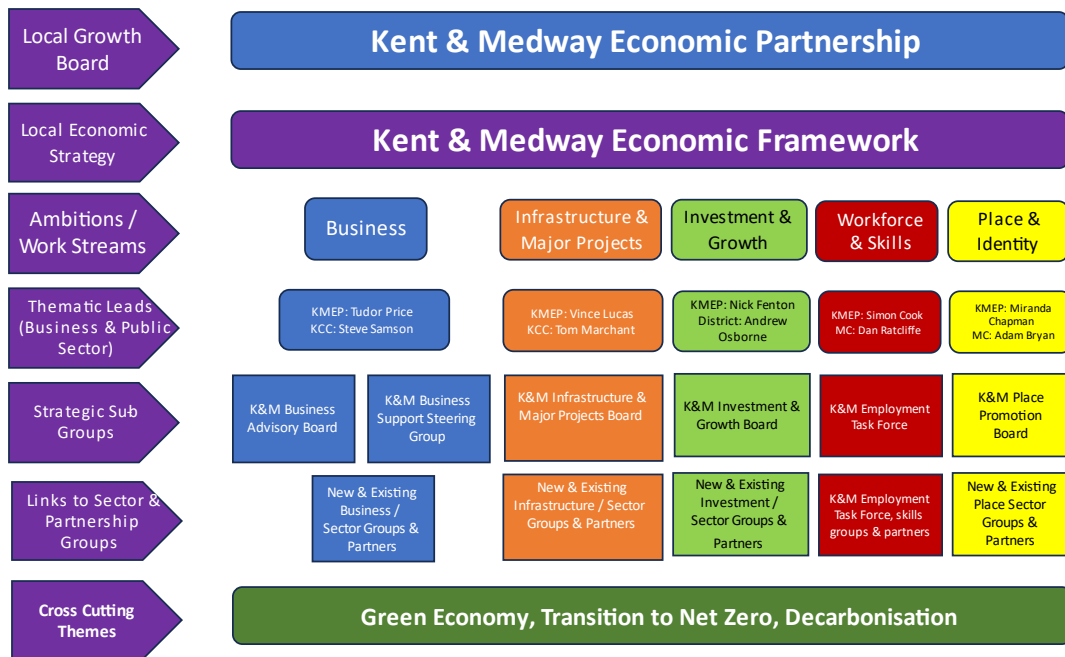
- SELEP closing 31 March 2024
- 38 LEPs => 40 new Functional Economic Areas (FEAs)
- One upper tier local authority as accountable body per area (KCC for K&M)
- Each area to establish a Local Growth Board – strong business voice (KMEP) required for potential future government funding requests
- Each area to publish an Economic Strategy (KMEF)
- Alignment with Economic Strategy essential for future government funding requests

### LA-led Government Programmes / Funding already announced for new FEA:

- DFE Skills Bootcamps (up to £5m for 24 -25)
- DWP Universal Support (supported employment programme) from Autumn 2024
- DBT Growth Hub (funding allocation TBC) from April 24
- *(Made Smarter business support programme)*

## LEP Transition Update: Practical Details

- **Legal agreement** transferring responsibilities to be signed by 6 UTLAs & DLUHC
- **Staffing:** Alex Riley joining KCC as Programme Manager (Sectors & Economic Partnerships)
- **Greater South East Net Zero Hub** – K&M allocated a board seat
- **Sector Groups:** 2 SELEP-wide groups to continue: Major Projects, SECEN
- **Kent & Medway Growth Hub:** DBT funding allocation still not confirmed from 1 April
- **Kent & Medway Economic Dashboard:** KMEP groups to consider additional data requirements
- **GPF:** circa £14m for Kent, £2m for Medway – new programmes to be planned & launched
- **Financing:** awaiting details of government funding for undertaking new responsibilities

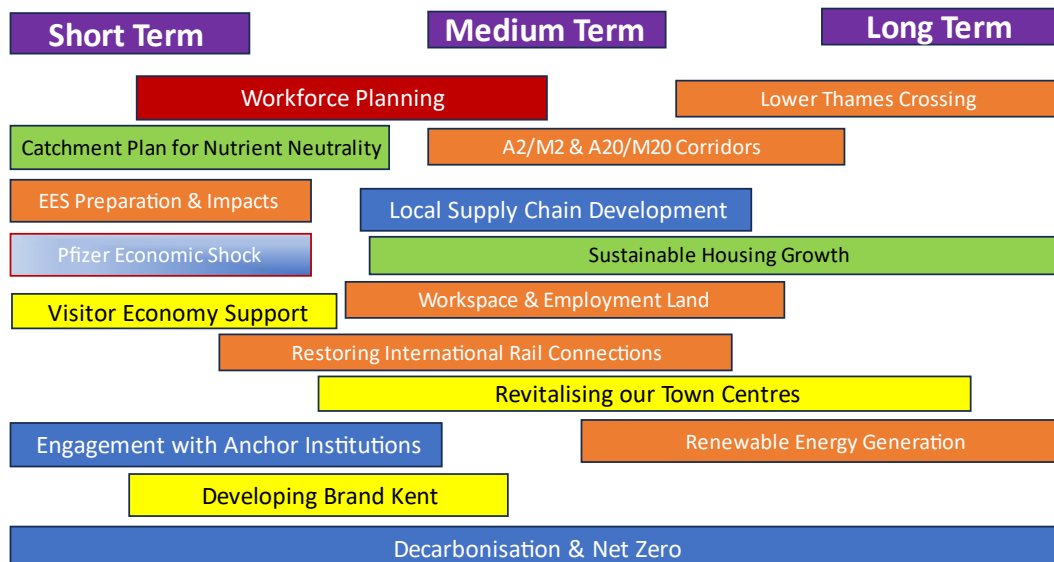


## KMEP Approach

### Role & Purpose:

- Identification of Kent & Medway's Big (Economic) Challenges including agreed KMEF Ambitions & Action Areas
- Combining Democratic, Business and Education Representation (further supported by BAB- sector champions)
- **KMEP Board** (NB. Review business balance through 24 -25 recruitment)
  - Single, unified voice for Kent & Medway FEA (to government) on economy & growth issues
  - High level steer on strategic challenges and opportunities at FEA and subFEA levels
  - Ownership & oversight of K&M Economic Framework
  - Strategic oversight of 5 main subgroups
  - Prioritisation of programmes & projects pipeline for future funding opportunities
- **KMEP Sub-Boards**
  - Oversight of KMEF implementation
  - Consider effective delivery mechanisms (T&F Groups, Supporting Existing Stakeholders)
  - Evidence & Intel gathering (BAB, K&M Economic Dashboard, stakeholders), monitoring and evaluation
  - Partner and stakeholder liaison
  - Business Cases for Future government investment linked to KMEF
- **Additional Connections (local partners and stakeholders)**
  - Intelligence & Delivery

## KMEP Focus: Strategic Issues (examples)

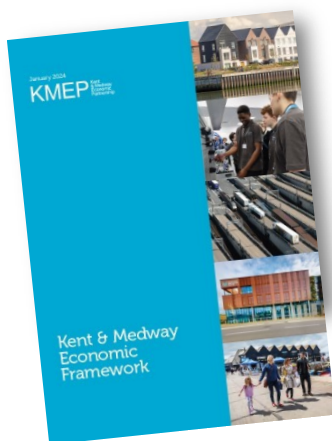


- 3.3 Carol Ford asked how we are going to decide what the strategic issues are as opposed to having just examples?
- 3.4 Steve Samson answered by saying that this will be around how we take forward the Economic Framework, and how the leads of the 5 main action areas prioritise these in the short/medium and long-term going forward. The items on the slide were shown as 'examples' recognising that there may be other topics to add.
- 3.5 Roland Cooper expressed concern that some of the examples looked like Task and Finish groups when the issues are ongoing but acknowledged that Steve Samson had answered the question posed by Carol Ford

### Item 4 – Kent and Medway Economic Framework

- 4.1 Steve Samson the ran through the implementation of the Kent and Medway Economic Framework in the slides below:

## KMEF– Implementation Plan Approach



- Framework including **5 Ambitions & 21 Action Areas** endorsed by key stakeholders including KMEP (Jan 24)
- Final version available mid-March
- Formal submission shortly to DLUHC on behalf of new FEA

### KMEP Board to:

- Agree activity programmes
- Review progress with implementation

### KMEP Sub-boards to:

- Consider potential activity, projects, programmes to support action areas
- Develop KPIs, measures and metrics and assess data needs
- Identify Resources & Funding
- Oversee delivery of 'quick win' projects and support local stakeholders with long-term activity programmes

## KMEF Implementation Potential Quick Wins

### Formal Submission of KMEF to DLUHC

#### Early conversations with government about local ambition and future investment needs

KMEF action areas agreed by KMEP and local stakeholders	Examples of Potential Activities
2. Focusing support to business on measures that will increase long-term productivity resilience and the adoption of new ideas	• Gap analysis of current business support provision and piloting new support programmes
3. Attracting and welcoming investors to Kent and Medway	• Delivered through 2024-26 Inward Investment Commission
8. Retaining and developing talent	• Launching new industry-specific training courses to upskill current workforce (DFE-funded skills bootcamps)
9. Maximising the benefit of international connectivity	• Business Case & Investment/Operator Cases for future international rail
13. Ensuring that everyone who wants a job can find work	• Delivered through Universal Support programme and / or WorkWell programme
14. Developing a strategic partnership for health and the economy	• Creation of Health & Economy partnership to report into ICB & KMEP (initial 'work well' focus)
15. Building links between anchors of growth, key investments and community opportunity	<ul style="list-style-type: none"> <li>• Establish anchor institutions working group to boost local supply chain and skills development opportunities</li> <li>• Establish local procurement training resources for local firms</li> </ul>
21. Developing the visitor economy	• Delivered through Visitor Economy work under 'Brand Kent' commission

- 4.2 Tudor Price asked what the timeline was to discuss and take the action areas forward.
- 4.3 Steve Samson answered that he would like to see, with support of colleagues, an implementation plan in place before the start of the summer.
- 4.4 Tudor Price commented that we are not quite sure what the government might do with this other than tell us that looks pretty good.
- 4.5 Steve Samson said that the government will be receiving the framework and recognising it as the official strategy for Kent and Medway.

- 4.6 He added that the quick wins are what we can put to government, to pilot activity in Kent so that we can make a case for funding and investment support.
- 4.7 Andrew Metcalf said that given the current situation that the government may not be in place at after the next general election, are we also talking to the opposition or other parties to see what their policies on these matters are?
- 4.8 Stephanie Holt-Castle said that the KMEF had already been exposed to Civil Servants and that next week herself and Steve Samson would go through the Framework with Civil Servants in greater detail.
- 4.9 She added that we are deliberately working with civil servants because they will still be there. But we are tracking what the Labour position is on all of our different agendas so as to understand how might they be impacted and/or need to be adapted depending what is coming in.
- 4.10 Roland Cooper emphasised the importance of ensuring that conversations are two-way flows between colleagues in the various local authorities so what we present to government is properly joined up.
- 4.11 Cllr Roger Gough added that they are very mindful of that potential change of government and are engaging significantly with the Labour Party. Furthermore, he has not heard anything that suggests a Labour government would wish to change the Framework's broad outline materially, certainly not in the short run.
- 4.12 Steve Samson continued with the final 'quick win' action in the slide below.



## K&M Health & Economy Partnership

- **KMEF Action Area 14**- Developing a **strategic partnership for health and the economy** (KCC, MC, Districts, NHS, Employers, Business, Education (FE/HE), DWP, VCSE, HCPs etc.)
- Discussions with **K&M Integrated Care System**- economic factors as health determinants
- Proposal to **establish partnership group** reporting to ICB & KMEP
- **ICB Workshop 4 April**(workforce, health issues, skills gaps)- **invitation to ETF & KMEP (Districts & Businesses)**

### Initial Focus for partnership:

- Develop a **Kent & Medway Work & Health & Work Strategy**
- **WorkWell** vanguard project (supported employment)- outcome April 2024
- **Universal Support Programme**(NB support 'ask' from Districts for Referrals, Employer engagement, skills development and talent matching)
- **Private sector solutions** to boost health & wellbeing, **work-place wellbeing**

**Recommendation:** KMEP board to support the creation of a K&M Health Economy Partnership

- 4.13 Carol Ford mentioned that she has signed up to go to the WorkWell workshop on the 4<sup>th</sup> of April.
- 4.14 Tudor Price said that he would like to know a little bit more about this topic before being able to endorse it. He asked Steve Samson to expand on what the aims and objectives are.

- 4.15 Steve Samson replied saying that during an Integrated Care System meeting it was agreed that they would like this piece of work to continue in terms of setting up a Work and Health Strategic Group.
- 4.16 This is an opportunity for KMEP to say if we are supportive of this group. And that the group would report into the Integrated Care Board and into KMEP. Furthermore, it would allow KMEP to influence its remit and to ensure that it is an equal health and economy partnership.
- 4.17 The rationale behind this is very much about having, strong healthy communities, a healthy population in work and linking those two areas of activity together.
- 4.18 Andrew Metcalf wanted to know if this was another board to sit aside what already exists? And felt that there might be potential for duplication.
- 4.19 Steve Samson said the ICB are very much focussed on health and public health and not on economic development. Furthermore, KMEP has been very much focused on the economy and perhaps not to date on the health and well-being agenda. He feels that it is about recognising that both of those boards have a purpose and there is a gap between them that can be addressed here.
- 4.20 He also reminded colleagues that this is an action area of the KMEF.
- 4.21 Stephanie Holt-Castle added that there is a lot of academic evidence to suggest that if a child grows up in a family where the parents are in secure employment, the future wellbeing and quality of life for that child is considerably added to.
- 4.22 Furthermore, it is about productivity. If an individual is healthy, then they can be more productive.
- 4.23 The Integrated Care System has a prevention group where this question about how we bring together everything around economy and health has come up a lot and that's one of the reasons that this partnership approach will be set up.
- 4.24 Wales, for example has had quite a strong lead in this agenda, so it's making sure we do learn from where there's some good leadership.
- 4.25 Cllr David Burton expressed concern that this work seemed open-ended at present and that he is of the understanding that the biggest determinant of health is housing above economic activity. So, it would be important to focus on the primary determinants and not to get sidetrack by issues of lesser importance.
- 4.26 Tudor Price thanked Cllr David Burton for his comment and said that this is the sort of issue that the ICB would need to build on to make judgements.
- 4.27 Miranda Chapman asked if Kent Family Hubs are involved in this conversation? As the target audience would be people that are coming through the Family Hubs.
- 4.28 Steve Samson answered that in terms of the kind of outreach and activities involved, it would be things like the role of community wardens, and front facing services like libraries that would be utilised. And it would need to feed into the wider remit of Universal Support. We know that there are a lot of people out of work in the country that are just not on the radar.
- 4.29 Miranda Chapman, agreed and was in favour of endorsement.
- 4.30 Nick Fenton said that when you start thinking about Public Health, it extends into every area that we look at. The developer groups have already started engaging with Public Health to see how they can assist, and he thinks it is very important.



- 4.31 Tudor Price provided an example, a well-known cosmetic manufacturer in Ashford, who were concerned about the housing and accommodation issues facing their staff.
- 4.32 Jo Nolan said that there's a lot of activity going on within the creative industry, particularly in the Kent Creative and Cultural Sector, around health and wellbeing and partnerships across health services. So, thinks it would be good to include that awareness.
- 4.33 With agreement from KMEP members Tudor Price confirmed that KMEP's involvement in the Work and Health Strategic Group was hereby endorsed.
- 4.34 Steve Samson reminded Members of the open invitation to attend the Integrated Care Partnership workshop to develop a Work and Health Strategy on 4<sup>th</sup> April.

## **Item 5 – General Updates**

### **Entry/ Exit System Update – Stephanie Holt-Castle**

- 5.1 Stephanie Holt Castle provided an update on the implementation of the Entry/Exit System outlined in the slides below.

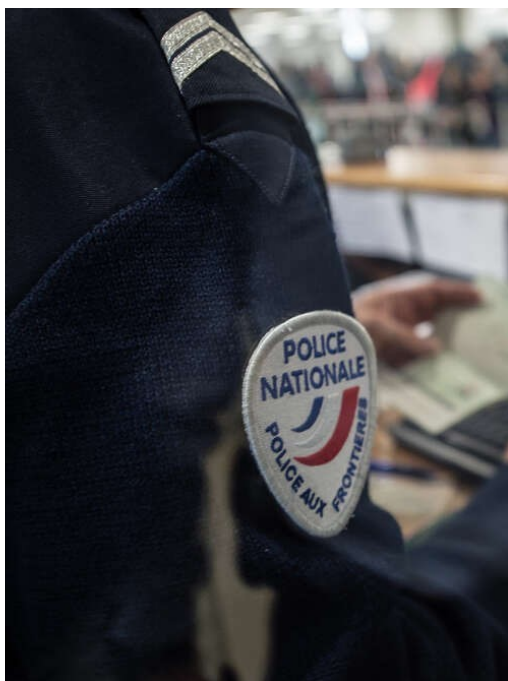
## What is EES?

EES is a new electronic system that will collect and process data on the entry, exit, and refusal of third-country nationals crossing the external borders of the Schengen Area.

EES will be used by border guards and enforcement authorities to track the movements of non-EU citizens and to prevent irregular migration and security threats.



- EES is currently scheduled to be implemented in the Autumn of 2024, with **October 6th** being highlighted as a probable date.
- The Port of Dover and Eurotunnel have juxtaposed borders, meaning that at these two portals all checks are carried out this side of the Channel.
- Prior to a first crossing, all thirdcountry nationals must register for the system, which includes providing biometric data such as a facial photograph and fingerprint identification.



- Under current plans, the registration must happen at the portal and must be supervised by officers from Police aux Frontières (Paf).
- Eurotunnel are developing a location within their site to be able to carry out registration.
- Port of Dover are continuing to develop plans, however, there is very limited space in the buffer zone between the Eastern Docks roundabout and the French Customs booths.

- Currently, the buffer zone within the Port is the only area where EES registration can be carried out.
- This could mean lengthy delays for all tourist traffic entering the Port.
- Any queuing tourist traffic outside the Port will impact the outbound freight (85% of which is from Schengen areas)
- Significant queuing could become very frequent at Kent borders with Europe



- Dover TAP and Operation Brock could become a more permanent feature, rather than only being deployed at peak times.



- Whilst remote registration is technologically possible it is not currently available.
- The EU is developing a 'back-end' solution for such a possibility but leaving the 'front-end' to countries and organisations.
- It is therefore unlikely that remote registration will be available for some time, due to EU legislation.

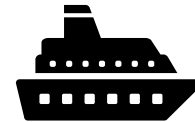
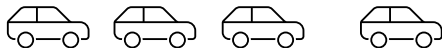
- Planning for the implementation of EES is ramping up across Whitehall and other bodies.
- Working with DfT, a number of Task and Finish Groups covering issues such as Traffic Management, Enforcement and Legislation and Welfare have been established.
- A multi-agency steering group will provide overview and an escalation forum.



The impact of EES on Kent is expected to be far greater than what was forecast for the exit from the EU.

EU Exit planning was focussed on delays to freight whereas the impact of EES will be an impact on travellers to the EU, as well as freight.

There is legislation in place to ensure that freight uses a prescribed route to the portals. It is not possible to legislate that passenger vehicles do the same.



- 5.2 Cllr David Burton disagreed with the statement that there was no need to be alarmist about this situation, as it was very serious and urgent, loud action needs to be taken.
- 5.3 Stephanie Holt-Castle said that we need to communicate extraordinarily loudly to the government that they must support the county because this will have an unacceptable impact. However, at the same time be mindful, from a business perspective, not to scare everyone off. So, managing that communication is going to be a difficult line to tread.
- 5.4 Cllr David Burton said that he felt there was no line to tread and that there should be a delay until the systems are properly developed and in place.
- 5.5 Andrew Osborne mentioned that this came up as an issue during the Ashford Strategic Delivery Board meeting. Furthermore, Cllr Roger Gough, Deirdre Wells and Andrew Osbourne were up in Parliament not so long ago to address this. He also said that it was important to get the business community talking to government and to articulate the challenges this will create.
- 5.6 Furthermore, he wanted to make the point that issues caused by EES are integral to the challenges around international rail stations. And that if Eurostar services were to return to Ashford and Ebbsfleet there would be significant investment needed in border facilities infrastructure.
- 5.7 Tudor Price noted that there was mixed awareness around this issue, he added that the director general of the British Chambers of Commerce is coming down on the 18th of April to see what they can do to lend their voice and make a case.
- 5.8 Roland Cooper said that we need to be emphasising the positive steps we're taking to manage this issue whilst at the same time also shouting very loudly to government to do something about it. This concerns not just businesses and major infrastructure but everyone's lives. Positive, proactive messaging is needed.
- 5.9 Doug Bannister then the joined the call and updated KMEP on the work that the Port of Dover has done in order to prepare for this. As they have been working very hard and he

- shared that he has been spending time in Paris and in Brussels seeing secretaries and ministers this week. Furthermore, the port is investing a tremendous amount of money on this issue, (money that otherwise would have gone on other investments), to be able to be as prepared as possible for October, which is when this will be introduced.
- 5.10 One of the key aspects of the issue is where the registration for tourist cards will need to happen i.e. off site. So, the port is working hard with DfT and French colleagues to get regulatory approvals. They are absolutely focused so that they can be as prepared as possible, in particular, for next summer. The other challenging times will be Christmas, and February half term and Easter.
- 5.12 Cllr Roger Gough followed on from what Andrew Osborne said regarding attending the European Scrutiny Committee at the end of January and thinks that the challenge concerning this issue is around where the argument is pitched. Unfortunately, postponement is not within their gift. It is ultimately a European Commission decision. He feels that a lot of the focus has got to be on practical management. He said the mitigations are key and that is where their current focus lies. They are bringing a further paper on that to Public Cabinet Meeting at the end of the month.
- 5.14 Andrew Metcalf, referring to the BAB meeting on 14 March 2024, said that he had never seen the business community more animated and more worried about a single issue. He is worried that the wider business community is not aware of what this might mean for them.
- 5.15 He said that we must communicate this back to our business community and to local residents, as well as talking up the line to government and everyone else, because of the potentially huge damage to the economy.
- 5.16 Tudor Price asked about the registration process and if after a person has registered once whether it would go back to the normal passport scanning process?
- 5.17 Stephanie Holt-Castle answered that it would be a single registration that would apply for three years.
- 5.18 Doug Bannister said that to get the benefit of that, the app needs to be delivered so that it can record whether a person has been registered ahead of time. He said that European Commission are pushing for this app to be in place on time.

## **General Updates – Port of Dover Master Plan**

- 5.19 Doug Bannister then covered the Port of Dover master plan. The Port of Dover was the very first port in the UK to do a Master Plan back in 2005 and DfT wrote a whole range of guidance to Ports on how to do Master Plans based on theirs
- 5.20 Its original plan is up for a refresh now and felt that now was the moment to think about what their future looks like. They have started a project that looks into Port of Dover 2050. It is trying to understand what life, society, economy, business is going to look like. They have been looking at through traffic forecasts, and technologies but the key thing is to understand how they need to start to consider interventions at the Port to make certain that it is as productive as it can be, well into the future. For example, around vessels of the future and automation. Automated mooring is around today for example, but automated ferries aren't. They are a little over halfway through their programme of work and are right now in a further round of public engagement.

- 5.21 One of the things they've been doing is engaging with stakeholders and the public throughout the entire process, which is very different than how they did things in the past. Anybody who would like to come in and talk about some of the concepts can drop into their Marine office, which is open all the time. There is a port of Dover engagement hub, which can be found here: [Have Your Say Today - Port Of Dover 2050 | Empower Exchange - Commonplace](#)
- 5.22 They are targeting themselves to be net carbon zero by 2025 and it's five years faster than any other port in the UK and matched only by Copenhagen in Europe. They have reduced carbon emissions in the port by 98% since 2007 and they're not stopping there. One of the ambitions they have is establishing a green shipping corridor between here and France. They signed a memorandum of understanding with DFDS, Dunkirk and Calais to electrify the Short Straits. So, this means having electric battery ferries back and forth across the Short Straits.
- 5.23 This will be a challenge because today they have 8 megawatts of electricity coming into the Port. Now, if they are going to electrify the Short Straits, they must be able to recharge ferries. This all adds up and they might need a peak power supply of 160 megawatts. Today they have eight.
- 5.24 So one of the things that they are running alongside of the Port 2050 masterplan is their Energy Strategy outlining how they are going to get all the power that they require to be able to deliver. On top of the 160 megawatts, if they start recharging cars and trucks and caravans and motorhomes etc, then they are going to require somewhere around 300 to 350 megawatts. So clearly a small modular nuclear reactor at Dungeness would be a help. They are also exploring other options.

## General Updates - International Rail Services

- 5.25 Steve Samson provided an update on International Rail Services

### Summary

- Kent County Council business survey ran October 2023 → January 2024.
- Dartford and Ashford Council co-launched, along with Kent Invicta Chamber of Commerce.
- 686 responses in total; screening left 528 responses from representatives of businesses.
- 99% of all responses want to see a return of services.
- The responses represent businesses employing over 30,000 people in Kent and the wider country.



## Business interaction with Europe

- 477 responses detailed that they either interact with Europe for:



Sales



Supply chain

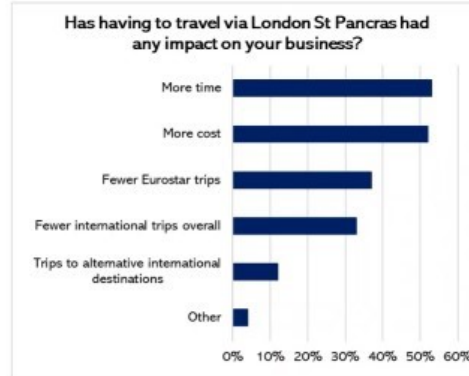


Visitors

- For 94% - at least quite important to their business.
- 63% of businesses planning to grow such that travel to Europe may be required.
- **CONCLUSION: Travel and trade with Europe remains important for Kent businesses and international rail was and still is an important part of that.**

## How are businesses being impacted?

- 89% of respondents believed that Eurostar services not stopping in Kent was having an impact on custom of their businesses.
- 83% of the businesses surveyed indicated they know of other businesses also being affected.
- Although 58% of respondents state current use of London St Pancras, this is generating adverse impacts.



- **CONCLUSION: Businesses are incurring higher costs and spending more time, detrimental to productivity, for travel to and from Europe.**



## Getting a better outcome

- There is high visibility of this issue. Over 99% of businesses responding had been aware of the lack of international rail services.
- 99% are concerned at the lack of any future services.
- What improvements are needed?
  - The stations are fine, state many businesses.
  - Service frequency / timings are second most cited improvement needed.



***CONCLUSION: After 24 years of sustained services and investment, Kent is ready to go.***

## What next?

- We are completing our analysis.
- We will use the evidence to support our case making.
- We thank all those that took the time to reply, and the support from the organisations that helped to publicise the survey.
- Our experience shows that being able to demonstrate strong stakeholder engagement and evidence of impact is essential.

5.26 Andrew Osborne added now that the evidence is coming together, the next element will be around how we get the voices heard. Not just of the districts and councils, but also of the business community and others around Kent, including the residents that signed the petition. How can they get government and Eurostar to pay more attention to this issue that they have done previously.




**Item 6 - AOB**




6.1 Steve Samson explained that KMEP had been asked to provide a letter of support for the following government funding bid from the University of Kent. The board agreed that the project could be supported.

## Cyber skills impact & innovation (I&I) hub for Kent and Medway



- [EPSRC call on place based impact acceleration account \(PBIAA\) round 2](#)
- The objectives
  - To improve cyber skills of the whole population and all organisations in Kent and Medway
  - To grow the cyber skills development related business cluster in Kent and Medway
  - To address inequality -related challenges associated with cyber skills development
  - To cover not just technical skills, but also online safety and mental health management skills
- 3 universities
 




- 3 workstreams + £2.5M requested funding
  - End user engagement + Innovation + Impact acceleration
- 10+ co-creation partners including KCC, KICC and KMCC
 

  - We hope to have KMEP as a co-creation partner as well.

30

6.2 Andrew Metcalf, picking up on the peak requirements of 160 megawatts of power at the Port of Dover explained that the previous day, Ashford International Truckstop has been acquired by BP Pulse. GSE Group will still carry on operating it on the leasehold, but that's the 600 truck stop and they're going to bring in EV charging points for trucks. It is part of an international corridor that BP is bringing forward. They are going to need 20 MW charges, 10400 kilowatt charges and 100 and 2500 kilowatt charges and that's all by 2026. He said that it would be useful if we could have a briefing to update on local nuclear power.

6.3 Carol Ford asked where the Cyber Hub will be proposed to be.

6.4 Steve Samson said that the bid is being led by University of Kent at the Canterbury Campus property, Greenwich is involved as well. In terms of the Medway campus, because it's digital in nature, it will be probably a bit more virtual.

6.5 Roland Cooper said that he thinks it would be good if someone from the UK Power Networks and or National Grid could come and talk to KMEP because there are certainly some worrying conversations being had by developers. There's a bit of a disconnect between provision of infrastructure and provision of generation capacity into connectivity, et cetera. He thinks they need to know more as a region about that because it should inform spatial planning.

6.6 Roland Cooper added that we should be getting some revised nutrient naturally advice at the end of this month, maybe next month, which should hopefully free up a little bit more of the Kent area for development . The emphasis still has been in terms of total catchment management for water as a resource. There is a lot of support for it, but they really need to is find a way to get people in the room. They need to suspend boundary partisanship and political aspirations, and pleaded that they come to meetings to talk about catchment

management of water as a resource with a very open mind and see what they can do for the catchment for the region.

- 6.7 Nick Fenton endorsed what Roland said, and that they do need a catchment wide strategy on this. He also endorsed what Andrew Metcalf said about electricity. He added that he has the contacts at UKPN and National Grid. Furthermore, we have super grid Transformers that are going to be required in a number of areas and that means a smaller commercial scheme or a small housing scheme or an upgrade will come into place. These super grid transformers will come in into requirement and they're £15 million each. So wherever these pop up (e.g. a small commercial development) is going to be presented with a £15 million bill that's going to immediately stop it. So we need to understand the importance of that and find solutions linked to that.
- 6.8 He added that generation nitrogen (converted wind power to nitrogen) simply can't be done because of the agreements that have been reached with National Grid.
- 6.9 Tudor Price asked if there were any further AOB, and then closed the meeting by thanking everyone for their participation.

Meeting Ends