

The WAVE

All of the latest news and views from **Maritime Transport**



A MESSAGE FROM JOHN

Welcome to the first edition of The Wave for 2020, and my reflection on our achievements last year as well as some of the exciting opportunities that lay ahead.



The country has experienced extraordinary circumstances in the years following the Brexit referendum in 2016; this uncertain environment has undoubtedly resulted in companies withholding investment. In our case, we invested more capital in 2019 than any other year, acquiring 330 new generation Scania's, 20 of the latest Volvo's, 5 Sany reach stackers and 5 empty container handlers, 2 Konecranes straddle carriers fully operational at our rail terminal in Tamworth, 310 skeletal trailers from Dennison as well as 50 curtainsided trailers from Lawrence David. We will continue to invest in 2020 and the years ahead as we expand our unrivalled network to service our customers.

We also made significant investments in our rail terminals and freehold depots. Looking back, we ended 2018 with the acquisition of 27 acres in Leeds, and started 2019 with the purchase of our depots in DP World London Gateway, Bardonia, Avonmouth, and Anzani House next to our HQ in Felixstowe. We also acquired the rail terminals in Trafford Park and Wakefield, shortly followed by the official opening of our depots in Peterborough, Desborough, and our new purpose-built depot at iPort Doncaster. We also launched our first service into the 17-acre state-of-the-art rail terminal built to our specification at East Midlands Gateway, Castle Donington (EMG).

We continue with our policy of reinvesting the vast majority of our profits in owning our assets, the land, vehicles, plant and equipment.

In April, we launched Maritime Intermodal

in partnership with DB Cargo (UK), which initially saw us operating four dedicated services out of Felixstowe and Southampton, whilst taking full responsibility for our terminals in Trafford Park and Wakefield. We have since increased our intermodal offering, launching two new daily services from DP World London Gateway, several new locomotives, a direct service that commenced on Tuesday 7th January from Felixstowe to EMG, and a further three services planned after that. The direct service from Felixstowe to EMG is our seventh to date and will run five-days-a-week from Tuesday to Saturday, departing from the Port of Felixstowe at 08:00 and arriving at EMG at 17:20, then departing EMG at 20:50 and arriving back at the Port of Felixstowe at 02:00.

We have created a whole new division for our intermodal offering and terminals, and I am pleased to announce that John Bailey, Operations Director at Maritime previously, has been appointed as Managing Director of this division. We are committed to our long-term plan of developing a truly flexible and competitive intermodal product to the industry.

Elsewhere in the industry, the driver shortage has been widely reported as the biggest concern for hauliers. The RHA's recent Cost Movement Report confirmed fears that the ever-increasing HGV driver shortage continues to affect businesses, with operators blaming Brexit uncertainties and clean air zones to name a few for widening the gap to 60,000. We are committed to doing what we can to attract the best candidates for the future of our industry, and it is important we provide

exciting opportunities for the next generation through recruitment schemes and partnerships to challenge this.

We have also continued to focus on, and invest in, improving the safety performance of Maritime. With 1,200 vehicles covering 120million miles per annum, our drivers are crucial to the safety of our fleet and other road users. In 2019, our drivers delivered an industry-leading level of safety, and as a result, were rewarded with our biggest safety bonus yet averaging over £500 per driver. We are extremely proud of our drivers and their performance.

In 2019, we were named Road Haulier of the Year for the second consecutive time at the Global Freight Awards, whilst Craig Bickley, our Area Manager based at our rail terminal in Tamworth, received two awards at Multimodal and the RFG Awards in recognition for his hard work. Also, in October, my father and I were incredibly humbled to be honoured simultaneously for lifetime achievement awards at the Freight Transport Association's annual dinner.

Last year, we retained our position as the 20th largest transport operator in the UK, and became the 3rd largest company in Suffolk.

Our teams throughout the business are extremely passionate about meeting the unique demands of our customers, whilst supporting our drivers and ensuring we deliver the best possible service; a demanding job executed brilliantly throughout the country.

We will reflect on 2019 as a remarkable year for the substantial investment in the very latest generation vehicles, freehold depots, Maritime Intermodal, and the strengthening and development of the next generation at all levels to lead the company onto the next exciting stage.

I'd like to thank all of our customers for their ongoing support, and wish everyone a successful 2020.

John Williams
Group Executive Chairman

TACKLING INDUSTRY CHALLENGES ONE STEP AT A TIME

We invited the **Rt Hon Sir Mike Penning MP** to our headquarters in Felixstowe to highlight a number of challenges the logistics industry faces today, and demonstrate what we're doing as a business to combat them and support the transport sector as a whole.

Brexit uncertainties, the apprenticeship levy, a major skills shortage, stricter emissions standards, rising fuel costs, poor and slow investment in the road and rail network infrastructure – we could go on.

It comes as no surprise to anyone that there are numerous significant challenges the logistics industry currently faces whilst businesses continue to operate under constant pressure to remain competitive, deliver quality customer service, and find innovative ways to optimise their operations.

In light of this, and as part of our ongoing commitment to improving the industry we work in, we invited the **Rt Hon Sir Mike Penning MP**, Chair of the All-Party Parliamentary Group (APPG) on Road Freight and Logistics, to come and visit our headquarters, Maritime House, along with **Richard Burnett**, Chief Executive of the Road Haulage Association, **Chris Seaton**, Head of Public Affairs and Regional Policy, and **Millie Hinton**, Secretariat to the APPG on Road Freight and Logistics.

Sir Mike is currently Conservative MP for Hemel Hempstead, and formerly held six ministerial positions including Minister of State for Transport (2010 – 2012), and Minister of State for the Armed Services (2016 – 2017).

Over the years, Sir Mike has maintained an interest in the

industry, and so this was a golden opportunity for Group Executive Chairman, John Williams, our drivers, and several other Maritime employees to illustrate how our day-to-day operation works as one of the UK's largest privately-owned intermodal operators, as well as the challenges we and the industry are seeing, particularly in the road-rail sectors, what we're doing, and how others can help to overcome them in more detail.

Throughout the day, Sir Mike, Richard, Chris, and Millie were all introduced to our Felixstowe-based drivers, who shared their views on the industry, and gave everyone an understanding as to what it's like to be a professional driver in the UK. Also in attendance was **Paul Godfrey**, General Manager, **Chad Measelle**, Transport Manager, and our Training and Development Manager and DGSA, **Gary Austin**, who is also co-chair of the HGV standard trailblazer group. Following a tour of our headquarters, Sir Mike was then invited to a presentation further outlining some of our biggest challenges, and to discuss what he and his colleagues in government can do to help us all.

We were extremely pleased Sir Mike and his guests could attend, and grateful for the opportunity we had to offer a deeper insight into our industry and what can be done to carry it into the future. We look forward to any future discussions we may have to help shape changes and improvements throughout the industry.



COST OF STOLEN CARGO:
LIMITLESS

IS YOUR CARGO SECURE?

Our drivers will only park at one of our own depots, or at a secure truck stop overnight. We never allow overnight parking in lay-bys for the safety of our drivers, and for the safety of your cargo. The difference between stolen cargo and a safe delivery can be as little as £100.

EAST MIDLANDS GATEWAY

OUR HEADQUARTERS FOR MARITIME INTERMODAL

We've made enormous progress on our rail terminal at East Midlands Gateway.

Our rail terminal at Castle Donington, East Midlands Gateway (EMG) has been under construction for over a year, with **50,000+ cubic tonnes** of concrete poured (*See fig. 1*), a new rail service already up and running, and reach stacker operations in full swing!

The vast site is capable of **storing up to 5,000 TEU** and sits on the East Midlands Gateway campus, occupied with tenants such as Amazon, Nestlé, XPO Logistics, The Very Group, Kuehne+Nagel, and Games Workshop, whilst housing up to **7,000,000 sq. ft. of warehousing** to serve the major conurbations of Derby, Leicester, Nottingham, Castle Donington, and Kegworth (*See fig. 2*).

The development's progress has been impressive despite the adverse weather conditions we've experienced – at one point, **over 100,000,000 litres of water** had to be held on what should have been the site for a new warehouse whilst the drainage did its work filtering the water away from the site.

Despite the rain, the constructors continued and connected us to the railway, which boasts the longest sidings in the UK at **775m** allowing trains to be serviced without the need to split them, a time-hungry process which drives up the cost of handling trains at other terminals.

Shortly after, and to facilitate increasing rise in customer demand, we were pleased to announce the launch of our first service at the terminal on 7th January and our seventh overall, running five-days-a-week from Tuesday to Saturday departing from the Port of Felixstowe at 08:00 and arriving at EMG at 17:20, then departing EMG at 20:50 and arriving back at the Port of Felixstowe at 02:00. With the capacity to move up to 70 TEU in each direction, we hope this will offer customers much greater flexibility to move their goods.

Planning permission was granted in 2019 for a **3-storey**, (almost) **20,000 sq. ft. office** which will offer occupants sweeping views of the terminal and branch line whilst allowing a complete overview of the operations set amidst the backdrop of the M1 (*See fig. 3*).

The building has been designed to create a central location for our intermodal desk to sit, with even more meeting spaces than our Felixstowe headquarters currently hold. We believe that the new facility will act as a perfectly-situated hub for customer appointments, training workshops, and meetings for our staff. The site also has planning permission for a vehicle maintenance unit,



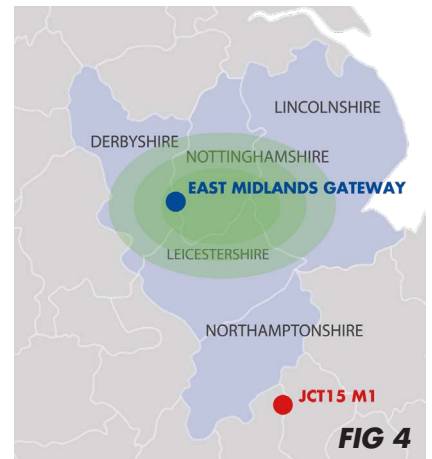
enabling us to carry out container repairs and conversions as well as trailer servicing and minor vehicle repairs to our own fleet. Having these facilities on-site will improve our productivity and our offering to our customers. Refuelling and reefer points will also be installed on the terminal in due course.

To service the trains, we have invested significantly in all-new top specification container handling equipment. Every aspect of the terminal is therefore new and designed with today's operating environment in mind. This should translate into minimal disruption to services and prompt turnaround times for vehicles collecting or delivering containers.

Prior to the terminal's official opening date, the site has been working operationally and run from temporary offices, with a dedicated team running a fleet of over 30 vehicles whilst servicing our first train services, which commenced Q1 2020.

EMG opens up a new market to our intermodal customers set apart from the congested network of intermodal hubs in the West Midlands (*See fig. 4*). We believe the benefits of the new terminal to customers both economically and in terms of productivity will quickly be realised, and expect demand for these services to be strong.

If you are interested in finding out more about the terminal including visiting the site, please contact **John Bailey** at: j.bailey@maritimetransport.com



INTERMODAL RAIL FREIGHT – CAPACITY AND GROWTH

Managing Director - Intermodal and Terminals, **John Bailey**, delivers an insight into our rail capacity, and what we plan to do in the near future.

The amount of intermodal rail freight moved in the UK has **increased by over 27.4%** in the last ten years, growing from **14.6million tonnes per annum to 18.6million**. The vast majority of intermodal volume is from the major deep sea ports of Southampton, Felixstowe, and London Gateway, which means as an industry, we are trying to facilitate growth on the most congested parts of the UK rail network.

Unlocking network capacity requires massive capital investment and long periods of time, and doesn't necessarily deliver significant returns. For example, a recent investment in the Felixstowe branch line that has taken years to come to fruition will only unlock four more paths to and from the Port until works are completed further inland at Ely and Soham (this is known as the F2N – Felixstowe to Nuneaton route); these works are critical to rail freight growth as it avoids trains having to run through the congested South East. Along with congestion, gauge (the size of a rail wagon with its load) is restricted on many parts of the network due to the size of bridges and other structures, many of which were built during the late 1800's and early 1900's. Much great work has been completed by Network Rail on these structures, but key routes such as the Trans Pennine still await firm plans for improvements.

A further limiting factor for intermodal growth in recent years has been inland capacity; until 2018, the last new intermodal terminal was our site, BIFT, in Tamworth, which opened in 2006. Furthermore, many other locations now thirty to forty years old are not necessarily in the right geographical locations for the modern supply chain. New terminals are now coming on stream with **iPort opening in 2018**, our **East Midlands Gateway terminal**, and future plans for at least three more. Investment in existing terminals is also critical, for example, the **Trafford Park Euroterminal** we acquired in April 2019 already took two additional trains in the second half of 2019, and as infrastructure improvements are made, will be taking further services throughout 2020 and beyond.

So, as we gain more terminal capacity, how do we actually run more rail freight through a congested network? One of the most obvious solutions is to have longer and more efficient trains. The industry is blighted with numerous old rail wagons that are reliant on 20' containers, which are gradually disappearing from the world of shipping as well as 'twin sets', which are two 40' platforms closely coupled. A modern wagon set of triple platforms closely coupled can increase the **available TEU on a train by 15%**. The reason a wholesale change to these modern



wagons hasn't happened is cost; the capital investment for a set of wagons for one train is **approximately £3million**, and with the existing wagon fleet (owned or hired) being already fully depreciated, it is difficult to make a business case for the investment required in an industry where margins are wafer thin! Taking the long-term view that it is a necessity to grow rail freight for the UK economy to be able to grow, we already have a project team looking at wagon options for the coming years.

Within the road transport industry, we try to operate trucks for as much of the 168-hour week as we can. This doesn't happen enough with trains, and so in 2019, we started to operate some services six-days-a-week. These will be reduced back to five-days-a-week during low volume periods. Later this year, almost all of our services will operate for six or seven-days-a-week during peak season, **delivering a 30 to 40% uplift in capacity**.

Finally, a move into new routes away from the most congested parts of the network and higher infrastructure costs of the ports will allow us to run more trains for longer periods of time. A current deep sea intermodal train typically completes one round trip to an inland terminal in a 24-hour period, with up to 50% of this time being sat at the port/terminal. With such a high capital value, these assets should never be stood still.

Our vision is to treat trains like trucks, using a network of inland terminals to rotate assets and increase utilisation levels. Much of the growth to facilitate this will come from domestic intermodal services that are not reliant on deep sea traffic.

There have been huge steps recently in developing intermodal rail freight, but the biggest hurdles are still in front of us. It is going to take focus, commitment, and investment from all interested parties if as an industry, we are to deliver a rail-based logistics network to allow the country's economy to grow.



TECHNOLOGY IN TRANSPORT

The next several years will see the logistics industry undergo an important technological transformation, an industry which has, until recently, been slow on the uptake of new digital technologies. With ever-changing consumer expectations, the e-commerce surge, and the numerous complexities that come with modern transport on a day-to-day basis, businesses continue to make advancements in technology as they aim to make the services they provide faster, smarter, more sustainable, responsive, and customer-focused. In this article, IT Director, **James Andrews**, delves further into the technological boom, and some of the developments the industry is focusing on.

For the past two years now, artificial intelligence, machine-learning, robotics and algorithms have probably been the most widely discussed areas of technology, and have almost always appeared on the agenda for any tech conference. Add to that Blockchain, autonomous vehicles, electric HGV's (Tesla), and disruptive start-ups such as Uber Freight, and you'll get a pretty clear picture of what an IT director's inbox in the logistics sector actually looks like.

It is clear from all of these areas of improvement and the well-rehearsed lines about the inefficiencies within logistics that our industry (as many others) is one that people believe can and should be reformed; this is likely to be something to do with the £88.47 billion spend that logistics is responsible for per annum.

So, from these specific areas, what should we be looking out for? The answer is simple: all of them!

Since Maritime's inception back in 2001, we have, despite challenging conditions, continued to invest as a business in acquiring more depots, developing and improving our facilities, systems and people, and making technological advancements to meet the demands of our growing customer base. Whereas our depot network once consisted of portcabins, our vehicles were much harder to track, and our traffic sheets were handwritten, we now host state-of-the-art, award-winning offices, custom application and integrated systems/databases, automated processes for drivers and office-based staff, and first-rate optimisation tools.

The industry already has automated fork trucks in warehouses and straddle carriers working at ports and the wider world, automated dumper trucks in mines and closer to home on the civil works on the A14 improvement project - but how much work is required to move this to UK roads?

It's a bold claim, but my vision of where we're heading in the next ten years will be some form of autonomous HGV's (still with drivers in them ready to interject of course) completing the longer, heavier trunk/motorway miles to logistic parks at the edge of cities, and the transferring of goods to smaller, safer, city-designed LGV transporters such as bikes, vans, and drones for the 'last mile operations'. This will address most of the concerns and priorities within the logistics sector at the moment; the drive to improve safety with the use of technology eradicating human error, a more



environmentally-efficient supply chain that can deliver the same high standard that's delivered on a daily basis currently without the environmental costs, reduction of costs from the supply chain through new fuel methods, and/or truck platooning.

These are incredibly exciting times for us all, with lots of potential for big changes to the logistics landscape. In changing market places, it is important to be flexible, adaptable, and to have a strong business partner that is agile and able to move with the changing environment. You don't need to be bleeding edge, but close enough to the front to be able to react and react quickly.

For more information on our services and how we may be able to assist your business, visit www.maritimetransport.com. In the meantime, we will continue to update our customers on all future developments.

OUR INVESTMENTS FOR YOUR SUPPLY CHAIN

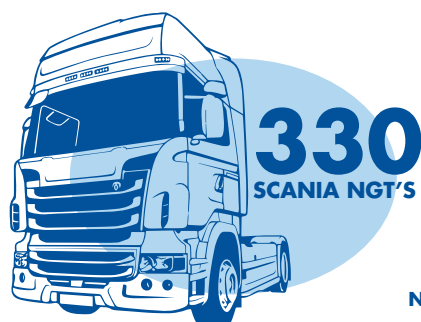
We take a look back at some of the investments we made as a business last year, enabling us to extend our capability even further, and offer greater choice and value to our customers in 2020.

We accomplished some significant milestones in 2019 that introduced a whole host of advantages for our customers to benefit from. Most notably, was the launch of our rail subdivision, Maritime Intermodal, and the takeover of two rail terminals in **Trafford Park** and **Wakefield**, seven new dedicated rail services and new locations to increase rail freight capacity across our network, all in addition to increased services at our **Birmingham Intermodal Freight Terminal (BIFT)** as well as making rapid progress on our new site at **East Midlands Gateway (EMG)**, which now has its very first dedicated service running to and from the **Port of Felixstowe** five-days-a-week. We also opened our rail-connected distribution depot at the **Port of Tilbury**, and added three new depots in **Desborough**, **Peterborough** and **Avonmouth**.

To further support ours and our customers' ambitions, we made a series of major investments last year, particularly in our fleet.

With new contract wins and in response to heightened customer demand, we took delivery of **330 new generation Scania units** and **20 Volvo's** in September, our largest vehicle order to date. These vehicles were distributed across each of our 33 depots including our rail terminals to be used for both distribution and container operations, delivering added value to both our customers and our drivers as the new vehicles provide excellent facilities and the latest technology, improve our operational efficiency, and reduce our carbon emissions significantly. **310 skeletal trailers** were also added to our fleet, supplied by our long-term partner, Dennison, fully optimising our intensive operation, and ensuring complete supply chain coverage. Of the 310 skeletal trailers, **200 were sliding, 100 were fixed, and 10 were sliding with underslung gensets fitted**. As one of the UK's largest privately-owned transport operators, road safety and compliance remains imperative to us, and so each skeletal trailer sideguard was equipped with a hi-vis warning sign to help lower the likelihood of injury to vulnerable road users – you may have spotted the signs already!

In total, we now operate over 1,600 vehicles and 3,300 trailers across the UK.



Five state-of-the-art Sany empty container handlers and **five reach stackers** were also delivered to some of our rail terminals to facilitate much faster turnaround times for trucks, trains, and inevitably, our customers. The direct purchase from Cooper Handling Group saw **three second rail reach stackers** stationed at EMG, and **two H9 reach stackers** at our railport in Tilbury. **Five single and double empty container handlers** were sent to BIFT and Wakefield, replacing some of our original fleet. We also purchased **two new Konecranes Noell NSC 644 E straddle carriers** now operating at BIFT, which has gone from two trains operating daily at the terminal to five, with container throughput increasing to **over 5,000 moves per week**. The **new diesel-electric straddle carriers have a four-high capacity, with Konecranes Noell single-lift spreaders** replacing previous units at the terminal to provide a quicker, more reliable process of loading and unloading containers. Having the best equipment truly demonstrates our ongoing commitment to upgrading our terminals and plant to provide an unparalleled service.

Elsewhere, we made some huge improvements to our Wakefield terminal. Offices on site were completely renovated, providing staff with excellent facilities and a clean and safe environment to work in. Currently, **Wakefield has the capacity to store 3,000 TEU**, which we are now in the process of increasing. Site redevelopments at Trafford Park are due to commence shortly.

These investments and redevelopments put us in a prime position to provide our customers with even greater solutions and capacity, and much greater operational reliability. You can read more about our latest investments by visiting the news and media page on our website, www.maritimetransport.com.

COVERAGE TO SUPPORT YOU



KEY:

- Existing Location
- New Location
- 🚂 Rail Terminal



We're committed to providing fuss-free transport solutions, and so each of our specialised services have a dedicated team in place to ensure all your needs are met.

We are extremely proud of our depot network, and with 33 sites throughout the UK, we're well-connected and able to offer our customers the coverage their businesses need.

With an award-winning headquarters and state-of-the-art facilities across the country, we consider our assets to be a benefit to both us and the customers we support.

DEPOT CONTACT NUMBERS:

ALCONBURY	01480 702002	MANCHESTER	
BARDON	01536 229991	Container Transport	0161 873 8730
BIFT		Container Depot	0161 749 7652
Terminal	01827 264 400	Distribution	0161 848 9333
Transport	01827 264 406	MEDWAY	01634 272228
Distribution	01827 264 420	MILTON KEYNES	01908 336177
Intermodal	01827 264 412	NORTHAMPTON	
BRISTOL	01179 829139	Container Transport	01604 814772
DESBOROUGH	01536 210359	Container Depot	01604 660211
DONCASTER		Distribution	01604 660187
Doncaster iPort	01302 972560	PETERBOROUGH	01733 838379
Doncaster IKEA	01302 835071	READING	07872 460319
FELIXSTOWE		SNODLAND	07872 446696
Head Office	01394 617300	SOUTHAMPTON	0238 066 5700
Transport	01394 617268	TEESPORT	01642 231930
Distribution	01394 617270	TILBURY	
IMMINGHAM	01469 573523	London Distribution Park	01375 850126
LEEDS		London Container Terminal	01375 857807
Transport	01133 857080	Freight Management	07973 880008
Container Depot	01133 857081	Secondhand Trucks	01375 845823
LEIGHTON BUZZARD	01525 213605	TRAFFORD PARK	0161 669 4370
LIVERPOOL	0151 922 9004	WAKEFIELD	01924 938710
LONDON GATEWAY		WIDNES	0151 541 7293
Container Transport	01375 842522		
Genset Vehicles	01375 488042		

OUR SERVICES



CONTAINER TRANSPORT

Maritime specialises in providing road and rail-based container transport services to global shipping lines, freight forwarders, and cargo owners.

- Biggest container road fleet in the UK
- Comprehensive network of container depots covering all regions in the UK, and offering both loaded and empty container storage
- Transport depots based at all of the UK's major and regional ports, rail terminals, and other strategic locations
- Complemented by a national intermodal infrastructure providing both environmental and operational efficiencies
- Full Euro-6 LEZ-compliant fleet fitted with industry-leading technology and telematics systems

Speak to the Container Transport team on:
01375 656286



DISTRIBUTION

Maritime is your refreshing alternative to your distribution needs. Using own vehicles for 98% of deliveries, you can be assured of a high-quality, reliable, and hassle-free service, every time.

- 24/7 operations, 364 days of the year
- Fixed pricing
- Knowledgeable, proactive customer service teams and on-site support
- Large fleet of modern XL-specification, clearspan trailers
- LEZ and Safer London compliant

Speak to the Distribution team on:
07816 169491



CONTAINER SERVICES & STORAGE

Offering container storage solutions as well as container repairs and refurbishments, Maritime has the expertise to assist you.

- Loaded and empty container lifting and storage facilities
- Container repair and refurbishment
- Reefer services
- Export preparation, including steam cleaning
- Liner kits
- Car lashing services

Speak to the Container Services and Storage team on:
01618 738730



MARITIME INTERMODAL

Maritime provides an efficient, reliable, and flexible range of bespoke intermodal solutions to give you greater capacity to move your goods, all whilst offering numerous environmental benefits including reductions in CO₂ and congestion.

- Strategically placed to serve the UK's largest manufacturing and consumer conurbations, with railports in Wakefield, Trafford Park, Tilbury, Tamworth, and East Midlands Gateway
- Daily services to/from the UK's largest ports
- Dedicated intermodal support teams on-hand 24 hours a day
- Contract space available to secure capacity
- Resource to commence new services nationally according to customer requirements
- Large vehicle fleets at all terminals for end deliveries and collections
- Loaded and empty container storage
- State-of-the-art container handling equipment
- Significant potential CO₂ savings
- Capability to recover freight with road vehicles

Speak to the Intermodal team on:

01827 264412



TRUCK SALES

Maritime offers the widest range of as new articulated trucks with you as the second owner. Unlike a conventional dealer, Maritime has no bias to any make or model, so we'll help you find the best truck for you:

- Complete manufacturer service history on all our trucks
- All vehicles come with fridges/microwaves
- 12 months' MOT
- 3 months' warranty
- Customisation
- Finance arranged

Contact our Truck Sales team on:

07980 100200



FREIGHT MANAGEMENT

A natural extension to Maritime's services is freight management. Maritime proudly offers a highly-personalised, 'no project too small, no problem too hard' offering:

- Intermodal transport
- Short and deep sea shipping
- Airfreight
- FCL/FTL & LCL/LTL transport
- Project forwarding
- Customs clearance
- Consolidation and deconsolidation

Contact our Freight Management team on:

07973 880008

LET US DO THE LIFTING



With a vast network of container storage facilities across the UK, we can help store your empty and loaded containers.

- Container lifting and storage facilities on the doorstep of London, Northampton, the Midlands, Manchester, and Wakefield
- Container repairs and refurbishments
- Rail-connected terminals throughout the country

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