

The WAVE

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



A MESSAGE FROM JOHN

Welcome to the Multimodal edition of The Wave. We hope you enjoy reading about our developments over the last year, and we look forward to welcoming you all to our fantastic stand at the NEC.



It has been an incredible year of progress at the company, and I am extremely proud of our achievements; we are already well underway with the execution of many of our plans for the year ahead.

We never allow ourselves to lose sight of our core principles. That means a happy workforce that understand that their safety, and the safety of all other road users, comes first. Our continued excellence in this area – outperforming the transport sector averages in safety and compliance by any measure, is a great source of pride to our drivers, staff, and I hope, our customers. Our continued investment in our workforce has also not stopped. We have again awarded industry-leading, above-inflation pay increases, we have paid out record safety bonuses and have also purchased the latest generation of vehicles offering the most advanced technology in driver aids and fuel efficiency.

The essence of a transport company is to get the fundamentals right and that is what we believe we do for our customers, as they should rightly expect. This ethos has served us in good stead and is based upon making sure our colleagues delivering your goods feel valued and integral to the business. This is why we reward our drivers

for long service and safe driving which reaps benefits by reducing churn creating a stable, knowledgeable workforce. I am extremely proud of what our driving workforce has achieved in covering over 100million miles on the UK roads in the past year, and all our personnel, Driver Trainers, Mentors, Administrators and Managers deserve enormous credit. Our fleet of vehicles and our drivers are the beating heart of Maritime.

We have also continued to invest in expanding our network of rail terminals and freehold depots, and we have built an unrivalled network in the UK to service our customers. Our industry continues to attract negative reviews which discourages staff and drivers from considering a career with companies like ours; we are at the vanguard of changing this by providing challenging and exciting opportunities for the next generation. We are doing what we can to get it right and to attract the best candidates for the future of our industry.

We have had some exciting and challenging times at Maritime; the original acquisition of Maritime Haulage in 2001, DHL in 2010, Roadways in 2014 and the creation of our Distribution division in 2011. We now embark on our latest development: Maritime

Intermodal, with our partner DB Cargo (UK). This groundbreaking venture will create a truly intermodal road/rail proposition in which we intend to operate at least 10 daily trains from the deep-sea ports of Felixstowe, London Gateway, and Southampton, to our inland terminals in BIFT, Trafford Park, Wakefield, and Castle Donington, our newest terminal currently under construction. We look forward to inviting you to the opening of an incredible new facility, establishing access to an area of the UK not previously serviced by rail. We are also announcing the creation of a new rail terminal at Tilbury in conjunction with Forth Ports which will enhance our network even further, generating more intermodal options for our customers

We are passionate and committed to the role that we perform and we are grateful for all of the support that we receive from our valued customers. We look forward to seeing you at Multimodal.

John Williams
Group Executive Chairman

SWEET SUCCESS: MARS AND MARITIME

Since its inception into the market in 2011, our distribution business has proudly been awarded a number of significant contracts with household names and blue-chip customers and in its 8th year, we are delighted to be continuing to work with such significant retailers and brands.

'Earlier this year, we were invited to tender for MARS, a company we've fondly watched for a number of years,' Mike Alcock, General Manager, Maritime Transport Ltd. 'Following a number of discussions, we were really pleased to be awarded the contract as a result of our network synergies and the support we are subsequently able to offer MARS.'

With work commencing in mid-July, the two-year contract will see up to 40 moves completed each day from MARS sites in Asfordby and Desborough to various destinations throughout the UK. Volumes and service will be managed by one of our Contract Service Units based in Bardonia, and business will be overseen by General Manager, Mike Alcock, and CEO, Dave Boomer.

'Maritime have a fantastic reputation and the work they're doing to reduce their carbon footprint stands out as we continue to put our principles



into practice and form relationships with other responsible businesses,' Luke Bellinger, UK Senior Logistics Buyer, MARS. 'We're confident that Maritime's can-do attitude and extensive depot network will provide unrivalled support to our UK distribution of confectionery, pet, and food products.'

MAKING MOVES

Earlier this month, we were delighted to open a new rail-connected distribution terminal at the Port of Tilbury, following our relocation from Unit 1. As a number of our customers are aware, we were located on our previous site for 15 years, but in June slid our feet under the table at this fantastic new site near London Container Terminal.

'It's great to see this new facility for Maritime open. We have worked with them for a number of years and it was important that the port invested in this terminal for their growing business,' said Peter Ward, Commercial Director at the Port of Tilbury. 'Maritime's terminal provides a bespoke facility with easy access to our rail connections. The site that Maritime were located on at the port will now become part of the Tilbury2 development area.'

Handling steel and building materials for distribution around the UK, Europe, and the rest of the world, the new site will use an existing terminal railhead which has been converted to allow both straddle carriers and reach stackers to operate simultaneously, doubling the handling capacity of the terminal. The terminal has the capacity to handle both intermodal and specialised steel wagons and has been since day one of its opening.

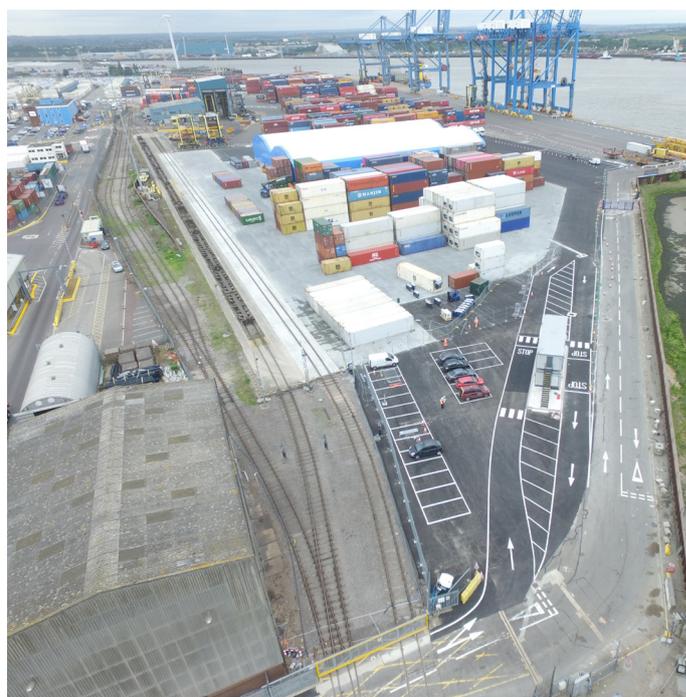
In addition to the busy railhead, a 55,000 Sq ft Rubb shed was relocated to the site to provide rail connected undercover storage and can accommodate both domestic and international/EU trade in the new terminal.

'We're delighted with the new site and are confident that our relocation will benefit our customers,' Dave Boomer, Chief Executive Officer, Maritime Transport Ltd. 'Being rail-connected is essential for us, as we maintain current customer relationships and look to grow our intermodal business, which launched earlier this year, to help improve both ours and our customers' eco credentials.'

In an exciting period of growth and investment, this move is just one in a large number of new sites, as we continue to expand and develop both our network and our services for our customers. The business just keeps on

developing and we have a number of exciting plans and commitments to share with you in future issues of The Wave, including updates on our recently acquired sites in Bardonia, Bristol, Corringham, and Leeds.

If you have any questions about our relocation, or the services we're able to provide our customers from this new site, please contact Bob Stevens on 07977 287340.



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PEAK PLANNING



The peak period usually sends shivers down spines as hauliers struggle to find capacity within their fleets, and the shipping lines, cargo owners, and retailers attempt to fulfil demand for what is generally accepted as a 30% volume uplift on normal operations. In this article, we give an insight into how we manage a peak period, and offer solutions to ensure the volume spikes are met whilst service levels are maintained.

The container transport industry experiences a peak like no other during September and October, with the rush to bring cargo into DC's in time to be distributed out for the Christmas rush and New Year sales. What makes this peak period even more difficult is Chinese 'Golden Week,' which means goods need to be shipped prior to the shutdown of industry in the Far East. In recent years, with the growth of online retailer Amazon and their sales phenomenon, 'Black Friday', this peak has become even larger, as the shipping deadline coincides with the start of Golden Week, resulting in a mad dash as retailers bring cargo in early in order to maximise sales over this period.

Last year, we experienced a peak that was totally unexpected. The volume increases came earlier than anticipated and were compounded by the political backdrop of Brexit – the ramifications of which we are still feeling today. Even more crucially, there were two industry issues that were taking hold; the chronic driver shortage, which is still worsening, and the system issues that took place, causing shipping lines to divert cargo to various different ports nationwide, triggering the meltdown of the transport infrastructure. The fallout was serious; cargo missed booking slots, which then affected the onward transport

to regional DC's and stores.

However, 2019 will be different; we have been working hard to structure the company with even more robustness in order to handle these increased volumes while also sticking to our principles and values.

Ensuring the workforce is in place and motivated is a key aspect of peak management, and at Maritime, we employ over 2,000 drivers on full-time contracts, so it is key that we are able to manage our drivers effectively, and ensure minimal downtime on our vehicles. We have achieved this through a change of our driver shift patterns and guaranteeing overtime for parts of the year. Our shift flexibility has ensured that our vehicles are running not only during the week, but also on weekends and at night, allowing a bigger window for delivery.

With a driver shortage taking hold of the industry, not only in the UK but also worldwide, we have had to explore more ways at increasing our capacity without the need to increase our recruitment in an area that is dwindling. This was a major factor in the creation of Maritime Intermodal, which has seen our capacity increase on a daily basis out of Southampton and Felixstowe, and gives the ability to move 6,500 containers on

a monthly basis to our strategic terminals in BIFT, Trafford Park, and Wakefield. By moving these containers inland and closer to their final destination, we are also able to improve our vehicle utilisation, and as mentioned previously, increase our windows for delivery. But in typical Maritime style, we are not resting on our laurels, and hope to announce two London Gateway services to commence at the end of June and just in time for the peak period.

In order to take advantage of this capacity growth on rail and the high reliability on road, we need to have open dialogue with our customers, visibility on inbound containers more than a week in advance, and greater flexibility on booking dates and times. With our road fleet, we can offer deliveries 24 hours a day, 7 days per week, and with rail, we can move containers closer to the final destination in advance of the booking date, thus removing many variables out of the supply chain continuously.

We are committed to our customers, and would urge that these peak planning conversations start to take place over the next month to ensure that we are able to offer additional capacity and service performance as required at all times of the year.

HELPING YOU ZERO IN ON ZERO EMISSIONS

Sustainability is an integral part of our long-term strategy. Here, we take a look at the challenges our industry faces in becoming environmentally-friendly, and what we're doing ourselves to reduce our carbon footprint.

On 2nd May 2019, the Committee of Climate Change published a report on the feasibility of the UK hitting a net-zero carbon target. It comes as environmentalists experience growing prominence in the headlines showing a societal willingness to take climate change warnings more seriously.

The report indicated that net-zero could be achieved within the same timescales and costs as the current Climate Change Act. It means the sale of diesel and petrol cars would stop potentially as early as 2030, but in order to do so, the UK would have to quadruple its clean power generation.

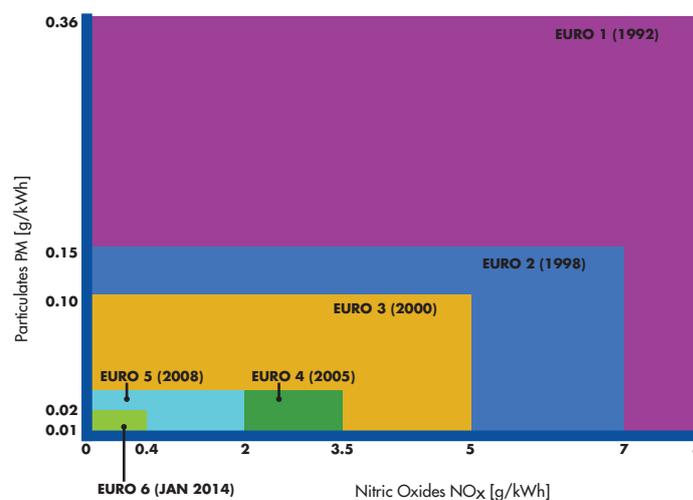
As a result of the publication, a group of over 100 companies including the likes of Siemens, Nestle and Unilever, have submitted an open letter to the government urging them to voluntarily sign up to the recommendations, a move which could put the UK at the forefront of climate change recognition.

With a 2035 target for electric vehicles to become the only mode of transport, the first point to make is that the challenge our industry faces to become environmentally-'friendly' is far greater than in a number of other sectors. There are currently no electric HGV's in commercial production. Restrictions on battery technology (limiting range), considerable production (and therefore retail) costs in addition to the limitations of the UK charging network, all work against the conceivability of a HGV solution in the near future.

For the past few years therefore, we have been carrying out trials of gas and hybrid vehicles with the intention of looking at their performance on our unique mix of distribution and container work. Even in this short amount of time, we have seen vast improvements from the manufacturers in terms of performance, however we still feel we are waiting for the right solution to warrant the switch. Unfortunately, cost of purchase, gas refuelling station infrastructure and the unknowns of the second-hand resale values of these vehicles mean that for us, the vehicles trialled so far still do not quite stack up financially.

It isn't all doom and gloom however. Firstly, our entire fleet is set to meet Euro 6 emissions standards by the end of 2019, making it one of the most emissions-friendly fleets on the road. Euro 6 regulations came in to force on 1st September 2015, and were by some margin the most stringent set of emissions regulations to be released yet.

We are also future-proofing each new site by installing the infrastructure required to charge electric vehicles once the technology is there to make them commercially viable. Our East Midlands Gateway (EMG) development will be the first to have



Source: IOP Conference Series Materials Science and Engineering

these installed, and might also be the first site to trial electric tugs which could work in closed-environment applications such as the EMG campus. This is an exciting potential venture with one of the campus tenants we hope to be able to share with you in an upcoming edition of The Wave.

But by far, the most significant **immediate** impact we can have and offer to our customers is through modal shift, brought about by transferring as much volume previously destined for delivery by road onto our rail services.

Rail is significantly more environmentally-friendly than the equivalent road transport solution – around 76% more efficient in fact. It is therefore a logistics solution we are fielding more and more enquiries on each week, as customers realise that for around an equivalent cost of delivery, they can make great strides in meeting their CSR targets and guarantee resource through contracted slots.

You can read more about our new venture over the page and if this article or the next piques your interest, please don't hesitate to get in touch to see how we can work together to work towards reducing emissions.

Mode	PM10	CO	NOx	CO2	VOC
Rail	0.004	0.032	0.31	0.05	0.021
HGV	0.048	0.33	1.74	0.17	0.15

PM10: Particulate matter of less than 10 microns, CO: Carbon Monoxide, NOx: Oxides of Nitrogen, CO₂: Emissions, VOC: Volatile organic compounds - Source: RSSB 2007

MARITIME INTERMODAL

A NECESSARY EVOLUTION

In this article, we talk about the recent launch of our rail division, Maritime Intermodal, and our reasons behind this significant commitment, its industry-wide implications, and why we would like your support.

It's not a new story but it is an inescapable fact that for a number of years, the shrinking Class One driver market has been of great concern; the ever-dwindling pool of available drivers has created the inevitable knock-on effect of increasing costs to hauliers at the same time as decreasing capacity for our customers.

We have invested heavily as a business in finding innovative ways to attract more drivers into the industry with a number of initiatives, such as our Professional Driver Scheme, Career Transition Program, and upskilling warehouse operatives to become HGV drivers.

We have also improved our training, including continued mentoring to assist driver retention, provided year-on-year pay rises since 2001, purchased the highest specification of vehicles, and invested in the best facilities for our employees in the industry.

However, as many of you will acknowledge from experience, HGV/driver resource is becoming a scarcer commodity with last year's peak volumes putting a huge strain on all aspects of the supply chain, exasperated by the highly-congested road network.

These factors have been the driving force behind our decision to commit ourselves to a significant modal shift with the creation of Maritime Intermodal, our new deal with DB Cargo (UK), and in the last three years, our increase in rail services at our Birmingham Intermodal Freight Terminal (BIFT) – going from two daily services to five.

'After years of extolling the virtues of road over rail, we now feel the market conditions are finally right to enable rail to provide a competitive alternative for our customers.' Simon Smart, Chief Executive Officer. *'Our commitment to Maritime Intermodal is a*

clear statement of our belief that a modal shift is necessary if we are to continue to support our customers' growth.'

The deal with DB Cargo (UK) has been well-reported; as of the 1st of April 2019, we took 100% of the space on their current services running from Felixstowe to Wakefield and from Southampton to BIFT (Tamworth), Trafford Park (Manchester) and Wakefield, in addition to the control of the Wakefield and Trafford Park terminals.

This agreement also saw us assume control of the handling of the bookings process for these services, meaning customers deal with the Maritime team from enquiry to completion of delivery.

'Having built up a strong reputation within the industry for our communication and customer service teams, we wanted to assume control of these relationships with our contracted slots,' Tom Williams, Managing Director – Container Transport. *'We like to feel we can give our customers a level of comfort based on our past dealings and have the ability through our operational expertise and road fleet size to try and mitigate any issues which may arise as quickly and pain-free as possible.'*

The trains, liveried in Maritime colours, run as daily services, and have increased capacity by over 6,500 containers per month – some would say just in time to push through some steady volumes prior to ramping up for peak.

In addition to the four initial services, we are already looking at options for further trains to run into both our current terminals

Estimated shortage of
50,000 drivers
in the UK alone



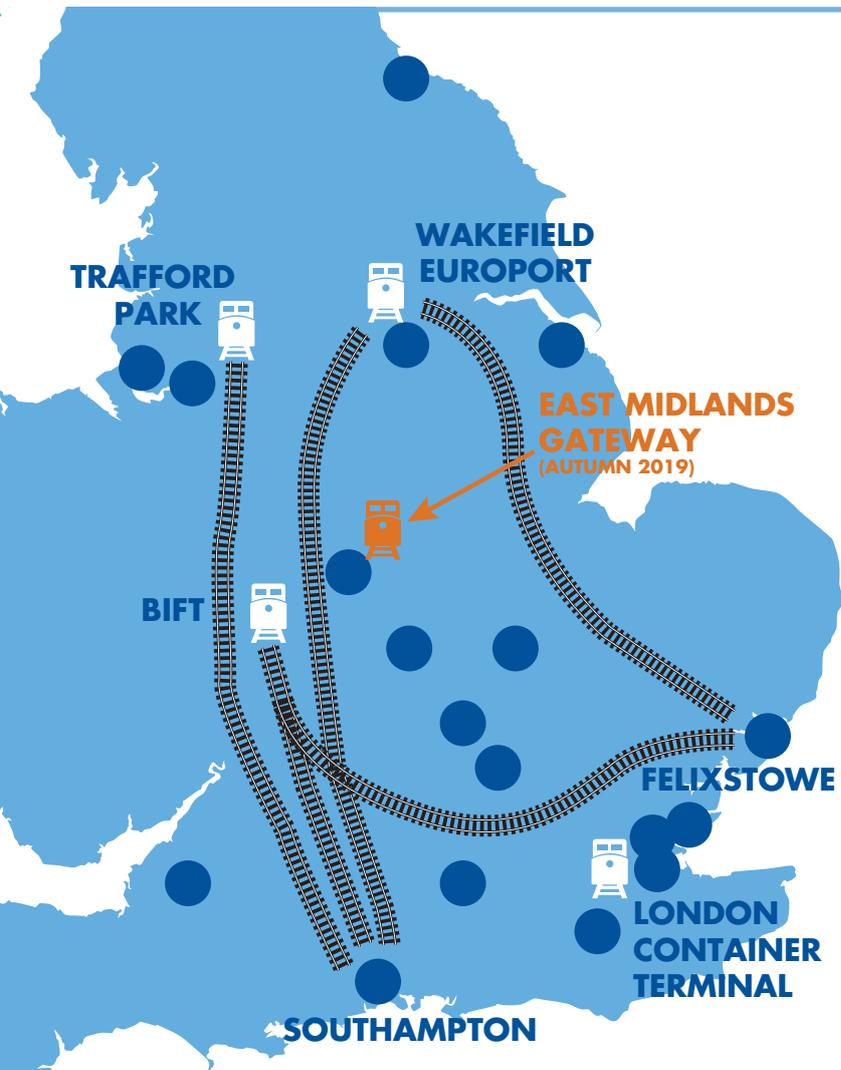
Average UK driver age is

57



HGV tests dropping by **11%** year on year





MARITIME INTERMODAL				
SERVICE	DAYS OF OPERATION	TRAIN DEP	TRAIN ARR	CONTAINER AVAILABLE
SOU-BIFT	M/T/W/T/F/S	09:45	15:50	17:00
BIFT-SOU	M/T/W/T/F/S	20:30	03:31	----
SOU-MCRDBS	M/T/W/T/F	21:30	05:47	06:30
MCRDBS-SOU	M/T/W/T/F	09:45	17:14	----
SOU-WAKDBS	M/T/W/T/F	15:55	00:29	05:00
WAKDBS-SOU	M/T/W/T/F	04:01	11:21	----
FXT-BIFT (1)	M/T/W/T/F	10:29	17:45	19:00
BIFT-FXT (1)	M/T/W/T/F	24:00	04:05	----
FXT-BIFT (2)	T/W/T/F/S	04:37	11:45	13:00
BIFT-FXT (2)	M/T/W/T/F	14:14	20:14	----
FXT-BIFT (3)	T/W/T/F/S	00:36	08:30	10:00
BIFT-FXT (3)	M/T/W/T/F	13:00	23:59	----
FXT-WAKDBS	M/T/W/T/F	22:49	06:45	08:00
WAKDBS-FXT	M/T/W/T/F	09:36	16:46	----

KEY:
SOU = Southampton Terminal
BIFT = Birmingham Intermodal Freight Terminal
FXT = Felixstowe Port
WAKDBS = Wakefield Europort
MCRDBS = Trafford Park

and into East Midlands Gateway, which will open Q4 2019. The Strategic Rail Freight Interchange in Castle Donington is capable of handling up to 16 trains per day, and has been awarded to us as operators on a long-term deal. The site will serve as our operational headquarters for Maritime Intermodal, and will open up new locations for intermodal traffic from the Ports owing to its proximity to the large Midlands conurbations of Derby, Leicester, and Nottingham.

Our investment and ongoing liabilities are set to be extensive. Conditions as part of the deal to enable us to acquire the Trafford Park and Wakefield terminals place an obligation upon us to fund the repair and improvement of the sites in addition to the purchase of new plant equipment – investments due to exceed £10m.

In doing so, the terminals will become 'match-fit' after years of under-investment, facilitating faster turnaround times for trucks and trains, more container storage space, and greater operational reliability.

Our monthly rail spend now also exceeds £1 million regardless of whether our trains run full or not. This was and continues to be a massive undertaking, but both the commitment to the terminals and to the contract slots have been taken on due to our conviction that the only way to secure capacity within the market and mitigate against the implications of the driver shortage is to diversify into intermodal operations.

We have already seen encouraging uptake as our customers look to confirm their guaranteed resource during peak. Contract

rail slots not only provide this but also provide delivery on-time performance against which road cannot compete.

'We've seen an incredible rise in demand for rail, and with the facilities now to deliver goods within significantly reduced turnaround times, it's great we're able to fully cooperate to meet our customers' needs,' John Williams, Group Executive Chairman. 'We're delighted to be able to offer additional rail options, whilst focusing on how we can offer a greener, safer, and more efficient way of transporting goods.'



THE APPRENTICESHIP LEVY

We take a brief look at the Apprenticeship Levy, and its impact on the transport and logistics sector so far.

In April 2017, following a period of review, the UK government launched a new apprenticeship programme, as it was decided improvements needed to be made.

THE IDEA BEHIND IT?

To enable employers to take control of the apprenticeship process, whilst allowing more choice in training providers for the skills they were looking to recruit and train apprentices in. Part of giving employers more control meant that those with a payroll in excess of £3million per annum would have to pay 0.5% of their total into an apprenticeship levy fund. Then, through this account, they could draw down money for each apprentice to pay for their respective training.

Each apprenticeship has a standard that must be delivered along with a funding band that can be drawn down. Funding bands range between £2,000 and £8,000. However, an 'apprenticeship' that allows the 'apprentice' to study for a post-graduate degree can draw down £23,000 per candidate.

SO WHAT IS IT?

The new scheme promised a 'more rigorous, more structured product that was clearly aligned with the needs of employers'. Whilst promising this much, it has failed to deliver in most industries, with transport and logistics being poorly served even more so to the point it is contributing to the shortage of professional drivers within the UK.

To date, the transport and logistics sector has paid (a whopping) £225million into the levy fund, but has drawn down less than 10% of that (it has been reported that the whole levy pot is empty due to the draw down by non-levy payers, and allowing post-graduate degree funding of £23,000 per individual).

For our industry, the problems in applying for and delivering apprenticeships has been many and varied, most of which have been due to misrepresentation by the training industry, misunderstanding by the Department for

Education, and all of the other governmental departments involved in the apprenticeship system.

WHAT DOES IT MEAN FOR TRANSPORT?

At the moment, the draw down for an apprentice HGV driver is £5,000. From this sum, training to a class C category licence must be taken out, and so must the cost of an end-point assessment. However, the cost of a medical for a provisional HGV licence, the cost of the provisional licence and test fees etc. are not covered by the levy pot. In addition, 20% of the apprenticeship must take place 'off-the-job' and involve the studying of Maths and English to a GCSE level. These are the same rules that apply to all standards across all industries, but none of these other industries require a 'licence to operate' - unlike the HGV driver apprenticeship.

Only 10% of HGV driver vacancies in the UK are for class C licence holders, and this type of vehicle only makes up half of the registered HGV's. The shortage and need of the industry is for C+E-qualified drivers. If the levy allowed training to C+E level, the amount the industry has paid in would fund 45,000 C+E apprentices in an industry that estimates a shortage of 60,000. However, the trailblazer group for the original standard allowed the training industry to dictate the needs of the transport industry, thus giving us the current standard. This, in some way, goes to explain why the take-up has been so low.

A recent transport industry survey conducted by the RHA and FTA returned over 80% in favour of a standard that includes C+E licence acquisition as part of the HGV apprenticeship standard. We are active members of the trailblazer group responsible for the HGV standard; recently, our Training and Development Manager was invited to be co-chairman of the group.

HOW CAN WE IMPROVE IT?

An area that needs addressing is education



of the policy makers. It has become shockingly clear just how misunderstood our industry is by those in power, to the point they were unaware of the different licence categories and how law determines them, not the industry. With this in mind, we have opened up dialogue with the Skills Minister, The Rt Hon Anne Milton MP, in the hope that explaining the unique issues and legal boundaries that our industry works in will help drive a change and deliver a fit for purpose apprenticeship.

Ideally, a three-tier apprenticeship that takes into account all three licences, C1, C, C+E, to serve every part of the transport and logistics industry would work well.

We aim to take a proactive stand in tackling these serious issues we find ourselves in, and invite you and our industry representatives to take up this challenge with us in the hope of evolving a community of interests to develop a system fit for purpose. Should you have any concerns yourself regarding the levy, or show an interest in addressing it, please do not hesitate to contact our Training and Development Manager, Gary Austin at:

g.austin@maritimetransport.com

THE FUTURE LOOKS BITTER WITH LITTER



It is estimated that over **12.7 MILLION TONNES** of plastic ends up in the world's oceans each year; sadly, this figure is set to increase. Ocean plastic has become a major global concern, and with so much of it being dumped by the minute (a truck load to be exact), our oceans cannot wait for a long-term solution; the time to act is **now**.

Plastic plays a huge part in our lives, from the vehicles we drive to the very keyboards we type on. The demand for plastic, in particular, the demand for single-use items such as straws and bottled water, means the world is manufacturing a vast amount of it each year, roughly 300 tonnes. Much of this is only used once, sometimes for a mere few seconds before it's tossed away, and whilst plastic serves an enormous purpose, it can take hundreds, sometimes even thousands of years to decompose, meaning the amount being dumped is only increasing.

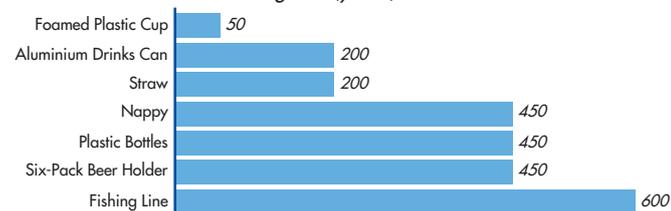
Litter can enter the oceans via several pathways, the majority of it coming from land-based sources such as sewers, wind-blown waste from refuse sites, or just careless litterers. To give you an idea of the severity of ocean pollution, here are some statistics:

- Approx. 5,000 items of marine plastic pollution have been found per mile of beach in the UK
- Over 150 plastic bottles litter each mile of UK beaches
- 100,000 marine mammals and turtles and 1 million sea birds are killed by marine plastic pollution annually
- Every day approximately 8 million pieces of plastic pollution find their way into our oceans
- In 1950, the world's population of 2.5 billion produced 1.5 million tons of plastic; in 2016, a global population of more than 7 billion people produced over 320 million tons of plastic. This is set to double by 2034
- There may now be around 5.25 trillion macro and microplastic pieces floating in the open ocean, weighing up to 269,000 tonnes

Source: Surfers Against Sewage (environmental charity) www.sas.org.uk

Plastic bottles and nappies take 450 years to biodegrade

Estimated time taken to biodegrade (years)



Source: National Oceanic and Atmospheric Administration/Woods Hole Sea Grant

Take a walk along any beach and there's a good chance you'll spot plastic of some sort; polystyrene, cotton buds, lids, plastic bags, items that have been floating around for decades and causing havoc to the environment. You may also have seen videos trending on the web and social media of sea turtles having plastic straws removed from their noses, dolphins with bottle seals wrapped around their snouts, or whales entangled in fishing nets. The problem gets worse, however. Overtime, plastic breaks down into tiny particles called microplastics (there are now more of these in the world's oceans than there stars in the Milky Way) which attract toxic chemicals. These could accumulate in food chains, making their way into animals that eat ocean creatures – such as ourselves; the outcome could be potentially catastrophic.

The logistics industry is already starting to recognise that something needs to be done. Towards the end of last year, DP World pledged to eliminate all single-use plastic that it has control over at its London Gateway and Southampton ports by the end of 2019. The same year, A.P. Moller Maersk announced it would provide marine support to The Ocean Cleanup organisation by installing a pilot clean-up system in the Pacific.

As the UK's largest privately-owned intermodal transport operator and the largest container operator at all major UK ports, we fully recognise our responsibility to look at ways of making supply chains more sustainable, and reduce the amount of plastic entering our oceans, which play a crucial role in the logistics industry itself and how goods are delivered to us to haul to our customers.

We've already made a few small steps that we hope will make a bigger change; we've made drivers at each of our depots aware of the risks of littering via our staff intranet 'iWave', various internal magazine publications and screens at our depots, and have provided each of our drivers with reusable thermal cups. We've also joined DP World's ongoing commitment to protect the marine environment, showing their campaign our full support.

We urge other businesses within the transport and logistics sector to reduce their carbon footprint and tackle the plastic pollution crisis that is choking our oceans. It's never too late to start, and together, we can help put an end to it one step at a time.



COVERAGE TO SUPPORT YOU



We are extremely proud of our depot network, and with 32 sites throughout the UK, we're well-connected and able to offer our customers the coverage their businesses need.

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



CONTAINER TRANSPORT



DISTRIBUTION



INTERMODAL



WAREHOUSING



TRUCK SALES



CONTAINER SERVICES



FREIGHT MANAGEMENT



KEY:

- Existing Location
- New Location
- Rail Terminal

KEY CONTACTS

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 of your needs are met.

Container Transport - **John Bailey 07967 596237**
 Distribution - **Adam Lyons 07816 169491**
 Maritime Intermodal - **John Bailey 07967 596237**
 Container Storage and Services - **Tom Glenn 01617 492650**
 Freight Management - **Steve Parry 07973 880008**
 Truck Sales - **Matt Heath 01375 845823**

Alconbury	01480 702002	Medway	01634 272228
Bardon	01530 229991	Milton Keynes	01908 336177
BIFT	01827 264400	Northampton	
Bristol	01179 829139	Container Transport	01604 814772
Doncaster	01302 835071	Container Depot	01604 660211
Felixstowe		Distribution	01604 660187
Head Office	01394 617300	Reading	07872 460319
Transport	01394 617247	Southampton	023 8066 5700
Immingham	01469 573523	Teesport	01642 231930
Leeds		Tilbury	
Transport	01133 857080	Container Transport	01375 842522
Container Depot	01133 857081	Distribution	01375 850126
Leighton Buzzard	01525 857081	Freight Management	07973 880008
Liverpool	0151 922 9004	Genset Vehicles	01375 488042
London Gateway	01375 656280	Portside Logistics Centre	01375 659123
Manchester		Railport	01375 857807
Transport	0161 873 8730	Trafford Park	0161 669 4370
Container Depot	0161 749 7652	Wakefield	01924 938710
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