The Road to Operational Efficiency

- Reduce Fuel Consumption
- Maximise Vehicle Use
- Reduce Operating Costs

Do More – Use Less Resource Saving CO$_2$ and Money
So what have we been doing?

- Redesigning our website
- Undertaking research
- Developing Guides – Freight Grants and Multi-modal Planning Guide
- Identifying Best Practice and producing several case studies
- Developing Tools – Multi-modal Map
- Looking towards benchmarking to identify and share good operational efficiency
Web site navigation tool
Perceptions of the Major Operational/logistical Barriers to the Uptake of Non-road Modes

Both users and non-users rate *service frequency* as a major barrier to the take up of non-road modes. Interestingly non-users don’t rate *price* as highly as Users believing *reliability* and *convenience* to be major barriers. *Flexibility* was also cited by users as a major barrier.

<table>
<thead>
<tr>
<th>Barriers to users</th>
<th>Rank</th>
<th>Barriers to Non-users</th>
<th>Ranking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Price</td>
<td>1</td>
<td>Service frequency</td>
<td>1</td>
</tr>
<tr>
<td>Flexibility</td>
<td>2</td>
<td>Reliability</td>
<td>2</td>
</tr>
<tr>
<td>Service frequency</td>
<td>3</td>
<td>Service convenience</td>
<td>3</td>
</tr>
<tr>
<td>Service convenience</td>
<td>4</td>
<td>Service capacity</td>
<td>4</td>
</tr>
<tr>
<td>Customer service</td>
<td>5</td>
<td>Flexibility</td>
<td>5</td>
</tr>
<tr>
<td>Reliability</td>
<td>6</td>
<td>Facilities</td>
<td>6</td>
</tr>
<tr>
<td>Service capacity</td>
<td>7</td>
<td>Price</td>
<td>7</td>
</tr>
<tr>
<td>Information availability</td>
<td>8</td>
<td>Customer service</td>
<td>8</td>
</tr>
<tr>
<td>Facilities</td>
<td>9</td>
<td>Information availability</td>
<td>9</td>
</tr>
<tr>
<td>Safety</td>
<td>10</td>
<td>Safety</td>
<td>10</td>
</tr>
</tbody>
</table>
Would recommend the use of non-road modes to other operators?

Mixed picture of freight operators that replied; Nine users (47%) would do so and ten (53%) would not do so. Reasons given include:

- 'Rail is an easier way, operationally, to move large amount of stock to one area. It removes the need for drivers and hauliers.'
- 'Non-road Modes can pose large costs savings for the right operation.'
- 'We switched Road to Rail for some German traffic but had to switch back after two years due to poor reliability, cost and minimum capacity issues.'
- 'It suited and was cost effective.'
- 'Non-road modes are not efficient.'
- 'Non-road modes suffer from poor transit time & complicated logistics.'
Operational Factors Affecting Your Modal Choice

- Cost
- Supply Chain Resilience
- Reliability and Punctuality
- Customer
- Access to Rail Network and Waterways
- Flexibility of Services Offered
- Volumes
- Commodity Type
- Distances
Promoting Freight Facilities Grants

• Attendance at the NEC Multi-modal Show
• Follow-up calls
• Development of a new Quick Guide
Case Study highlights
The Malcolm Group an Award Winning Multi-modal Operator

- It features the Rail Freight Group
- Showing the links between reducing carbon emissions and using rail freight using a Malcolm Group example
Intermodal
Annual total = 4,250t CO₂

Road
Annual total = 10,626t CO₂
New Multi-modal Case Studies

- Short Haul Rail on Track for Profits in Scotland
- Freight facilities Grant - A Concrete Solution
- Switch for Sustainability – coming soon
Short Haul Rail on Track for Profits in Scotland

- Shows the carbon benefits for two short rail hauls in Scotland, one bulk and one multi-modal, both < 100 miles.
- Explains the benefits to the company and to the environment in general of changing modes.
Freight facilities Grant- A Concrete Solution

• Shows how the financial barriers of changing modes can be mitigated through the use of Freight Facilities Grants.
• Provides a case study on London Concrete and their application to the DfT for this grants and the benefit that they have received.
Switch for Sustainability – coming soon

- Case study on water freight on the Thames
- Guide to CO2 conversion factors for non road modes
- Outline business case for DfT grant application
Multi-modal Map

- A new innovation for Freight Best Practice.
- Shows the location of active open user rail freight terminals in the UK. It also shows port locations.
- User friendly interactive features allow terminal information to be displayed
- Encourage potential users to ring the terminal operators and ports directly
Interactive Multi-modal Map

Click on a site for more information.

Show me:

☑ Railway
☐ Rail Connected Ports
☐ Sea Ports

Some locations, while currently inactive, could be recommissioned for the right job.

☐ No Traffic Currently

Interested in moving freight by multi-modal transport? Download the Freight Best Practice Guide, "Choosing and Developing a Multi-modal Transport Solution". Complete details of the rail freight network are available for download here.

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Using our knowledge of how benchmarking has assisted in the road sector, we want to;
• Assist the rail freight sector in monitoring and understanding their fuel consumption.
• Help the rail freight sector improve their fuel consumption.
• Assist the rail freight sector even more by
  – Producing even less carbon
  – Exploring which interventions are worthwhile
Our research will monitor the actual usage data and compare it against the published research (above). This will enhance the ability of the industry to measure its performance.
Performance Management – ‘An Enabler for Change’

Performance Management Allows Companies to:
- Accurately measure the resources used to deliver services
- Identify areas for improvements
- Introduce measures to motivate staff

The Six Steps of Measuring Performance are:
- Selection of KPIs
- Setting and reviewing of targets
- Data collection
- Review and evaluation
- Reporting and feedback
- Review of targets and KPIs
Thank you

Free publications

- Ring hotline on 0845 877 0877
- Or download from the website

http://www.freightbestpractice.org.uk