This Issue:

Tesco, Stobart and DRS’ Multimodal solution to cutting Carbon emissions
Sellafield’s Special; dedicated workforce passenger services
Major infrastructure project solutions
Unique competition to name that train!

...Plus much more!
Welcome to this, the ninth edition of the DRS magazine.

We have enjoyed a busy start to 2012 with the introduction of a range of new services, most notably for Tesco.

This shows clearly how our commitment to new technology and innovation is paying off. Our Lowliner container wagons are a great case in point, not only were they central to winning the Tesco contract, but they are allowing us to overcome height restrictions while at the same time improve efficiency. All of which enables us to offer an improved service to our clients.

Looking to the future, I am also pleased to announce that we will be the first operator of a new UK version of the Vossloh Eurolite locomotive. Set to come on stream in 2013, it will enable DRS to offer even greater flexibility and efficiency, and we are now looking for your help in finding a name for this great new class of locomotives.

Please send any feedback and suggestions for features for the magazine to: austen.skinner@drsl.co.uk

Neil McNicholas Managing Director
DRS and Stobart Rail has beaten the competition to secure a £9 million per annum contract with Tesco, the UK’s largest retailer. The new contract represents a strategic move by Tesco to migrate just-in-time volume transport from road to rail.

Working in partnership, DRS and Stobart Rail have combined the very best of their road and rail capabilities to create a tailor made solution to meet Tesco’s requirements. The end result is a service which is providing highly efficient distribution across the UK from Tesco’s Daventry depot.

LESS CO₂ for a better environment

As a responsible retailer, Tesco placed a high priority on meeting their environmental obligations. “This new service is part of our ongoing commitment to be zero carbon by 2050,” said Nigel Jones, Tesco’s UK Logistics Director. He continued “utilising rail services allows us to transport products across the country in the most sustainable way, taking thousands of lorries off the road each year and reducing our carbon emissions. In addition to transferring goods from our central depot to other points for distribution to the stores, the trains will also return to our depot with goods from our key suppliers making the service even more efficient”.

Switching to an intermodal delivery solution is set to save an estimated 26,000,000 lorry miles every year, with a correspondingly dramatic reduction in CO₂, as the full range of intermodal services come on line. On average, each rail journey takes 77 heavy goods vehicles off the UK’s already congested roads. This results in dramatic fuel savings and can reduce CO₂ emissions by up to 80% depending on the route.
The DRS and Stobart advantage is underpinned by the use of innovative technology and a tireless attention to detail. DRS’ use of lowliner wagons allows for two additional containers to be placed on each train, further cutting costs and reducing CO2. Precise timing is vital, the dedication of our planners and crew have achieved the highest level of on-time intermodal service arrivals in the industry. When issues do arise which threaten delivery, contingency planners act immediately to minimise disruption.
Achieving the intermodal switch for Tesco is not just a significant contract win that is delivering against demanding performance and environmental targets, but it is also a big win for the wider community as this efficient service helps takes vehicles of the roads.

Perhaps it is best summed up by DRS Commercial Director, Chris Connelly “punctuality and reliability have been integral to enabling us to deliver the most innovative and cost effective solution and led to us winning this contract. In difficult macro-economic times we are proud that DRS is growing and employing new staff. It is an exciting time, and we look forward to working with our partners in this project, to deliver the cost, environmental and wider benefits for all.”

“Punctuality and reliability have been integral to enabling DRS to deliver the most innovative and cost-effective solution”

Chris Connelly
January saw the inaugural passenger rail service trial for Sellafield Employees. The trial ran for six weeks, successfully getting workers to Sellafield on time every day of the trial. In fact, on average trains arrived at Sellafield 50 seconds early, a real credit to the crew. This contrasts sharply with the regular peak time delays and resulting frustration that often occur on the rural approach roads to Sellafield as thousands of workers and contractors make their way to the site every day.

The creation of this new service was achieved through the joint effort of Nuclear Management Partners, who operate the Sellafield site, DRS, Northern Rail and Cumbria County Council, who worked together to make the necessary innovative changes to the timetable. This released extra capacity from the route and with DRS’ acquisition of additional carriages a tailor made service was brought into being.

“The success of the trial service for Sellafield serves to show how much more Direct Rail Services and the local rail network could do for Cumbria. As it stands there is significant additional rail capacity just waiting to be used for the benefit of business and the community” commented DRS Managing Director, Neil McNicol.
175 Passengers used the service each day, over the 30 days of the trial this equates to 5,251 completed passenger journeys. Customer feedback, which was gathered from questionnaires distributed to passengers, has been universally positive.

Local politicians have responded well to the initiative and Elaine Woodburn, Leader of Copeland Borough Council, was quick to recognise the real benefit that additional rail services could offer Cumbria at the Britain’s Energy Coast Business Cluster’s AGM on the 4th April 2012 saying: “Not only did the trial demonstrate how the service could help Sellafield achieve its aims but it also showed how local people along the West Coast can positively benefit from using the service and from the reduced level of traffic on Cumbria’s roads”.

Looking to the future the ability to offer Passenger Services provides a further opportunity for strategic growth of the DRS business. With the pilot of the Sellafield Special completed, a joint team is building the business case to support making this a permanent service.
When it comes to delivering major construction projects and improving Britain’s infrastructure, DRS is looking to show how its proven experience and expertise can make a real difference.
Stage 1: Infrastructure Consultation & Development

DRS is currently supporting Dounreay with the creation of a new rail head which will not only improve the transport links to the nuclear site but will also provide significant wider benefit to local business.

Early stages of DRS engagement in a project starts by sharing the company’s wide-ranging expertise and long experience to advise clients on exactly what a rail-based solution can do for them. The majority of clients are pleasantly surprised by the many possibilities resulting from a well designed rail solution.

DRS then engages construction partners to take the concept from the drawing board and through to successful fruition.

Stage 2: Innovative Materials Transport Solutions

DRS and Aggregate Industries have proved between them that enormous positive impact is achievable though the development of bespoke transport solutions. When it came constructing Vault 9 at the Low Level Waste site near Drigg in Cumbria, moving 140,000 tonnes of aggregate by road was unacceptable for the local community and simply not cost-effective.

Working with Cumbria County Council, the Port of Workington and Network Rail, a smarter solution was developed. Night-time trackside loading of materials combined with the creation of a virtual quarry at Workington harbour meant that 95% of materials were taken off the road and transported by rail, avoided more than 10,000 lorry journeys and saving over 1250 tonnes of CO₂.

Stage 3: Transport of Staff directly into sites

DRS has proved time and again that it can work with both the train operating companies and clients to develop effective bespoke passenger transport solutions. Every year DRS runs a wide range of Charter Services and in early in 2012 the company ran the first pilot Workforce Passenger Service for Sellafield. In very large construction projects that may engage thousands of workers over several years, rail transport has enormous potential to increase site security, productivity and, as one of the passengers put it, “take the stress out of getting to work”.

Looking to the future, Direct Rail Services will be looking to work extremely closely with its key partners to engage strategically to help Britain’s major construction projects to get the greatest possible benefit from rail.
A once-in-a-lifetime chance to name a new loco class!

In 2013 Direct Rail Services will be introducing a UK-specific version of the new Vossloh Eurolite to the UK’s network. The UK version has been developed in conjunction with DRS especially to meet the UK’s uniquely demanding conditions. The result is a brand new class of locomotive that will give DRS and its clients a competitive edge. It is a mixed traffic locomotive capable of delivering both freight and passenger haulage requirements. Key benefits include:

- Greater efficiency and an extended fuel range.
- More power providing enhanced haulage capability.
- High tech features such as remote telemetry to transmit real time performance data and potential faults to engineers to help eliminate failures and reduce downtime of maintenance outages.
- Faster: Maximum Speed of 100mph, Design Speed 125mph.

This competition is open exclusively to DRS staff. The company will be announcing the lucky winner and details of the naming ceremony later this year.

Please send your naming ideas to marketing@drsl.co.uk
Delivering value in construction materials to the UK’s power industry

Aggregate Industries is a leading supplier of aggregates, ready-mixed concrete, asphalt and precast concrete products to the UK construction industry. We have been providing materials to the nuclear power sector for over 50 years, starting with Calder Hall, the first nuclear power plant built in the UK.

- All quarrying operations have rail connections
- Strategic locations across the UK
- Minimum environmental impact
- Onsite ready-mixed batching plants.

For further information, visit www.aggregate.com
In Brief

Major recruitment drive welcomes 24 additional drivers to the team.

Following a series of major contract wins, open days have been held in both Derby and Birmingham to recruit a total of 24 additional drivers. A key objective of this recruitment drive was to staff up for the new DRS Depot in Daventry. In addition to the expansion of rail crews, further positions have been created within Direct Rail Services’ Carlisle HQ.

By the time the latest round of recruitment has been completed there will be a 20% increase in DRS rail crew numbers nationally over 2011 levels. “It is great to be expanding in what for many are difficult economic times. In 2011 DRS won Best Performing Rail Freight Operator which was only possible due to the commitment and dedication of our people.

Bringing on board additional high caliber talent is vital to ensure service quality and safety is maintained as we grow” commented Dougie Hill, DRS Head of Operational Delivery. Looking to the future, Direct Rail Services’ sights are firmly set on capturing additional rail freight work as more businesses operating in the UK recognise the benefits of moving freight by rail. DRS’ innovative rolling stock such as Lowliners combined with a ‘can do’ attitude and the ability to tailor services to meet client’s needs is proving to be a winning formula.

lowliner freight transport

Direct Rail Services’ new fleet of Lowliner container wagons now opens up almost the entire UK rail network to highly efficient containerised freight services. The new DRS fleet now means ALL the height restricted routes classified in the past as ‘W gauge’ are now available for rail freight using containers 2.9m high by 2.5m wide up to 45 feet in length.

The containerised rail transport solution for height restricted routes.

For further information and a brochure contact Direct Rail Services Limited 01228 406 600  www.directrailservices.com

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