High Volume Intermodal Rail Freight
Intermodal is the fastest growing sector of the UK rail freight market. Working as part of a series of positive partnerships with several leading UK road transport businesses, DRS has become a major player in the sector, providing true door-to-door intermodal logistics for many of the nation’s most successful retailers.

Whilst many road transport businesses battle for road haulage, the leading names turn to DRS for the provision of regular long distance freight solutions. DRS is currently operating 64 trains each week on behalf of Stobart Group, The Malcolm Group and The Russell Group; increasing efficiency, cutting pollution and taking millions of lorry miles off the UK’s congested motorway network.

Traditionally, containerised rail freight serviced only the major ports, like Felixstowe and Southampton, collecting primary loads bound for inland container ports in London, Leeds, Manchester and the Midlands.

Domestic Intermodal Freight has emerged as a rail freight sub-sector in response to the needs of road hauliers and the major supermarkets they service. In the past, large-scale road transport of Fast Moving Consumer Goods (FMCG) between the Regional Distribution Centres (RDCs), and from RDCs to local DCs, meant huge numbers of trucks were travelling regular long distance routes day-in-day-out. DRS’ intermodal solution now transfers large volumes of freight onto rail for the bulk of the journey, providing a seamless interface between road haulage and transhipment by rail that reduces pollution and road congestion, whilst delivering cost savings.

With an exceptional 95% on-time delivery performance record, DRS has built high levels of confidence in the reliability of rail as part of the JIT supply chain. As a result, where once only primary volumes were transported by rail, now an ever-increasing number of secondary flows - including critical RDC-to-store deliveries - utilise rail as a core element of the logistics solution.

Key Benefits of the Intermodal Solution

**Reliable:**
Consistent just-in-time deliveries that avoid motorway holdups

**Cost-effective:**
Reduced DC-to-market costs

**Environmentally responsible:**
Cuts pollution and reduces carbon emissions by two-thirds

**Reduces congestion:**
Removes millions of lorry miles from the UK’s busy roads

DRS provides a complete package of intermodal rail freight solutions.
The DRS partnership with Stobart Group began in 2006 heralding the launch of Stobart Rail, which represented a groundbreaking transport solution to reducing carbon emissions and the rising cost of fuel. Over time, Stobart Group and DRS have strengthened their partnership to develop a collection of daily rail freight services on behalf of Tesco and a wide variety of FMCG manufacturers.

The trains are based on specifically commissioned containers that are packed at the customer site. The containers are then transported to the railhead on Stobart skeletal trailers, where the containers are transferred to rolling stock for transport to their destination. Return trips on the above routes frequently have highly cost-effective capacity available.

About Stobart Group
Stobart Group is a FTSE listed company employing over 6,000 people at 50 sites across the UK. Both highly successful and one of the country’s best known companies, Stobart is an officially recognised business ‘Superbrand’. The company is a national leader in the multimodal logistics, warehousing and biomass fuel sectors, as well as operating in the property development, ports, airports and civil engineering sectors.

For further information on Stobart Group services, contact: Liam Martin, Stobart Rail Freight, Mersey Multimodal Gateway, Deesoto Road, Widnes WA8 0PE. 0151 424 6724 / liam.martin@stobartgroup.com

Return trips on the above routes frequently have highly cost-effective capacity available.
DRS and The Malcolm Group have been working together since 2001. The services offered continue to go from strength-to-strength. In 2008, Malcolm Rail, a division of The Malcolm Group, took over the management of the Daventry International Rail Freight Terminal (DIRFT) handling, amongst many others, DRS trains on a daily basis.

Malcolm Rail now provides a range of intermodal services which handle UK and European rail/road movements for customers in the manufacturing, logistics and retail sectors including: ASDA, Ikea, Diageo, Sainsburys and British Gypsum.

About The Malcolm Group

Originating as a family-owned business in the 1920’s, employing over 2,000 people, The Malcolm Group has become the leading provider of Logistics, Construction and Maintenance services in the UK. Predominantly working across the UK, strategic partnerships have enabled The Malcolm Group to expand their offering and customer base into Europe.

<table>
<thead>
<tr>
<th>Rail Freight Route</th>
<th>Frequency</th>
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<tbody>
<tr>
<td>Grangemouth/Elderslie</td>
<td>5 per week each way, Monday-Friday</td>
</tr>
<tr>
<td>Grangemouth/Daventry</td>
<td>7 per week each way, Sunday-Saturday</td>
</tr>
<tr>
<td>Daventry/Mossend</td>
<td>5 per week each way, Monday-Friday</td>
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</tbody>
</table>

Please contact The Malcolm Group for information on cost-effective return trip rates.
DRS and John G Russell started working together in 2006 with the introduction of two weekday services between Daventry in the Midlands and Coatbridge in Scotland. DRS provides trains and rolling stock to support the Russell Group’s UK Intermodal offering for a series of major name customers including Morrisons, Tate & Lyle and Mars.

About The Russell Group
The Russell Group is family owned, based in Scotland and has 40 years experience of developing partnerships within the road, rail, sea and air sectors. JGR partnered with DRS in developing the Inverness rail freight terminal, which they operate on behalf of DRS. They also own and operate the Barking rail freight terminal.

Rail Freight Route | Frequency
--- | ---
Daventry/Coatbridge, Train 1 | 5 per week each way, Monday-Saturday
Daventry/Coatbridge, Train 2 | 6 per week each way, Sunday-Friday
Daventry/Barking/Purfleet | 5 per week each way, Tuesday-Saturday

Return trips on the above routes frequently have highly cost-effective capacity available.

For further information on Russell Group services, contact: Ken Russell, John G Russell (Transport) Limited, Containerbase, Gartsherrie Road, Coatbridge ML5 2DY. 01236 703343 / sales@johngrussell.co.uk
The intermodal solution

Road Transport
A short road journey transports the pre-packed containers from the dispatch point to the railhead where they are loaded onto DRS rolling stock. This leg of the route may be removed completely where the railhead is on-site at the dispatch point.

The DRS Train
The bulk of the journey between the original dispatch point and the final destination utilises rail. Trains typically carry around containers, cutting costs, congestion and carbon emissions. An added advantage of utilising rail for regular, high volume freight is reliability. DRS are officially recognised as the most punctual rail freight operator, achieving an impressive 95% on-time record.

Dispatch Point
The dispatch point may be a Regional Distribution Centre, National Distribution Hub, a Trunking/Cross-Docking site or a Manufacturing Facility. Here containers are loaded with products ready for transport to the nearby Railhead, which in the case of DRS is on-site. Alternatively there may be multiple local dispatch points, such as a series of suppliers, each of which will pack and dispatch their own containers.

Internal Container Length 14.75m

Efficiency
Utilising a rail-based intermodal transport solution for regular, high volume freight offers a broad range of positive benefits. Transfer to rail cuts fuel usage by around two thirds compared to road transport, as a result reducing huge reductions in carbon emissions and pollution, whilst also offering significant cost benefits and helping relieve congestion on Britain’s busy roads.

Destination
At the end of the train journey the containers are re-loaded on trucks, allowing the trains to use even smaller branch lines with restricted height. DRS work in close partnership with Stobart Rail, The Malcolm Group and The Russell Group to operate 64 trains every week on behalf of the logistics companies’ major name clients utilising the standard flatbed/low profile container configuration.

The Lowliner Fleet
DRS’ Lowliner fleet now opens up almost the entire United Kingdom rail network to highly efficient containerised freight services. All the height restricted routes classified in the past as ‘W gauge’ are now available for freight using containers 2.9m high by 2.5m wide up to 45 feet in length. Regions now open include North Wales, South Wales, South West England, Northern Scotland, the West Highlands and the Irish Republic and Northern Ireland via the leading Holyhead and Stranraer ferry routes, as well as key sea ports including Cardiff, Portsmouth, Thameport and Workington are now open to containerised loads carried by rail as a result of DRS’ introduction of Lowliners. The new Lowliner offers maximum flexibility in the range of containers it can carry: 2.9 metre high containers may be 20 feet, 30 feet, 40 feet or 45 feet in length. 20 foot containers may also be doubled up on the wagon.

Class 66 Motive Unit

DRS operates a fleet of environmentally friendly Class 66 Locos, matched with standard and lowliner rolling stock.

The Standard Fleet
The specially designed low profile containers used on the Stobart Rail services are alternative solution to the issue of limited headroom. Allowing the trains to use even smaller branch lines with restricted height. DRS work in close partnership with Stobart Rail, The Malcolm Group and The Russell Group to operate 64 trains every week on behalf of the logistics companies’ major name clients utilising the standard flatbed/low profile container configuration.
Corporate Social Responsibility

Direct Rail Services is committed to working in a sustainable and responsible manner. Our operations are carried out with the highest level of consideration for our stakeholders, their community and the environment.

During the course of its business, DRS aims to manage the impact upon these groups through safe, secure, reliable and environmentally sound systems of work. Approved management and quality systems ensure that our suppliers adhere to our high safety, quality and environmental standards.

Outstanding staff development and employee relations sets Direct Rail Services apart from the industry – recognising the workforce as the company’s greatest asset.