



Coatbridge: Scotland's Dryport

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SEStran is a Regional Transport Partnership, comprised of eight local authorities:



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As environmental awareness grows, consumers are increasingly demanding that goods are produced and delivered in a sustainable and environmentally friendly way.

From low-energy light bulbs and low emission vehicles to locally grown produce, people are demanding sustainability in goods, services and transportation.

Customer is king and freight forwarders, shipping lines and retailers who want to maintain and grow their businesses must move with the times. Sustainability isn't only about protecting the environment - it's also good business.

It's about delivering the goods:

- to the right place
- at the right time
- at the right price.

Rail transportation and sustainable freight

Rail freight plays a key role in the low carbon UK economy producing circa 70% less carbon dioxide emissions than the equivalent road journey.

As fuel prices rise ever higher, rail continues to be an increasingly attractive proposition for freight forwarders, shipping lines and retailers, who must weigh transportation cost against profits. Rail freight hubs are in a position to meet a growing need, as nodes in an established distribution network that may be developed to suit clients' changing requirements.

Dryports and sustainable freight

Dryports are Intermodal freight terminals located inland to serve a specific industrial or commercial region. Directly connected by road and rail to one or more seaports, they act mainly as extensions to those seaports, effectively increasing their capacity and efficiency.

For Scotland, Dryports offer a range of benefits. Currently underused port facilities can be brought back into greater use, as freight is redirected from road to sea, reviving communities, creating jobs and boosting the local economy. Extending existing rail links to link port facilities with Dryports can become economically viable, while traffic congestion and pollution are reduced.

The Dryport Project

The Dryport Project was a Euro €4.8 million multi-national European project. South East of Scotland Transport Partnership (SEStran) and the Transport Research Institute (TRI) based at Napier University are the Scottish partners.

The project examined the critical role that Dryports can play in maximising the capacity and efficiency of seaports, while also shifting traffic off the roads and onto the sustainable alternatives of rail or inland waterways.

The project looked at the development, design and effective operation of Dryports. It has also examined the roles of policy and planning, the operational aspects of rail connections to ports and the role of large retailers as key drivers of intermodal transport in the UK.

To find out more about the Dryport project, visit the project website.

► www.dryport.org

The Dryport Project has identified Freightliner Coatbridge as the location which best fulfills the role of a Dryport for Scotland.

Coatbridge Dryport is Scotland's Gateway Terminal with direct rail access from across mainland UK, handling over nine daily rail import and nine export services up and down the length of the UK to include the four major deep sea UK container ports of Felixstowe, Southampton, Tilbury and Liverpool.

With its pivotal rail location, Coatbridge Dryport is also a natural hub for intra-Scotland rail moves, further enhanced by its location close to major RDCs, key Scottish exporters and principal road haulage hubs. The M74, M73 and M8 are all within 2 miles of the site and therefore easily accessible for the final road leg. Coatbridge Dryport boasts a vehicle turnaround time of 95% under 40 minutes and the three-vehicle access gates minimise vehicle queue time.

With a daily 24 hours operation Coatbridge Dryport's 26 acre site is served by six overhead rail mounted gantry cranes and two mobile lifters. Coatbridge Dryport has a proven annual capacity of 120,000 container throughput with ample scope for growth, and can provide our customers laden and empty storage facilities.

Customer service is key to the Coatbridge offering; the testament that over 200 customers including all the world's major shipping lines, freight forwarders, shippers and retailers use Coatbridge Dryport's facilities confirms this. Coatbridge Dryport also handles a large proportion of Scotland's whisky exports. In addition, Coatbridge offers first class security facilities including high spec CCTV and is recognised by Scotland's exporters as secure site for vulnerable cargo.

The use of rail freight as part of the supply chain in contrast to road can significantly reduce carbon output, while maintaining efficiency and getting goods to market in a timely manner.

Sustainable Transportation & Comparing modes

The Dryport Project carried out a comparison of the carbon output of containerised loads exported from Scotland via Coatbridge by:

- road
- rail
- short sea shipping
- a combination of all three

to final destinations to connect with the deep sea global liners.

This clearly showed a significant reduction in carbon output when using sustainable methods, either for part of or the whole journey. The further away the export port is located, the greater the carbon reduction if the road transport component is reduced.

A reduction in road miles also means reduced fuel costs and a reduction in traffic congestion, benefiting businesses financially and improving the company's image in the eyes of an increasingly environmentally-aware consumer base.

- Coatbridge Dryport is part of Freightliner's network of 9 owned terminals across the UK. These handle over 65% of all rail borne containers. Coatbridge Dryports skilled and knowledgeable workforce, state of the art rolling stock, handling equipment and container handling IT systems ensure that each container is handled efficiently and quickly to keep up with customers' demands.

■ Road services

Coatbridge Dryport operates a fleet of road vehicles and can provide a start/end point for containers through Coatbridge.

■ Revolutionary container handling I.T system

Freightliner's intermodal I.T system, Spinnaker, has improved container operations at ports and inland terminals including Coatbridge Dryport. Spinnaker connects directly to major UK port systems, creating a smooth information flow, dispensing with data duplication, reducing downtime, improving security, and planning in/out gate times.

While the Dryport project identified Coatbridge as the closest match to a Scottish Dryport, other rail terminals are operated in Scotland.

ABOUT UK FREIGHT:

- Rail transports over 100m tonnes of goods worth around £30bn every year
- The British economy is boosted annually from £870m by the rail freight industry, which also further indirectly supports an economic output of £5.9bn, over six times its direct turnover.
- The freight sector is supporting employment 14 times the number employed directly in the industry (4.7k compared to 66.6k)
- In total the UK freight sector contributes £299m in profits and wages to the UK economy
- Rail freight generates £185k worth of output per employee almost double the national average (£89k)
- The societal benefits from a shift from road to rail equate to £376m (2007/8) and up to £903m if it grows by 140% (2031). This would be a lot higher if the loss of revenue from vehicle excise duty was not taken into account
- Rail freight demand is predicted to grow by 30% over the next decade and up to 140% over 30





A number of private sector operators provide containerised rail freight services that benefit the Scottish and UK economies. These include:

Freightliner

Freightliner is officially the UK's most reliable rail freight and terminal operator with an industry-leading reliability of 98% on-time delivery carrying more than 81% of all the containers that are moved by rail in the UK. Operating over 100 daily services over 37 direct route offerings to and from the UK's deep sea ports to 14 destination 9 of which are terminals owned and operated by Freightliner. Freightliner uniquely provides a complete logistics package through the use of its in house road fleet of 300 vehicles providing a start/end point for your container's journey.

Freightliner is the leading intermodal rail freight operator in Scotland. Freightliner's Coatbridge terminal is Scotland's premier container terminal with direct rail access from across mainland UK, handling over nine daily rail import and nine export services up and down the length of the UK to include the four major deep sea UK container ports of Felixstowe, Southampton, Tilbury and Liverpool.

Customer service is key to Freightliner's offering; the testament that over 200 customers including all the world's major shipping lines, freight forwarders, shippers and retailers use Freightliner's anglo-Scottish route and are served by Freightliner's Coatbridge facilities confirms this.

Freightliner's skilled and knowledgeable workforce, continued investment in state of the art rolling stock, handling equipment and container handling IT systems ensure that Freightliner handles each container efficiently and quickly to keep up with our customers' and your customers' demands.

Increasing network utilisation and lowering carbon emission

Freightliner is the only rail freight operator able to regularly run 30 wagon trains through the use of its state of the art PowerHaul locomotive fleet. PowerHaul locomotives have greater fuel efficiency, higher haulage and acceleration capabilities than any current diesel locomotive in the UK, enabling Freightliner to uniquely; reduce CO₂ emissions, improve reliability increase port capacity and network utilisation.

Through the use of Freightliner's revolutionary new Shortliner wagons, Freightliner are able to haul 42% 40ft containers per service without wasting any 20ft space enabling Freightliner to meet the growing 40ft market demands whilst fulfilling 20ft container needs.

Customer options can range from full train loads (contract) to individual box movement (spot non-contract).

Freightliner's vast knowledge of the container market will ensure your box will be delivered where you want it, when you want it.

► www.freightliner.co.uk



DB Schenker Rail is the largest rail freight operator in Europe and through its extensive operating network provides customers with services across all parts of Europe through its West, Central and East operating regions. Services provided in Britain are delivered through the Region West operating area.

In Britain, DB Schenker Rail employs over 3,200 people nationwide and operates hundreds of freight trains every day. Services to Europe via the Channel Tunnel are also provided, with trains in France being operated by DB Schenker Rail's subsidiary company Euro Cargo Rail.

Freight trains in Britain are delivered through one of three customer facing business segments:

- Industrial – providing services to the energy generation, metals and petroleum markets
- Construction – providing services to the construction and infrastructure markets including Network Rail
- Logistics – providing terminal, intermodal and logistics services

Freight trains emit five times less CO₂ per tonne km than road haulage, and DB Schenker Rail works closely with customers to help them reduce their carbon emissions, and is able in some cases to provide carbon-free haulage by using electric traction. Through its current Ecophant campaign, the importance of achieving continuous improvements in the area of the environmental impact of its services is central to DB Schenker Rail for its customers.

► www.rail.dbschenker.co.uk



Originating as a family-owned business in the 1920s, The Malcolm Group has become one of the leading providers of Logistics, Construction and Maintenance services in the UK. The Group endeavours to provide innovative and practical solutions, promoting the building of successful partnerships for long-term mutual gain with all stakeholders.

Malcolm Logistics offers fully integrated road, rail and warehousing services. Launching the Malcolm Rail service made Malcolm Logistics one of the first logistics companies to 'rediscover' rail and the benefits it can provide. The Group now own and operate three rail terminals in the UK.

Malcolm Rail

Malcolm Rail's first service was between its Crick and Grangemouth terminals commencing, in February 2001 and consisted of two trains in each direction per week. Further services have since been developed including links between Crick and Mossend (P.D. Stirling terminal), Grangemouth and Aberdeen, Grangemouth Forth Ports and Elderslie, and the newest service from Grangemouth to Teesport. Malcolm Rail now averages nearly 60 loads per night on its Anglo-Scottish services. It has strategically positioned its rail links around the country to offer an optimum service, with access to UK-wide road and rail networks as well as Euro links.

Complementing Malcolm Rail's services is the extensive warehousing and depot network. Rail-connected warehouses exist at Grangemouth and DIRFT/Crick with a further Malcolm Logistics warehouse only three-hundred metres from Malcolm Rail's Elderslie Terminal.

Daventry International Rail Freight Terminal

In 2008, The Malcolm Group took over the management of the Daventry International Railfreight Terminal (DIRFT), which was another major step in the development of its rail terminal operations.

DIRFT, located near Rugby, Warwickshire and Crick, Northamptonshire, is the ideal rail port and logistics centre for customers requiring efficient access to the UK transport network.

Since the takeover of DIRFT, there have been many operational improvements including; an increased number of services through the terminal, improved vehicle and train turnaround times, new container lifting equipment and an Autostore computerised container control system.

Environmental Advantages of the Rail Network

A benefit for customers is rail transport's ability to reduce the carbon emissions of their logistics operation. This is helpful for The Group's environmental targets as well as those of its customers, with carbon emissions being reduced by around 70%.

On Track for Success

Through the forward-thinking vision of The Malcolm Group's management, the business continues to exceed the expectations of its customers. It is rightly proud of its achievements, and its ability to deliver on its promise of 'Practical Solutions, Successful Partnerships'.

► www.malcolmgroup.co.uk



The Russell Group operate from our Containerbase & Distribution Centre located adjacent to the Coatbridge Dryport.

Russell charter two trains daily providing return services from Coatbridge to Daventry and Barking London, allowing Russell to provide carbon efficient services to and from the South of England effectively removing 104 LGVs from the UK roads on a daily basis greatly reducing the carbon footprint of Russell's and our customers utilising these services. The Coatbridge site is ideally located with access to the major Scottish trunk road network providing efficient access by road to service the whole of Scotland, providing an effective multimodal solution.

The Coatbridge Dryport direct rail links to deep sea ports, provides a great benefit to international freight forwarders and shipping lines who utilise these rail services in order to bring goods into Scotland, from there The Russell Group offers haulage and container services.

The Russell Coatbridge site provides national distribution across Scotland, the highlands and islands, warehousing, container repairs, maintenance, storage and tank cleaning.

Russell Coatbridge site is part of a nationwide network consisting of 10 Russell depots, 5 of which are Rail freight terminals operated by Russell.

Over 1 million sq ft of warehousing, including bonded warehousing, contract packing services, bulk and specialist transport, international freight forwarding, bespoke engineering and trailer build services, VOSA Authorised Test Facility and vehicle repair and maintenance form part of The Russell Group's logistics solution in ensuring a seamless supply chain.

► www.johnrussell.co.uk

Stobart Rail

With the rapidly rising cost of fuel and today's carbon, congestion and cost conscious society, road haulage is an increasingly controversial issue. Not only do the ongoing rises in fuel charges play a significant factor in FMCG inflationary pressures, but the carbon footprint of road transport has become a major consideration.

Stobarts dedicated rail freight services, first launched in 2006, represent an innovative solution to reducing carbon emissions. The trains are based on specially commissioned containers which are loaded at the customer site. They are then transported to the railhead on Stobart skeletal trailers, where the containers are transferred onto the train where they will be transported to their destination.

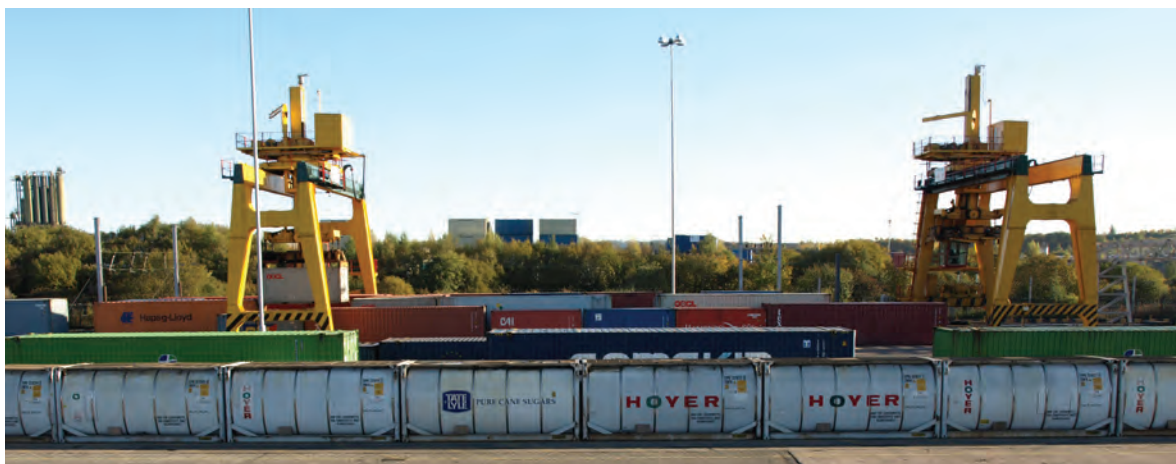
Since the launch of the original Daventry to Mossend service, the project's success has resulted in the launch of a further five UK trains, running between five and six days per week and one International train from Spain.

- Inverness/Mossend – 6 per week each way
- Daventry/Mossend – 6 per week each way
- Tilbury/Widnes – 5 per week each way
- Daventry/Barking – 6 per week each way
- Daventry/Cardiff – 6 per week each way
- Grangemouth/Aberdeen – 6 per week each way
- Barking/Valencia – 1 per week each way
- The significant modal shift has taken 8,543,378 lorry miles off our roads and reduced CO₂ emissions by 10,924 tonnes.

"Customer demand is high for new and innovative ideas in reducing there carbon footprint. With taking up the option of using rail this gives them that option. It also shows that Stobart will use their knowledge in multi modal logistics to deliver that strategy."

Paul Newens, Rail Freight Operations Manager

► www.stobartgroup.co.uk



Other Freight Nodes in Scotland

The **Freight Scotland** website identifies a range of railheads in Scotland. Information on these is included in the table below:

Railheads

Name	Address	City	Postcode	Contact	Description
Aberdeen Guild Street	EWS, Guild St	Aberdeen	AB11 6LX	0870 140 5000	Freight terminal with intermodal facilities
Carlisle	Whittals Warehousing	Carlisle			Warehousing facilities
Coatbridge	Freightliner, Freightliner Terminal, Gartsherrie Rd	Coatbridge	ML5 2DR	01236 435396	Intermodal terminal
Edinburgh Millerhill Yard	EWS	Edinburgh		0870 140 5000	Rail haulier site with freight loading capability
Elderslie	WH Malcolm, 2 Burnbrae Drive, Linwood	Paisley	PA3 3BU	01505 324321	Intermodal terminal
Fort William Inverloch Junction	EWS	Fort William		0870 140 5000	Rail haulier site with freight loading capability
Georgemas	EWS	Georgemas		0870 140 5000	Freight terminal with intermodal facilities
Grangemouth	WH Malcolm, Tillyflats, Laurieston Road	Grangemouth	FK3 8XT	01324 483 681	Warehousing and intermodal facilities
Hillington	Russell, Hillington Ind Est, Hillington	Glasgow	G52 4XB	0141 8108200	Warehousing and intermodal facilities
Inverness Millburn Yard	EWS	Inverness		0870 140 5000	Rail haulier site with freight loading capability
Laurencekirk	EWS	Laurencekirk		0870 140 5000	Rail haulier site with freight loading capability
Leith	Russell	Edinburgh		0141 8108200	Warehousing facilities
Montrose	EWS	Montrose		0870 140 5000	Rail haulier site with freight loading capability
Mossend EuroCentral	EWS	Mossend		0870 140 5000	Intermodal terminal
Perth Yard	EWS	Perth		0870 140 5000	Rail haulier site with freight loading capability
Port of Ayr	AB Ports, Port Office	Ayr	KA8 8AH	01292 281687	Bulk handling facilities
Port of Grangemouth	Forth Ports, Port Office, Central Dock Rd	Grangemouth	FK3 8UE	01324 482591	Intermodal terminal
Port of Hunterston	Clydeport Operations Ltd, Hunterston Terminal	Fairlie	KA29 0AZ	01475 568181	Bulk handling facilities
Port of Leith	Forth Ports, Albert Dock,	Edinburgh	EH6 7DN	0131 555 8750	Bulk handling facilities
TDG Grangemouth	TDG, Midtho, Laurieston Rd	Grangemouth	FK3 8XX	0800 0288 834	Intermodal terminal
Mossend PD Stirling	PD Stirling, Mossend Railhead, Reema Road	Bellshill	ML4 1RR	01698 749555	Bulk handling, warehousing and intermodal facilities

*For more detailed information, visit the Freight Scotland website.

► www.freightscotland.org

The Containerised Cargo Carbon Calculator (CCCC) was developed for Haven Gateway by AECOM as part of the partners' strategic work within the European Union Dryport project.

The Calculator offers logistics companies a means of comparing and contrasting different modes of containerised transport and their associated carbon emissions.

Calculating Carbon Emissions from Coatbridge Dryport

Using the CCCC carbon emissions between Coatbridge Dryport and UK export ports where calculated for three modes:

- road
- rail
- a combination of rail and coastal sea shipping

The analysis for road was based on road travel directly from Coatbridge to the four exit ports analysed. Similarly for rail the analysis was based on direct rail transit between Coatbridge Dryport and the four exit ports. For the combination of rail and coastal sea shipping the analysis was based on travel from Coatbridge Dryport to the port of Grangemouth and then onwards either directly to the mainland Europe ports or the other UK export ports.

Representations of output from the Carbon Calculator derived from this combination of modes are included on the following page.

Container Transport: Coatbridge Dryport to UK Ports

To	Option	Distance Km.	CO ₂ Kg.
Grangemouth	Road	39.9	39.39
	Rail/Road	32.4	12.96
	Sea/Road	39.9	39.39
Hull	Road	422.8	417.21
	Rail/Road	452.2	158.83
	Sea/Road	529.8	236.58
Tees	Road	298.7	294.76
	Rail/Road	351.8	123.94
	Sea/Road	361.2	168.70
Felixstowe	Road	713.8	704.38
	Rail/Road	707.3	247.48
	Sea/Road	733.2	318.45


Notes to Table

1 Figures are per single 20ft by 8ft container of 11 tonnes.

2 No allowance has been made for internal handling emissions of transfer handling emissions.

* Distances and CO₂ emissions shown on the example journeys are correct at the time of going to print. These may vary depending upon transport conditions on road and rail.

From coatbridge to Felixstowe




Based on the routing, transport efficiency and handling data you provided, we have calculated the carbon (and equivalent) emissions for road, rail and coastal water based journeys to transport your containers. Click on a journey in the table below to see a more detailed breakdown of CO₂e usage.

Please select an option:

	Time	Distance (km)	CO ₂ e (kg)
Route Option 1	10 hours 56 mins	713.8	704.38
Road Route Option 2	10 hours 12 mins	707.3	247.48
Rail / Road Route Option 3	23 hours 58 mins	733.2	318.45
Sea / Road			

⚠ This rail route assumes the use of Low Platform Megafret rolling stock with a height of 825mm above rail level. Lower or higher profile containers may be permissible with altered rolling stock choices.

From coatbridge to Teesport




Based on the routing, transport efficiency and handling data you provided, we have calculated the carbon (and equivalent) emissions for road, rail and coastal water based journeys to transport your containers. Click on a journey in the table below to see a more detailed breakdown of CO₂e usage.

Please select an option:

	Time	Distance (km)	CO ₂ e (kg)
Route Option 1	5 hours 1 mins	298.7	294.76
Road Route Option 2	5 hours 8 mins	351.8	123.94
Rail / Road Route Option 3	11 hours 34 mins	351.2	168.70
Sea / Road			

From coatbridge to Hull

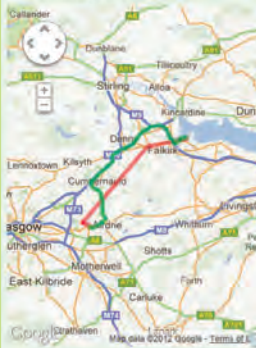


Based on the routing, transport efficiency and handling data you provided, we have calculated the carbon (and equivalent) emissions for road, rail and coastal water based journeys to transport your containers. Click on a journey in the table below to see a more detailed breakdown of CO₂e usage.

Please select an option:

	Time	Distance (km)	CO ₂ e (kg)
Route Option 1	6 hours 50 mins	422.8	417.21
Road Route Option 2	6 hours 34 mins	452.2	158.83
Rail / Road Route Option 3	17 hours 11 mins	529.8	236.58
Sea / Road			

From coatbridge to Grangemouth



Based on the routing, transport efficiency and handling data you provided, we have calculated the carbon (and equivalent) emissions for road, rail and coastal water based journeys to transport your containers. Click on a journey in the table below to see a more detailed breakdown of CO₂e usage.

Please select an option:

	Time	Distance (km)	CO ₂ e (kg)
Route Option 1	52 mins	39.9	39.39
Road Route Option 2	34 mins	32.4	12.96
Rail / Road Route Option 3	52 mins	39.9	39.39
Sea / Road			

To find out more about how Coatbridge Dryport can help you reduce your company's carbon output, log on to the CCC website.

► www.ccccalculator.com

The effective movement of freight is central to the economy of Scotland. Moving goods sustainably not only makes good business sense, as fuel become increasingly expensive, but is vital to avoid gridlock on the nation's roads and to reduce our carbon footprint.

Sustainable transport is no longer just one possible option. It is increasingly the only option, if Scottish business is to remain competitive and Scotland's economic future is to be assured.

Coatbridge Dryport will play a central role in helping business meet these challenges.





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