

Wagonload Network Solutions

A FREIGHT FRANCHISE -

Unorthodox but effective



Illustration: Conventional railway wagon.

railfuture



January 2013

Preface

- This scoping study was commissioned by *railfuture*, which is the campaigning name of the Railway Development Society Limited.
- *railfuture* is organised in 12 regional branches in England and 2 national branches for Scotland and Wales. We work with all levels of national, devolved and local government, train operators and like-minded voluntary bodies to promote the interests of rail users and secure improvements to rail services. We are completely independent of political parties, trades unions and railway management. We campaign for more freight to go by rail to increase the viability of rail freight services and reduce the environmental damage caused by heavy Lorries.
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- All enquiries about the content of this publication should be directed to the Freight Group at freight@railfuture.org.uk
- Media enquiries about *railfuture* should be directed to media@railfuture.org.uk

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Disclaimer: This study is based upon a desk-based exercise. Further academic and physical appraisal would be required, to ascertain if identified items, could be progressed on a commercial, or co-operative basis.

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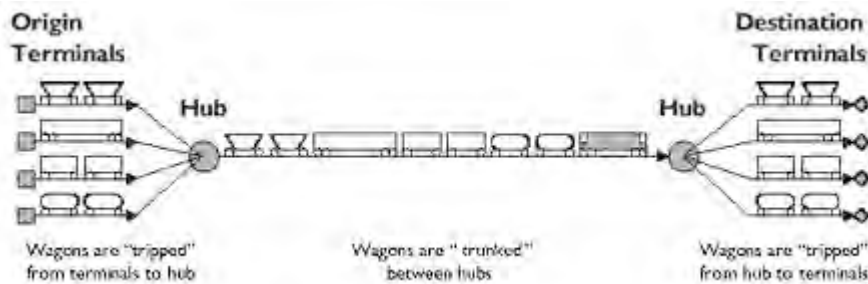
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Executive Summary - Wagonload

Wagonload

Where the volume of freight moved per shipment is less than 500 tonnes this may be insufficient to justify operating a dedicated train service between two points. As an alternative, the wagonload option assembles a number of less-than-trainload shipments from separate sources or customers into a whole trainload.

With this type of service, groups of wagons can be collected (tripped) from an originating terminal to a hub terminal, then marshalling with other wagons into full-length trains, which are hauled over longer distances (trunked) to another hub, then delivered individually to destination terminals. In logistical terms, this type of operation is known as a hub and spoke network.



Source: Network Rail

I. Synopsis

A Freight Franchise - Unorthodox but Effective

1. To increase its share of the bulk market, rail freight needs to be easy to use as well as being punctual, reliable and affordable. This should equally apply to customers with large bulk volumes to move and those with smaller bulk quantities.
2. Trainload is the bulk freight mantra to secure economies of scale; this means a company with bulk business needs to fill a whole train. If there is insufficient tonnage for trainload, alternatives are required. The possible use of containers is one solution, as many liquids and powders are suitable for intermodal conveyance. If available, some routes offer a multi-user container service allowing individual containers to be consolidated.
3. By contrast, many bulk flows such as timber, paper and metals tend to lend themselves more towards the conventional railway wagon. To match lorry-sized loads in a wagonload less-than-trainload format is however, challenging. At the time of writing, the home wagonload network has almost faded away.
4. Other than one operator DB SCHENKER (the Incumbent) who retains a quasi-wagonload service, on rail competition does not provide a genuine marketplace for moving single dense consignments. To retain this limited wagonload network is difficult because of contraction to a very basic system, typically aligned to a select client base.
5. As a result, many bulk traffic generators have switched back to road haulage. The resulting increase in heavy goods vehicle movements comes with the associated social, cost and environmental impacts.

6. There ought to be a way to challenge this perilous situation of the wagonload product.
7. Refocusing on locations that have significant bulk lorry load traffic in the absence of regular single wagon connections supports a radical rethink, to balance demand against supply. To this end, there is scope for co-operation between the Incumbent wagon facilitator, other main line operators, private and heritage railways, and numerous third party transport and logistics companies.
8. Bringing together different parties, customer choices of efficient bulk wagonload operations could be enhanced, with stabilisation of the current trains, attraction of lost business, reinstatement of network-wide coverage and the attraction of new-to-rail loadings.
9. The idea is a simple one, using a Business-to-Business or Social Franchise model to induce a more positive attitude towards less-than-trainload. In general terms, a core company would run the trunk trains, with the feeder tripping links franchised to local partners, where volumes stipulate movement by single wagon or single container services.
10. All these features are contained within the study text and supporting appendices. It is up to date in relation to the contemporary wagonload picture, while simultaneously reviewing the pastwith a modern twist.

II. Introduction

A Freight Franchise - *Unorthodox but Effective*

11. An inhibitor to growth of wagonload trains is often that many companies handle and move dense goods and materials in relatively small quantities by railway standards. To promote modal transfer of bulky, dense and consolidated loads to the railway network focuses the need to combine individual wagons to mirror 'economic rail' in bulk, trainload movements.
12. Wagonload aggregation is the obvious solution. This is not as straightforward as one would imagine, as different modal concerns bid for the same bulk consignments on offer.
13. Therefore pulling together different bulk flows into a cost effective, flexible and green franchised transport solution is the future of the single wagon system.
14. A franchise system will consume less fuel, better deploy staff and reduce lorry and trailer fleet numbers, by shifting bulk customer tonnage to another and more sustainable mode.
15. This formula can overcome obstacles through partnership. To illustrate this theory a case study is provided. It shows a theoretical group of traffics that when combined would provide a viable freight link service between a busy east coast port and the closest wagonload exchange node.

III. Case Study

A Freight Franchise - *Unorthodox but Effective*

16. The busy Maritime location of Hull Docks is chosen as a case study. It is a rail-connected port, with modern branch line and estate interface investment. Onsite facilities include a fully enclosed rail served modal- transfer warehouse and outdoors siding areas are available.

There are occasional or irregular trainload coal trains and metal services. In contrast, there is not any booked wagonload traffic. Therefore, daily lorry flows of bulk goods are not targeted, adding to local road traffic issues of pollution, noise and congestion.

Target loads of timber, iron & steel, dry and liquid bulks, containers, and renewable energy product components are noted.

IV. Background

17. After a comprehensive review, our scoping report findings show the home wagonload service has contracted to a quasi-network. It is good that a basic service has been kept going but the Incumbent's wagonload coverage is at dangerously low levels of operation. In turn, this reduces the number of wagons aggregated to form the link and trunk movements, which has the potential to undermine the whole single wagon product offering over a short period of time.

18. Unless expansion is forthcoming, or others enter the wagonload network, it will most likely contract further and finally end. To bring fresh impetus to a forgotten service, the adoption of a franchising model is recommended. This will balance customer demand, against the economics of collecting, moving and delivering single wagons.

19. Ideas are based upon the Incumbent separating the primary and secondary wagon haul by using either business-to-business commercial franchising or a co-operative franchise partnership. The local tripping spokes potentially become new micro low cost options.

20. The franchise format is shown in two varieties, one dubbed 'Alliance' and the other 'Community'.

Wagon Alliance

Using new incentives and initiatives this commercial franchise would be an open-access alliance model to generate more bulk wagonload movements.

Wagon Community

A community franchise brings peripheral locations to the network thus serving communities with geographical penetration and a diverse customer base.

Potential Franchise Partners

Logistics providers, stevedores, haulage firms, freight forwarders, support companies and intermediates working under licence of the wagonload Incumbent.

Potential Franchise Interface

The local franchise partners would use short line type trains to bring wagons to and from their designated wagonload hub location. Integration could take place with a wagon trunk train service to forward aggregated wagons to the destination hub. From there connections are made to another franchise holders, allowing consignments to reach rail served facilities for direct discharge to the customer where practicable or goods/unit transfer for last mile road connections.

Potential Franchise Benefits

Substantial supply-chain lorry miles saved by combining individual bulky flows through franchised local services that are responsive to customer needs, economical to run and give strong environmental benefits.

V. Aims & Objectives

This scoping report facilitates detailed research into UK wagonload network services.

21. An academic, industry or other third party would examine the scoping information to determine its business or social values. If they were generally positive, they would then commission a more

detailed consultative study of wagonload network services with a remit to cover: the commercial, technical, operational, legal and contractual requirements; the maintenance, promotion and expansion of the domestic wagonload network.

22. To strengthen and expand the wagonload network based on the results of the above document.

Highlight the distinctive payload advantages of the Conventional Railway Wagon

23. The conventional wagon, carrying bulk commodities and products, offers a competitive advantage over road haulage, in terms of payload allowance, per vehicle unit, with a normal ratio of two dense road loads carried per one railway bogie wagon. This is further augmented when single wagons are moved together in viable groups.

The reactivation of mothballed private sidings, rejuvenation of moribund terminals and the reconnection of truncated connections

24. The utilisation of a portfolio of private industrial sidings and terminals (listed in the appendices) to remove wherever possible medium to long distance road trunk legs from bulk transport supply-chains.

25. To review the availability of domestic, European Union and other public and private funding mechanisms to aid infrastructure objectives, to reactivate or where appropriate modernise mothballed industrial private facilities.

26. Looking at the practicalities of connecting large bulk traffic centres devoid of railway connections, giving direct wagon access to distribution, manufacturing and trading estates, large factories, industrial plants and works and notable docks and ports.

27. If appropriate, add mobile container/trailer mounted transfer equipment in close proximity to a premise's boundary, to tranship bulk and tank containers.

VI. The Concept

The introduction of new wagon alliance and community freight franchises

28. The concept is based on retaining current rail freight operations alongside two new franchise models:

- Wagon Alliance business-to-business franchise
- Wagon Community social franchise

29. Both are intended to provide greater stability, to stimulate single conventional wagon & moderate volume container movements.

30. This is envisaged by committing a number of partners to come together giving long-term assurance of a UK national wagonload network, incorporating intermodal portions if appropriate.

31. Supported by complementary European connections via The Channel Tunnel & European and overseas transshipment links at rail served ports and docks.

32. The Incumbent network would appoint on an open market tender basis, third party consortia to run local wagon territory franchise agreements to support, develop and strengthen the network product service.

33. The winning bid will either operate under the safety case of the franchisor or be licence holders in their own right.

34. The franchise combines: manpower; locomotive or shunting resources to move rolling stock on an individual or group basis to/from a customer's premises.

35. After short hauling to the nearest node, consolidation with other individual wagons takes place. The franchisor then trunk hauls overnight to the closest de-consolidation point where another short haul franchise acts as the receiver to feed the delivery sidings or nearest terminal location.

36. Advantages to the franchisor are: bulk regional centres; peripheral or moderate volume locations, which are better served by a locally based franchise operator who in turn has predetermined target and revenue incentives to increase business.

37. An umbrella brand name helps build-up territory flows providing a critical mass to strengthen, link and trunk services, with better loading ratios. This is repeated, until multiple customers are served in close proximity to each other.

38. The administration, promotion, tracking of wagons, trunk haul and billing would be controlled centrally by the franchisor utilising their own or other resources as needed.

39. A market for the incumbent or group subsidiaries is available for:

- refurbishing stored locomotives and wagons;
- hire-by-the- hour, day or contract-lease packages;
- staff-training and safety validations, etc. for the nominated alliance or community companies.

40. The franchise develops local business opportunities using new flexible low-cost models to allow collection/delivery of conventional and intermodal wagons from private-sidings, branch/short-line customers, feeding them into a national network at the larger company sidings or yard-hubs.

41. Operate road trailers with container handling where specific bulk target markets demand these services.

Wagon Alliance - Commercial Franchise

42. The Incumbent separates its feeder tripping services into independent micro-freight subsidy companies becoming lead partners to bid for franchise areas.

43. It attracts road hauliers, logistics providers, terminal owners and manufacturing and support companies it already works with, to form franchise-bidding teams.

44. Defined franchise areas are negotiated on open tendering but with preferential terms to attract companies to form alliances and utilising the safety case of the franchisor.

45. As the market develops, commercial territories become more attractive to other bidders, with a premium charged to operate a franchise area.

46. New third parties enter the freight franchise arena, for example established licensed railway companies, emerging short-line operators, and rolling stock leasing and hire providers.

47. It will strengthen commercial working relationships between companies using franchise agreements; allow consortia an operable pathway to a nationwide single-wagon freight service for bulk traffic movements.

Wagon Community - Social Franchise

48. The Incumbent with outside partners, forms a community foundation to lobby for public monies to underpin social franchising competitions, bid for grants, loans or other capital transfers (where available) on a company neutral basis. This would pump-prime and support new open-access licensed operators to run short-lines, tripping or feeder services that interacted with the wagonload network.

49. The process framework allows heritage railways, small hauliers, local bodies, transport partners and skills-councils/trade unions to form co-operative bodies that can use public and private finance to invest in refurbished traction and innovative equipment, such as purpose-built shunting/local-line locos and freight multiple-units.

Timeframe to concept framework

50. The timeframe is based on short, medium and long-term projections:

[a] Short-term:

- [i] To increase wagon numbers/bulk loads and revenues on the existing quasi-wagonload network by adopting new commercial franchise partners.
- [ii] To improve network density and coverage by using alliance franchise companies.
- [iii] To feed branch line and other wagon and container traffic into the limited hub and spoke system at key nodal points.

[b] Medium-term:

- [i] To entice new community social partners with both public and private monies.
- [ii] To facilitate co-operative practices attracting new funding streams to support marginal traffic with inclusion of modern short-line locomotives, freight multiple units and flexible practices such as line-side loading.
- [iii] To integrate with commercial network service patterns.

[c] Long-term:

To operate a choice of alliance and community franchise format consortia giving customers multiple choices of local single wagon services and intermodal inserts providing enhanced bulk route and network service options.

VII. Conclusion

51. Micro division of trip- feeders from core trunk line activities will reduce the Incumbent cost-base by focusing franchise companies to strengthen and expand Wagonload Network Services, using the following format:

- Separation of trunk and tripping trains
- Core trunk and link network is retained
- Multiple franchise partners
- Low-cost link feeders
- Hook and haul wagons via network hubs
- Costs of train crew, access, wagons & locomotive resources are spread evenly

52. The collective suggestions would aim to facilitate:

- Strong product brand
- Competitive pricing
- Innovative, reliable and punctual service packages
- Recapture lost bulk traffic
- Develop new bulk markets
- Compete for untapped bulk goods & materials flows
- A diverse customer base allowing strategic clusters
- Reactivates dormant private sidings and terminals
- Stimulus for 'new-to-rail' single wagon and container business
- Attracts further partners to join the product offering
- Spinoff wagonload service provision develops from the original aims and objectives

Appendices

A Historical Context

53. The current UK network has evolved from the termination of the extensive state wagonload system in 1991. Within this time span, continuity was tried to be maintained by first transferring larger customer wagon traffic into contract block-trains or using dedicated services for defence and European services. Other consignments, if suitable, went over to containerised systems. Despite these efforts many bulk loadings were subsequently lost to road haulage.

54. This was followed by a short period during which a private company tried to organise and contract a limited single wagon service through British Rail, using selective trunk routes. However, this also failed owing to the collapse of the company concerned. In an attempt to keep the business on rail, various methods of re-organisation were implemented resulting in another period without a true single wagon network. Some of this business was reorganised to keep it on rail using various methods. This was another period without a true single wagon network. The results were that customer confidence was damaged and more rail freight was gained by the road industry.

55. When the state railway was subdivided into sections prior to full privatisation, the freight element was formed into 'shadow companies' aimed at potential buyers. One of these companies re-developed a national wagonload service using their geographical coverage to form an almost countrywide hub and spoke service. This regained some lost business from road by integrating infrastructure trains with some of the contract services and by developing new customers who required a railway service that could collect and deliver small groups of conventional wagons.

56. On full privatisation one bidder secured all of the main freight sections with the exception of the dedicated container division. It consolidated the previous wagon service and further expanded the network, the locations served and types of consignments handled. This network expanded further before contracting in more recent times, moulding the current marginal product offering. Again, like its predecessors, this has isolated many locations and further undermined relationships between the rail service provider and the customer.

B Franchise Template

The Product or Service

57. The franchise issuer is the licence holder to operate freight services. The franchise partner would either be a third party holder of a licence under this umbrella or a direct holder of a licence themselves.

58. Such a service would demonstrate and provide customers with an enhanced railway wagon network- linked service allowing a greater proportion of bulky lorry load consignments to be transported by conventional railway wagons and single containers directly to/from and in-between rail served facilities.

59. Service flexibility will improve as routes and sidings are restored giving economies of scale and efficient operations. Margins are enhanced for the franchise issuer, and the franchise partners, by customers using new rail operations, offering more added- value to supply-chains.

The Personnel

60. The Personnel will operate in a safe and professional manner within the parameters of the franchise agreement. Operatives will comply with the franchise safety case template for health and safety, environmental, railway rules and regulations compliance.

61. Operative's certification and accreditation will be to an established and structured training plan. Employees would be competent and remunerated according to the relevant tasks and contract hours undertaken and where applicable, legislative consultation would take place with the recognised Trade Unions to cover personnel proposed to be transferred to another micro-company or third-party franchise holder, to maintain conditions of service.

62. If different local operating procedures have been identified to facilitate short-line operations, similar dialogue would be undertaken to allow for such flexibility (e.g. inclusion of part-time operatives) with a secondary tier remuneration structure for new entrants, (e.g. based on existing depot driver grades), with full agreement reached with the Trade Unions for on-going recognition before commencement of franchise services.

63. Where a franchise company has no transferred employees, consultation with nominated Trade Unions is still beneficial to develop new employment contracts.

The Market

64. In general terms: target markets are subdivided:

- Primary bulk
- Manufactured bulk
- Break-bulk
- Consolidated-bulk

The Marketing Plan

65. The target traffics would include: dense or bulky loads being conveyed by road vehicles at docks, factories, large plants, and distribution warehouses that retain rail connections; bulky

chemical and perishable flows in containers moved directly by road from/to ports and hinterland sites to end customers without going through rail served regional intermodal terminals.

66. The franchisor acts as the focal point for all core and support functions for the territory franchise. It allocates the contracts and tariff charges template, provides staff training, information technology, control track and trace software systems and handles central accounting and invoicing.

67. It will advertise to the market and promote the product on a national, European and where appropriate International basis, using a corporate brand livery for rail and if applicable road vehicles, uniform standard, administration and support functions.

68. It would lead negotiations with blue chip companies, logistics intermediaries and key parties who currently use bulk trainload or other block services. This may offer potential for single wagon & container business. Furthermore, it would collate information on potential new companies to target either directly from the franchisor or by providing the local franchise partners with the relevant contact details.

69. The franchise holder works on a predetermined geographical area to promote the brand, build up local contacts and engage with customers to obtain new business on a commission basis.

The Premises

70. There could be utilisation of active or mothballed rail-connected transshipment or private siding facilities. Others that are in abeyance or moribund may require refurbishment to become operational. The franchise parties would collaborate to submit applications for public funding if available or private funding streams identified.

Financial Information

71. Dependant on the type of franchise envisaged, the franchisor will formulate contractual terms to attract companies to form commercial alliances or social/community partnerships. It is proposed the franchisor would offer a competitive framework agreement between parties to allow for an initial nominal fee payable by the franchise consortium, to operate an area.

72. The tariffs charged to the end customer or intermediary could reflect a simple national flat kilometre scale charge which incorporates a percentage or franchise commission, calculated for the costs of operating generic feeder trips or short line operations and integrated with the incumbent core trunk or stem kilometric/mileage costs, administration and insurance cover, with other added value services charged separately as required.

73. The franchise holder will be incentivised through its commission, which is earned as wagons are moved per km trip, on wagon turn- round times, productivity of staff and assets under their jurisdiction and meeting franchise Key Performance Indicators (KPI). As future expansion targets are met by attracting new wagonload customers, its commission income grows, underlying the longevity of the franchise model.

74. Where a franchise holder carries bulk traffic on behalf of a consortium member, the flat rate charge is applied but the party concerned is rebated through shared commission gained. This provides a discounted tariff to encourage modal- change behaviour.

75. This commission scale would be guaranteed and Index Linked by the incumbent over the term of the agreed franchise. This would help the business by providing stability and, importantly, customer confidence.

76. The commission outflow could be recouped by increased customer revenue and the incumbent outsourcing of feeder assets to the franchise partner with reductions in direct labour costs, operational equipment and other fixed and variable costs.

77. Further income could be generated by hiring, leasing or selling surplus locomotives, rolling stock, transshipment facilities and buildings to the franchise partner. Additionally, revenue could be gained through loco and wagon refurbishment charges, contract service and repair packages etc., all adding to base margins.

78. All entries or systems envisaged must be compliant with legislation in context to Monopolies and Mergers rulings, Competition Acts and be aligned with Fair Trading and or EU State Aid Rules.

The Operation

79. The franchisor and franchise holder would conduct their business to professional standards within one of the following franchise templates;

- Wagon Alliance – Commercial Franchise
- Wagon Community – Social Franchise

80. Initially, operations would use any available resources to minimise start-up costs such as stored traction and rolling stock, existing terminals or mothballed premises. These should be supplied at special initial rates from the franchisor to the franchise holder on an open tender basis to enable early growth targets to be met. The franchise holder will act as a simple hook and haul feeder service provider, collecting and discharging wagons owned, leased or hired by a third party.

81. Going forward, short-line services may adopt new flexible shunting/branch-line locos and/or emerging purpose-built freight-multiple unit vehicles to allow for modern practice operating methods.

82. The franchisor in the longer-term, could use its central buying power to secure a competitive batch-order of equipment, both traction & wagons, which in turn, if available, could be rented as power-by-hour assets, leased, contract-hired, or purchased outright by the franchise partners as appropriate.

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|--|
| C Franchise Concept SWOT Analysis |
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SWOT Analysis of Franchise Wagonload Network Services

Strength

83. A visible branded home rail product, strengthened by European Union and overseas links via The Channel Tunnel and integration at the ports. A product that shares services that through co-ordinating efforts is able to remove substantial bulk lorry loads from the UK Motorway and Trunk road network, benefiting the whole of society, the environment and the economy.

84. The franchisor gains a new single wagon business and cost savings through the local link partners. The franchise companies gain a stake in a rail based wagonload portfolio, generating new single wagon and single container income, without having to develop their own standalone full-scale railway national network.

85. Traffic synergy opportunities forge new partnerships and expand the national client base, adding new volumes and revenue streams to rail freight in a sustainable manner.

Weakness

86. Making single wagon/container services function profitably is challenging as balancing the costs of collecting or discharging single or groups of wagons at each end of a trunk route will be very time consuming and take great commitment.

87. The main hurdles are potentially the fluid or marginal nature of the business on offer with often complex one-off or seasonal traffics or multiple points to be served with possible double handling for some customers.

88. To justify the underwriting and allocation of resources to this process will not be easy in a hard headed business environment. There will be those who will argue conventionally that commercially and even operationally, it is not the best use of company resources.

Opportunities

89. With a range of 'target measures' including a franchise percentage commission to incentivise franchise holders, bulk goods traffic currently moved by road haulage from ports, factories, and other sources could be attracted back onto the railway.

90. This is augmented by using small focused operations locally, with competitive services, which can adapt to customer's needs to collect or deliver conventional wagons plus intermodal wagons to the mainline hub exchange point.

91. The extended route network provides wagonload options to established trainload customers to switch more of their goods from road to rail saving considerable road miles, diesel costs, and valuable lorry driver resources.

92. As staple bulk traffic such as coal is declining the expansion into other commodities and products is noteworthy. By working together, a more flexible approach to services is achievable.

93. 'Open access on rail' competition could expand by open tendering for alliance and community franchise areas, giving encouragement to establish new private and public investors to form micro-freight commercial consortia, or social cooperatives, working for the common network.

Threats

94. Buyers of transport services, freight forwarders, retailers, shipping-lines, together with manufacturers, will only pay the market rate set by road haulage for the transport of commodities and goods. The franchise system will need to be price competitive and or offer added value to a particular traffic flow to capture the business.

95. It is also understood target business may be under contract between a company and their transport or logistics provider. This can be overcome by targeting road based haulage and logistics groups to become part of a relevant franchise area.

96. The main advantage of conventional railway wagons over combined or intermodal systems or standard road haulage service is the payload carried per single freight bulk unit. (This positive selling point could seriously be undermined by the potential introduction of larger, heavier and longer commercial vehicles within the EU, known within the UK as Longer Heavier Vehicles (LHV). These would provide a step change from the current general haulage 44 tonne gross vehicle weight of lorries in operation.)

D Franchise Target Markets

97. To develop new primary & secondary wagonload supply chains for principally bulky movements, targeting dense goods and materials, dangerous and hazardous cargoes, certain break-bulk flows, & bulk-consolidated loads. These are to be conveyed by interlinking various operational or reopened rail-connected factories, industrial processors, major traffic generators, ports, coastal, river and hinterland terminals, stock holding, storage, distribution centres and depots. If appropriate containerised loads may supplement conventional wagons if direct railway-infrastructure is not available and/or is not practicable to be established.

98. Improve the efficiencies and carbon-footprint of road haulage, distribution and logistics industries by removing lorries from stem mileage and replacing with bulk wagonload and container rail feeder and trunk services. They will benefit from lower fuel consumption per tonne kilometres, reduced emissions, pollutants and social intrusion.

99. A list of 'general target' commodities and products groups, with more detailed target sample loadings for railway wagonload network services is appended:

Primary bulk

- Agricultural, chemical, containerised bulk, corrosives, dangerous gases, liquid and solids, dry bulk, flammable, foodstuffs, forestry product, horticultural bulk, liquid bulk, petroleum, petrochemical, mineral, natural fertiliser, timber, toxics and waste paper.

Manufactured bulk

- Aluminium product, building materials, chemical fertiliser, glass product, industrial product, metal, refined petroleum & petrochemical product, scrap metal, steel, & waste materials.

Break-bulk

- Building supplies, chemical & petroleum products, fabricated metal, farm supplies, fertiliser product, and horticultural product, manufactured, primary bulk, & recycling materials.

Consolidated-bulk

- Automotive, beverages, bottles & jars, defence equipment & stores, engineering product, food & drink, general merchandise, machinery & plant, manufactured, nuclear low level waste, palletised, railway industry, renewable engineering product, vehicle & industrial component.

Sample Loadings

Agricultural Commodities & Products

- Abattoir waste (for processing into industrial fuel)
- Agricultural lime
- Agricultural machinery (within gauge) (import)
- Agricultural machinery pre-owned (within gauge) (export)
- Animal feed (bagged)
- Animal feed & feed additives
- Animal feed & feed additives (import)
- Animal feedstuffs (import)
- Animal waste (generative fuel)
- Bagged malt
- Bagged seed
- Barley (export)
- Beetroot (bulk for food processing) (containerised)
- Binding additive (feed additive) (import)
- Cereals (in bulk)
- Commercial fish farm food (bulk)
- Commercial fish farm food (break bulk)
- Commercial fish farm food (packaged consolidate)
- Fertiliser (big bag) (import)
- Fertiliser granulated (import)
- Fodder (containerised)
- Grain bulk (processing)
- Grain bulk (export & import)
- Grain derivatives (import)
- Grain feed
- Grain substitute (import)
- Hard wheat for animal feed (import)
- Maize
- Molasses (by-product of sugar refining)
- Molasses (by-product of sugar refining) (containerised)
- Natural fertiliser (bulk & break bulk)
- Offal (pet food processing) (consolidate) (import)
- Onions (bagged) (import)
- Peat pre-packed palletised (agricultural)
- Poultry feed (import)
- Processed grains (import)
- Rapeseed
- Rice (bulk) (import)
- Seed potatoes (bagged)
- Seed potatoes (export)
- Soya (bulk) (import)

- Sugar beet pulp & molasses sugar beet pellets
- Tallow (bulk) (containerised)
- Wool baled

Beverages & food product

- Alcoholic-pop (consolidate) (import)
- Alcoholic drink (consolidate)
- Alcoholic drink (consolidate) (containerised) (export)
- Ambient goods (consolidate)
- Beer (kegs)
- Beer (kegs) (containerised)
- Beer (kegs) (export & import)
- Beer (packaged & palletised) (consolidate)
- Baby food in jars, (boxed, palletised) (consolidate) (import)
- Bagged sugar (palletised)
- Canned food (consolidate)
- Canned food (consolidate) (import)
- Cider canned & bottled (palletised) (consolidate)
- Cider canned & bottled (palletised) (consolidate) (import)
- Tinned & canned foods (consolidate)
- Tinned & canned foods (containerised) (import)
- Tinned & canned foods (palletised)
- Stimulant drinks (palletised) (import)
- Soft drinks (cans & plastic bottles) (palletised)
- Mineral water bottled (domestic production)
- Palletised casks
- Palletised pickled product
- Palletised pickled product (import)
- Pet food (canned & packaged) (palletised)
- Pet food (canned & packaged) (export & import)
- Soft drinks (cases)
- Spirits bottled (palletised) (consolidate)
- Whisky (liquid in bulk) (containerised) (to bottling plant)
- Wine (cases) (import)
- Wine (liquid in bulk) import (transfer to road tanker/bottling plant)
- Wine (liquid in bulk) import (containerised) (tranship to bottling plant)

Building Materials & Supplies

- Adhesive (consolidate)
- Adhesive (consolidate) (export)
- Aggregate product (bagged) (consolidate)
- Block board
- Block paving
- Blocks

- Breeze block
- Breeze block (containerised)
- Bricks
- Bricks (export & import)
- Cement (bagged)
- Cement (import) (bagged & palletised at port of entry)
- Cement bulk (export & import)
- Cement bulk (processed graded)
- Ceramics (boxed palletised) (consolidate) (import)
- Chipboard (domestic & import)
- Concrete beams
- Concrete floor section
- Concrete floor section (containerised-open-flat-base)
- Concrete piles
- Concrete pipes
- Concrete pipes (large diameter)
- Concrete sections (within gauge)
- Concrete bridge sections (within gauge)
- Concrete segments
- Decorative aggregate (import)
- Drywall
- Fencing (consolidate)
- Fencing wire (consolidate)
- Fibre cement sheet (import)
- Fibreglass (large insulation rolls)
- Flagstones
- Flooring product (import) (consolidate)
- Gypsum partition
- Insulation board (import)
- Insulation product (consolidate)
- Lime mortar powder (in bulk)
- Marble slab (import)
- Marble slab (containerised) (import)
- Materials (general, consolidate) (import)
- Paint (consolidate)
- Palletised board and wooden flooring (domestic & import)
- Palletised bricks & blocks
- Palletised fencing wire
- Paving slabs and kerbstones
- Plasterboard
- Plasterboard (containerised)
- Plastic pipes (consolidate)
- Plastic pipes (large diameter)
- Plumbing supplies (containerised) (export)
- Plywood (consolidate)

- Precast concrete
- Processed timber & sawn timber
- Pulverised glass (sand substitute)
- Refractory bricks
- Roof tiles & roofing materials
- Roof tiles & roofing materials (import)
- Scaffolding board (import)
- Scaffolding poles
- Sealant (consolidate)
- Sealant (consolidate) (export)
- Street furniture (consolidate)

Chemicals, Petrochemicals & Petroleum Products

- Abrasive powders (import)
- Agrochemicals
- Alcohols, non-toxic
- Aluminium powder
- Ammonium nitrate fertilizer (in jumbo bags) (import)
- Antifreeze (drums, packaged & palletised)
- Aviation/Kerosene aircraft fuel (import) (decant into barrels)
- Bitumen (dense grade)
- Bottled gas (consolidate)
- Bunker marine fuel (bulk)
- Bunker marine fuel (barrels/drums)
- Calcium chloride
- Caustic soda
- Chemical fertiliser (import)
- Chemical intermediates
- Compressed gas
- Coolant additive
- Corrosive liquid
- Cylinders (gaseous product)
- Cylinders (pressurised product)
- De-icing fluid (bulk)
- De-icing fluid (packaged) (consolidate)
- De-icing granule (bagged) (consolidate)
- Dye intermediates
- Dyes (bulk)
- Flammable liquids
- Fluids (brake fluid)
- Fuel Oil (industry use)
- Gas oil (red diesel for railway & other usage)
- Hazardous chemicals (in drums and packaged & palletised)
- Kerosene aircraft fuel (import) (regional airport supply - without pipeline connection)

- Kerosene heating fuel
- Lube oil additive
- Lubricating oil
- Lubricating oil (in drums & packaged)
- Methanol
- Nitric acid
- Non-hazardous chemicals
- Paints, enamels, lacquers
- Paints, enamels, lacquers (export)
- Paint (pigments)
- Petroleum coke (spot load)
- Petroleum product (carried in railway tank wagons)
- Pharmaceutical intermediates (bulk)
- Phosphoric acid
- Plastics (hazards)
- Powdered chemicals
- Printing inks
- Products in drums
- Propylene Solvents
- Raw materials (fertiliser production)
- Refined product (import)
- Refined Solvents
- Rubber fuel pellets
- Salt bulk (for fish processing)
- Salt bulk (for food processing)
- Salt bulk (industrial application)
- Salt bulk (rock salt agricultural uses)
- Salt bulk (rock salt for road de-icing)
- Salt bulk (rock salt for road de-icing) (import)
- Salt bulk (salt for road de-icing) (import)
- Salt other – (industrial applications)
- Sodium Carbonate (soda ash) (light & heavy grade)
- Sodium Carbonate (soda ash) (pneumatically discharge)
- Solvents
- Styrene Monomer
- Sulphuric acid
- Tars, liquid (dense grade)
- Viscous product
- Waste oil (for processing)
- Zinc powder

**Chemicals, Petrochemicals & Petroleum Products,
Containerised**

- Acetic acid
- Acetic Anhydride

- Acetone
- Adhesive resins (liquid & powder)
- Alcohols, toxic (industrial processes)
- Aluminium oxide
- Aluminium sulphate
- Amines
- Amino resin
- Anhydrous ammonia
- Anti-knock compound (for aviation fuel)
- Aviation Turbine Fuel (filled in tank containers)
- Benzenes
- Bitumen (heated tank container)
- Boron (industrial application)
- Bulk liquid
- Bulk powder
- Butadiene
- Carbon dioxide
- Caustic liquor
- Caustic soda
- Chemical liquid
- Chlorine
- Chromic acid
- Caustic soda
- Caustic soda liquor
- Corrosive liquid
- De-icing fluid (bulk) (containerised)
- Detergent material
- Dyestuffs intermediates
- Ethyl acetate
- Ethyl chloride
- Gaseous hydrocarbons
- Gaseous product
- Glycol (import)
- Fuel oil (agricultural)
- Hazardous chemical
- Herbicides
- High temperature oil
- Hydrochloric acid
- Hydrofluoric acid
- Industrial alcohol
- Industrial bulk liquid
- Inks in bulk
- Insecticides
- Kerosene aircraft fuel, (containerised)
- Kerosene heating fuel, (containerised)

- Latex
- Liquid carbon dioxide
- Liquid chlorine
- Liquid petroleum gas (butane & propane)
- Liquid sodium
- Lithium Hydroxide
- Methanol (containerised)
- Methyl chloride
- Methyl methacrylate
- Nitric acid (containerised)
- Nylon polymer granules
- Paraffin
- Paraffin wax
- Peroxides
- Petroleum distillates
- Phosphoric acid
- Phosphorous
- Plastic granules bulk (for further processing)
- Polyethylene
- Polypropylene
- Powdered chemical (containerised)
- Powdered coatings
- Pure terephthalic acid
- PVC resins
- Refined product (containerised) (import)
- Refined solvent
- Resin solution
- Resins liquid
- Recycled liquid fuel
- Salt (industrial application) (containerised)
- Silicon bulk (industrial application)
- Soda Lime
- Sodium Carbonate (soda ash) (export)
- Sodium Carbonate (soda ash) (light & heavy grade)
- Sodium Carbonate (soda ash) (containerised) (pneumatically discharge)
- Sodium Sulphate (industrial application)
- Sodium Tripolyphosphate
- Sulphuric acid
- Synthetic chemical product
- Synthetic rubber
- Vinyl acetate monomer
- Vinyl chloride monomer
- White spirit

Foodstuffs

- Bean (food processing) (containerised) (import)
- Coca (bagged & bulk) (import)
- Cocoa butter (containerised) (import)
- Corn flour (bulk)
- Corn steep liquor (bulk)
- Corn sweeteners (bulk) (containerised)
- Dextrose (bulk)
- Distillery by-product
- Distillery by-product (containerised)
- Edible oils and fats
- Edible oils and fats (containerised)
- Edible oils and fats (import)
- Fish oil in bulk (containerised) (bulk industrial processing)
- Flour (in bulk)
- Flour (in bulk) (containerised)
- Food ingredients, (coating, flavouring, seasoning, spice, stimulant) (bulk industrial processing) (export & import)
- Foodstuffs (containerised)
- Fruit juices (liquid in bulk) import
- Glucose (bulk)
- Lard blocks (palletised) (import)
- Liquid dextrose (bulk industrial application)
- Liquid food grade product
- Liquid food grade product (containerised)
- Malt (bagged)
- Malt Bulk (containerised)
- Malt Bulk (import)
- Malt extract (bulk) (containerised)
- Malted barley (export & import)
- Molasses bulk (import)
- Molasses bulk (containerised)
- Raw food materials (industrial processing) (import)
- Seeds & oleaginous (containerised)
- Soya meal (bulk) (import)
- Starch (bagged)
- Starch (bulk) (containerised)
- Starch (bulk) (import)
- Starch (bulk) (starch cationic – treated)
- Starch powder
- Sugar product (export)
- Sugar (granulated in bulk) (containerised)
- Sugar (liquid in bulk) (containerised)
- Vegetable oils
- Wheat (milling)

Forestry Products

- Board
- Board (palletised)
- Chemical pulp, paper pulp & pulpwood (import)
- Medium Density Fibreboard
- Newsprint
- Newsprint (export & import)
- Paper bales
- Paper cut (packaged & palletised) (export & import)
- Paper (finished product) (consolidated general)
- Paper product (consolidate) (import)
- Paper product (export & import) (containerised)
- Paper reeled (import)
- Plywood (import)
- Plywood packs (consolidate)
- Sawdust (bulk) (containerised)
- Timber – hardwood – (import)
- Timber – logs domestic
- Timber – packaged (import)
- Timber – pallets newly made
- Timber – pallets for transfer
- Timber – panel product (import)
- Timber – round-wood
- Timber – sawn planks (domestic & import)
- Timber – softwood (import)
- Timber – structural
- Timber – treated (domestic & import)
- Waste paper
- Waste paper (export)
- Waste paper (import)
- Wood briquettes (import)
- Wood product (consolidate)
- Woodchip (energy/industrial application)
- Woodchip (energy/industrial application) (containerised)

Horticultural

- Bark (bagged palletised)
- Beach pebbles (bagged palletised) (consolidate)
- Bulk horticultural & industrial peat (export)
- Christmas trees (packaged, palletised)
- Cobblestones
- Compost (bagged palletised)
- Marble chipping (bagged palletised)
- Mulch (bagged palletised)

- Natural stone
- Peat (bagged) (import)
- Stone chippings
- Terracotta pots (import)

Manufactured

- Automotive axles (car, commercial vehicle, public service vehicle) (export & import)
- Automotive component (export & import)
- Automotive component (containerised) (import)
- Automotive engines (car, commercial vehicle, industrial & marine, public service vehicle) (export & import)
- Automotive exhaust systems (car, commercial vehicle, public service vehicle) (import)
- Automotive glass (import)
- Automotive stamping body panels (car)
- Automotive transmissions (automotive, commercial vehicle, public service vehicle) (export & import)
- Automotive tyres – (agricultural, car, commercial vehicle, plant, public service vehicle) (import)
- Automotive windscreens (car & commercial vehicle) (import)
- Cable (construction & industrial)
- Carpet rolls (export & import)
- Flat glass (import)
- Industrial component (export)
- Machinery (agricultural tractors & equipment, construction plant (assembled, disassembled, part-assembled (within gauge) (export & import)
- Maritime fabrication & product (frames, mooring buoys, steel linkage)
- Oil drums (empty)
- Oil & gas industry related equipment (component & part assembled) – (within gauge)
- Polythene reels (large diameter)
- Railway Industry (component & sub-assembly passenger vehicles) (within gauge) (import)
- Railway Industry (wagon wheel-sets)
- Renewable industry related equipment (components & part assembled equipment) – (within gauge)
- White goods (domestic & import)

Minerals

- Calcium carbonate (bagged)
- Calcium carbonate slurry (import)
- Calcium oxide
- Chalk slurry (import)
- Chalk slurry (containerised)
- China clay (bagged)
- China Clay (ball)
- China Clay (containerised)
- China Clay (import)

- China Clay (lump product)
- China Clay (pellet)
- China Clay (powdered)
- China Clay (slurry)
- China Clay (slurry) (containerised)
- China Clay (slurry) (export & import)
- China Clay waste (for secondary aggregate)
- Coal (domestic customer usage)
- Coal (anthracite bulk)
- Coal (anthracite bulk) (containerised)
- Coal (for heritage steam traction) (spot load)
- Coal (industrial bulk, in box wagons, mechanical grab discharge) (spot load)
- Coal (by-products slurry/duff) (spot load)
- Coke (industrial application)
- Coke (petroleum coke) (spot load)
- Dolomite (industrial application) (import)
- Dolomitic limestone (industrial application)
- Foundry sand
- Ilmenite (special graded sand) (import)
- Industrial minerals (import)
- Industrial sand (silica sand)
- Industrial sand (refined, break bulk)
- Iron Oxide (industrial application)
- Lime (industrial application)
- Lime (powered)
- Lime (quick lime)
- Kaolin (clay) (import)
- Limestone (export)
- Limestone (industrial usage)
- Limestone shale (industrial usage)
- Limestone slag (for construction use) (spot load)
- Loose ball clay
- Marble block (export)
- Marble slab (import)
- Marble slurry (import)
- Marble stone (import)
- Silica powder
- Talc silicate (import)

Miscellaneous Bulk

- Armour rock boulders (spot load)
- Armour rock granite (spot load)
- Ash (pulverised fuel ash by-product) (for use in block manufacture)
- Basalt (bulk)

- Bulks (in Jumbo Bags)
- Calcified seaweed (fertiliser application)
- Calcified seaweed (fertiliser application) (import)
- Calcium silicon (industrial application)
- Carbon anodes (industrial application)
- Carbonate (import)
- Coal briquettes
- Coal sludge (by-product) (spot load)
- Cobalt (industrial application)
- Clinker (cement part processed)
- Clinker (waste product) (spot load)
- Cobblestones (export)
- Crushed glass (glass cullet)
- Crushed glass (glass cullet) export
- Crushed glass (refined glass cullet)
- Dyestuffs (bulk)
- Ferrous ores (industrial application)
- General cargo (heavy-side loads within gauge) (spot load)
- Granulated blast furnace slag (spot load)
- Gypsum (industrial application)
- Low risk radioactive waste materials (skips-sealed)
- Magnesium silicate slurry (industrial application)
- Plastic pipe (large diameter)
- Potash (industrial customer)
- Processed slag
- Pyrites
- Shoddy (by-product waste in bulk) (spot load)
- Shot blast (blast grit, marine & industrial waste material) (spot load)
- Shot blast (industrial application) (import)
- Shot blast debris (spot load)
- Slag (domestic, import & export)
- Slag (for industrial processes)
- Slate
- Slate waste (for construction application)
- Solid bulk material
- Starch (bulk industrial application) (import)
- Titanium dioxide
- Titanium slag
- Urea in bulk (import)
- Urea pellet
- Waste derived processed fuel pellet
- Waste (non-recycling residue) (spot load)
- Waste refuse derived fuel material (for use in industrial works)

Miscellaneous Bulk, Containerised

- Bulk liquid
- Bulk powder
- Coal briquettes
- Defence stores (fuel, gases & lubricants)
- Fly ash (containerised)
- Glucose (industrial processing)
- Industrial powder
- Mineral oils
- Mortar bulk (containerised)
- Natural fertilisers
- Phurnacite (containerised)
- Plasterboard (containerised)
- Potato starch bulk (industrial application)
- Spirits (liquid in bulk)
- Sugar feedstock (industrial application)
- Waste liquids (spot load)
- Waste (non-recycling residue) (containerised)

Miscellaneous Break-Bulk

- Anthracite (bagged)
- Bagged product (chemical)
- Basalt (bagged) (import)
- Briquetting product (bagged)
- Coal (domestic break-bulk bagged)
- Decanting (import bulk chemical divide into smaller loads)
- Dyestuffs (boxed)
- Epoxy resins (palletised) (consolidate)
- Fertiliser (bagged palletised)
- Materials for recycling (glass, paper)
- Waste powder for chemical application (bagged palletised)

Miscellaneous Consolidate-bulk

- Aerosol product (packaged) (consolidate)
- Aerosol product (packaged) (consolidate) (export)
- Basecoat cellulose (packaged) (consolidate)
- Bulk-bags (miscellaneous product) (spot load)
- Commercial fish farm food (palletised)
- Ceramic product (boxed, palletised) (consolidate) (export & import)
- Defence stores (consolidate)
- Detergent products (export)
- Disposable nappies (consolidate) (import)
- Glass Product (bottles & jars)
- Glass Product (bottles & jars) (containerised)

- Glass Product (bottles & jars) (containerised) (import)
- Humanitarian aid (education, medical & shelter supplies) (consolidate) (export) (spot load)
- Industrial cleaning product (consolidate)
- Lighting product (commercial & industrial) (consolidate)
- Office & contract furniture (consolidate) (spot load)
- Oil industry (drill head cores for recovery of lubricants & refurbishment) (spot load)
- Ordnance
- Ordnance (export)
- Paint in cans (commercial, domestic, industrial & marine usage)
- Railway Industry (component) (consolidate) (export & import)
- Railway Industry depot supplies (components, lubricant, oil, spare parts & sundries)
- Soap Powder, bleach & detergent (packaged & palletised) (consolidate)
- Textiles baled
- Toiletries (packed palletised) (consolidate)
- Tyres & wheels (defence stores)
- Wallpaper rolls (packaged & palletised) (export)

Steel & other Metals

- Alloy (import)
- Alumina (bagged palletised) (import)
- Alumina (industrial application)
- Alumina powder
- Aluminium billet
- Aluminium billet (export)
- Aluminium block (export)
- Aluminium coil (import)
- Aluminium dross (containerised) (spot load)
- Aluminium ingot
- Aluminium product (import)
- Aluminium sheet
- Armour plate (spot load)
- Armour plate (spot load) (export)
- Bar (bundles semi-finished) (import)
- Billet
- Brass (consolidate)
- Chromium (industrial application)
- Chromium Ferro-chrome (industrial application)
- Chromium plated steel
- Coated pipe (spot load)
- Coated steel (export)
- Coiled steel rod
- Coiled wire rod
- Cold Reduced coil
- Copper (palletised) (import)

- Copper coil (export)
- Engineering steel
- Fabricated steel product
- Ferrous metal shavings (spot load)
- Finished steel product
- Finished steel product (import)
- Finished steel product (palletised)
- Finished steel niche product (spot load)
- Flat sheeting
- Fragmented (ferrous & nonferrous scrap) (export)
- Galvanised coil
- Galvanised steel
- Large-diameter pipe (spot load)
- Lead (industrial application)
- Lead shot (spot load)
- Long steel beam (within gauge)
- Long steel section (within gauge)
- Metallic compounds
- Nickel (consolidated) (import)
- Non-ferrous metals
- Pig iron ingot (spot load) (import)
- Profiled section
- Profiles (export)
- Raw billet (import)
- Reclaimed rails (spot load)
- Reinforcing bar
- Reinforcing bar (import)
- Reinforcing rod
- Re-rolled billet
- Re-rolled plate
- Rod in coil
- Rolled bar
- Round bar (import)
- Round sections
- Scaffolding poles
- Scrap (baled)
- Scrap (crushed)
- Scrap (cut)
- Scrap (dross) (consolidate) (spot load)
- Scrap (ferrous)
- Scrap (industrial off-cuts) (containerised) (spot load)
- Scrap (iron)
- Scrap (metal) (containerised export)
- Scrap (mixed materials) (spot load)
- Scrap (non-ferrous) (containerised)

- Scrap (rail) (spot load)
- Scrap (shredded fragments)
- Scrap (steel) (export)
- Scrap (turnings) (consolidate) (spot load)
- Sections
- Sheared metal
- Seamless steel tube
- Semi-finished billet
- Semi-finished steel (export & import)
- Specialist steel
- Specially coated product (export)
- Square billet (import)
- Square plate (import)
- Square tube (export)
- Stainless steel
- Stainless steel (billet) (export)
- Stainless steel (billet) (import)
- Stainless steel (bloom) (export)
- Stainless steel (cast forms) (spot load)
- Stainless steel (coil) (import)
- Stainless steel (finished product) (export containerised)
- Stainless steel (long product)
- Stainless steel (rod)
- Stainless steel (scrap)
- Stainless steel (semi-finished product)
- Stainless steel (sheet)
- Stainless steel (strip)
- Steel (angle)
- Steel (bar) (export & import)
- Steel (beam)
- Steel (billet) (export & import)
- Steel (box beam tube)
- Steel (channel)
- Steel (channel) (piling) (spot load)
- Steel (coil) (export & import)
- Steel (flat)
- Steel (girder) (within gauge) (export)
- Steel (girder) (within gauge) (spot load)
- Steel (ingot)
- Steel (joists)
- Steel (mesh)
- Steel (pile)
- Steel (pipe)
- Steel (pipe) (export & import)
- Steel (pipe section)

- Steel (plate)
- Steel (plate) (import)
- Steel (rail) (import)
- Steel (reinforcement) (within gauge)
- Steel (rod)
- Steel (rounds)
- Steel (section)
- Steel (section) (export & import)
- Steel (sheet)
- Steel (sleepers) (export)
- Steel (tube)
- Steel (tube) (export & import)
- Steel (wire)
- Strip coil
- Structural steel (within gauge) (spot load)
- Thin-steel-sheet
- Thin-walled tubing (import)
- Tin plate
- Tinplated coil
- Tinplated coil (export)
- Wide plate (within gauge)
- Wire mesh
- Wire rod in coil
- Wire rod in coil (export)
- Zinc (alloy)
- Zinc (block, ingot, plate, slab) (import)

E Franchise Target Partners & Customers

100. Franchise Target Partners and Customers

Partners

- AAA Transport
- Able Distribution
- ABP Connect
- ACI
- ACR Logistics
- ACTS
- Agricultural Industries Confederation
- AHC
- Ahlmark Shipping UK Ltd
- Allport
- Amey
- Applied Distribution Ltd
- A R R Craib Transport Ltd

- A V Dawson Ltd
- Aberdeen Harbour Board
- Ambrogio
- Archbold Logistics
- Arthur Smith (Grimsby) Ltd
- Assco Humber
- Associated British Ports
- Association of Community Rail Partnerships
- Assystem INBIS
- Axiom Rail
- Babcock Rail Industries
- Barrow Hill Engine Shed Society
- Bartholomew's Agri Food Ltd
- Bartrums Transport
- Bertschi UK
- Bibby Distribution
- Boalloy
- BOCDG Gist
- Bodmin & Wenford Railway
- Bristol Port Company
- British American Railway Services Ltd
- Brush Barclay
- Bulk Freight Midlands Ltd
- Bulk Haul Ltd
- Bulmer's Logistics
- Burke Agencies Ltd
- Burton Railhead
- BWR Freight Ltd
- C Butt Ltd
- C Smaller
- Caib
- Caledonian Freight Forwarders Ltd
- Campaign for Better Transport
- Cantley River Rail Transport Working Group
- Carntyne Transport (JG Russell Group)
- Canute Haulage
- Cardiff Stevedoring & Cargo Handling Co Ltd
- Cargo Services (UK) Ltd
- Carline Stiller
- Carlisle Warehousing Ltd
- Catto Transport
- CDMR Purfleet Ltd
- Celtic Shipping & Trading Ltd
- Chartered Institute of Logistics & Transport CILT
- Chemical Industries Association

- Chemtrain
- CEVA Freight UK Ltd
- Churnet Valley Railway
- Christian Salvasen
- Clugston Distribution
- Clyde port Operations Ltd
- CNC
- Coastal Container Line Terminal Ltd
- Cobelfret Ferries UK Ltd
- Cobra Rail Freight
- Colas Rail
- Concord Containers
- Construction Products Association
- Container-lift UK
- Corpach Harbour
- Corus Northern Engineering Services
- Cory Brothers Shipping Ltd
- CPL Calport
- Creative Logistics
- Cromarty Firth pa
- Cumbria County Council
- C W Bridge
- Damac Bulk Handling Ltd
- Dan Shipping & Charting Ltd
- Danbrit Shipping Ltd
- Davis Freight
- Davis Wagon Services Ltd
- DB Schenker
- DCA Distribution
- Deanside Transit
- Deeside Council
- Delphis Shipping
- Denholm Shipping Services Ltd
- Dennison Trailers
- Derbyshire County Council
- Derek Cooper Haulage
- DFDS
- DFDS Tor Line
- DHL Excel
- DHL Freight
- Direct Rail Services Ltd
- Dornoch Rail Link Action Group
- DSV Road Ltd
- Dragon Shipping
- Dream box

- Dry Port
- Dudman Transport
- Duferco UK Ltd
- East Lancashire Railway
- Eddie Stobart
- Eddie Stobart International
- EFS
- E G Steele & Company
- Electric Traction Ltd
- Elliot & Craig Transport Ltd
- Ermefer SA
- Epones Asca Carrosserie
- Eric Short
- Essco
- E T Morris & Sons Ltd
- Euro freight Shipping Agencies Ltd
- Euro Cargo Rail
- European Chemical Transportation Association
- European Containers Ltd
- Exel Logistics Tank freight
- Evanton Highland
- Ewals Cargo Care
- Faber Prest
- Fabweld Steel Products Ltd (Telford)
- Feeder link
- Fesil
- Ferguson Transport (Spean Bridge) Ltd
- Fergusons
- Ferryways (UK) Ltd
- FINESSE Port Group
- Finn lines UK Ltd
- First Class Partnerships Ltd
- Fishguard Harbour
- Fleet Lifting
- Flixborough Wharf Ltd
- Focal
- Food & Drink Federation
- Forth Ports PLC
- Forestry Commission
- Foulger Haulage
- Frampton's
- Frank Armitt & Son Ltd
- Frans Mass (UK) Ltd
- Freight Europe UK Ltd
- Freight-on-Rail

- Freight Transport Association FTA
- Freshney Cargo Services
- Fuselli Transporti Logistica
- GBE European
- GE Seaco
- GE Tip Tanker Services
- GEFCO UK Ltd
- Geest North Sea Line
- Geodis
- Gilbraith TS Ltd
- GIST
- Global Shipping Services Ltd
- G McKenzie
- Grampian International Freight Ltd
- Great Central Railway
- Great Central Railway (Nottingham)
- Green Alliance
- Group Samat
- GTS
- Gussion Transport
- G Webb
- Gwynedd Shipping
- Harding Cargo Handling Ltd
- Hargreaves Bulk Liquid Transport
- Harker Distribution
- Harry Needle Railroad Company Ltd
- Harvest Shipping Services Ltd
- Harwich International Port
- Hazchem Network
- H C Davis & Sons
- H C Herbert & Sons Bridgend
- Heineken UK Ltd
- Helios Properties
- Hereford Storage Ltd
- Heritage Railway Association
- Heysham Port Ltd
- Highland Haulage Ltd
- Highland Rail Development Partnership
- Holdfast Solutions
- Holyhead Seaport
- Howard Tenens
- Hoyer
- Huktra
- Humber Forum Ltd
- Humberside Sea & Land Services

- Humber Timber Terminals
- Hunslet Engine Company
- Hutchinson Ports UK
- Immingham Forest Products
- Immingham Rail freight Terminals
- Immingham Storage Company
- INBULK Technologies Ltd
- Inchape Shipping Services UK
- Innovate Rail Ltd
- Interbulk UBC
- Intermodality LLP
- Interroute Transport Services Ltd
- Irish Ferries
- Irish Rail (iarnrod eireann)
- Isis Link
- Isotank
- ISO Veyors
- Inverness Harbour
- J Raymond Transport
- J G Russell
- J J Bartlett Haulage Ltd
- Jade Tees Line
- James Fisher & Sons Ltd
- James Jack Lifting Services Ltd
- Jigsaw Alliance
- John Mitchell Grangemouth Ltd
- John T Evans Haulage Ltd
- Jonson Stevens Rail Ltd
- JST Services
- Jules Roy
- Keighley & Worth Valley Railway
- Ken Jones Transport
- Kent County Council
- Kilbride Group
- Kings Lynn Conservancy
- Kings Trailers
- Knights Rail Services
- Knowles Transport
- Kuehne + Nagel Ltd
- Kursiu Linija Line
- Kyle of Lochalsh Harbour
- Lacy & Middlemiss Shipbrokers Ltd
- Lancashire Enterprises
- LCP Properties
- LCP Steel

- L E Jones Transport
- Leafe & Hawkes Ltd
- Len Hind
- Linq Alliance
- Liverpool Rail freight Development Group
- LKW Walter International
- Lockwood Shipping
- Lloyds of Ludlow
- Lys-Line UK Ltd
- M Thomas Management
- Maritime Transport
- Maurice Hill Transport
- Massey Wilcox Transport Ltd
- Matlock Transport
- Medway Port Authority
- Medway Ports
- Mersey Docks & Harbour Company
- Metalair Feldbinder
- MG Mersey Multimodal Gateway
- Mid-Kent Freight
- Mid Norfolk Railway
- Midland Railway Centre
- Mike Beer Transport
- Milrec UK Ltd
- Mistle Quay
- M J Slater Haulage Ltd
- Montrose Port Authority
- Motorail Logistics UK Ltd
- Murfitts
- NACCO UK Ltd
- National Association of Local Councils
- Ned-Lloyd Districentres
- Nene Valley Railway
- Network Rail
- New Holland Bulk Services (Hull) Ltd
- New-Rail Newcastle University
- Nicoles Transport
- Norbert Dentressangle
- Norfolk County Council
- Norfolk Line DFDS
- North & Mid Wales Rail Freight Working Group
- North East Scotland Rail Freight Development Group
- Northwards Ltd
- North Yorkshire Moors Railway
- Northern Way

- Novatrans
- Oban Harbour Authority
- Owens Road Services
- P D Port Services
- P D Ports
- P D Stirling Ltd
- Peak Railway
- Peel Ports
- Pentalver Transport Ltd
- Perth Harbour Authority
- Peterhead Harbours
- P & G Fogarty's
- Piggins & Rix Ltd
- Pike Ward Ltd
- P & O Ferries Ltd
- P & O Ferry masters
- P & O Group
- P & O North Sea Ferries
- Poole Harbour
- Port of Blyth (North Blyth)
- Port of Boston Authority
- Port of Dover
- Port of Dundee
- Port of London Authority
- Port of Mostyn
- Port of Sunderland
- Port of Tyne Authority
- Port Services Group
- Portsmouth Commercial Port
- Potter Logistics Group
- Powell Duffryn Storage
- Praxis Engineering
- Prestons of Potto
- R Preston & Sons
- Probotec
- Prologis Developments Ltd
- Rail Freight Group RFG
- Rail Industry Contractors Association
- Railroad Development Corporation
- Railroad Terminals Ltd
- Railstore
- Rainbow Rail Ltd
- Rainham Steel (export division)
- R G Miles Transport
- R H Freight Services Ltd

- R H Stevens Transport Ltd
- Ribble Steam Railway
- Richard Jones Logistics
- Richard Johnston Ltd
- Ridham Sea Terminals Ltd
- RINNEN
- Rix Shipping Co Ltd
- RMS Europe Group Ltd
- Ro Ro Shipping (UK) Ltd
- Road & Rail Ltd
- Road Railer Bimodal Ltd
- Roadways Container Logistics
- Rowlinson Timber Ltd
- R T Rail
- Ryan Transport
- S Jones Transport Ltd
- Samskip
- Scotch whisky Association
- Scotline Terminal (Goole) Ltd
- Scottish Government
- Scrabster Harbour Trust
- Seabrooks
- Seacon Terminals Ltd
- Sea-Cargo
- Seaham Harbour Dock Company
- SeaRail
- Seawheel
- Sentinel Shipping Services
- Severn Valley Railway
- Shannon P. rail freight specialist author
- Shotton Deeside Council
- Simon Management
- Simon Storage Ltd
- Slough Estates
- Solent Stevedores Ltd
- Somerset & Dorset Locomotive Co. Ltd
- South Dock Terminals Ltd (Goole)
- Small & Co Shipping Ltd
- Spandler Bros Ltd
- Standard Car Truck
- Stanton Grove Ltd
- Stema Shipping (UK) Ltd
- Stena Line Ports
- Stennetts Transport
- Stiller Group

- Stobart Ports
- Stobart Rail
- Stockton Haulage
- Storage & Transport Systems Ltd
- Stranraer Harbour Authority
- Strathspey Railway
- S T Services
- Sutton Harbour
- Suttons International
- SvG Intermol
- Swanage Railway
- Swansea Container Terminal plc
- Taith Transport Board
- Taylors of Martley
- Switch
- TDG
- TDG Harris Distribution
- T E Kettlewell & Son Ltd
- Tees & Hartlepool Port Authority
- Telford & Wrekin Council
- Terberg DTS UK Ltd
- TERFF Project Group
- Tessengerlo
- T H Brown Grimsby
- The Association of Community Rail Partnerships ACoRP
- The Countryside Agency
- The Diesel Traction Group
- The Highland Rail Network Partnership
- The North Yorkshire Moors Railways
- The Wales Timber Transport Group
- TIP Europe
- Tibbett & Britten
- Tilbury Container Services
- TNT
- Trackwork Ltd
- Trafford Park Estate Company
- Transatlantic (UK) Ltd
- Transfesa UK Ltd
- Translift BV
- Truck Train Developments Knowhow Ltd
- Truck-Train Knowhow Ltd
- TTS Shipping Ltd
- T Ward Shipping Ltd
- UNITED BULK CARRIERS
- UBH International Ltd

- United Tankers
- UK Petroleum Industry Association
- UK Steel Association
- Unit 45
- UTT
- Van Hool
- Veolia Group
- Via Gellia bulk haulage Transport
- Victa Rail freight Ltd
- Vopak
- VOS
- VTG Rail UK Ltd
- Waterman Group
- W Betz
- Weardale Railway
- W E Dowds (Shipping) Ltd
- Welsh Government
- Wensleydale Railway
- West Coast Rail
- West Somerset Railway
- W H Bond & Sons Ltd
- W H Bowker
- W H Davis
- W H Higgins & Sons
- W H Malcolm Group
- Whittals
- Whittle Eastern Europe Logistics Ltd
- Wick Harbour
- William D Lister (Haulage) Ltd
- William Nicol (Aberdeen) Ltd
- Wincanton Group Ltd
- Windhoff
- Wisbech Roadways
- W Knight Watson & Co Ltd
- W M Whyte Cargo Handlers Ltd
- Wrekin Construction UK
- X rail Wagonload Alliance
- Young Transport
- Youngs Distribution
- Yorkshire Forward
- Zoeller Waste Ltd

Customers

- Aalco
- Aarhuskarlshamm UK
- Abacus Foods Ltd (Buckie)
- Aberdeen Airport
- AB Foods
- Abrams
- Abril Industrial Waxes Ltd
- ACC Silicones Ltd
- Acetone Supply Company
- Acordis
- ACS Building Products Direct
- Adam Wilson & Sons Ltd
- Adept Polymers
- ADM
- Adnams Brewery
- Adshead Ratcliffe & Co Ltd
- AEG
- AEI Green
- AES Electric
- AFE Group
- A G Barr PLC
- Aggregate Industries Ltd
- A Goodman & Sons (Gainreward Ltd)
- Agr-Evo
- Agrilynk Ltd
- AH Allen Ltd
- Ahlstrom
- AH Marks & Co Ltd
- Air Products PLC
- Akzo Nobel Ltd
- Albright & Wilson
- Alcoa Europe FRP UK
- Aldi UK
- Alexander (Stirling) & Co
- Albion Inorganic Chemicals
- Alisa Horizons
- Allen Rowland
- Allied Birds
- Allied Glass Ltd
- Allied Mills Ltd
- Allied Reinforcements
- All Metal Services Ltd
- Alpha steel

- Alstom
- Ambrosia
- Amtico
- Amylum UK Ltd
- Anderton Concrete Products Ltd
- Andrew Weir
- Andura Textured Masonry Coatings Ltd
- Anglesey Sea Salt
- Anglo European Ltd
- Anglo-Norden Forest Products Ltd
- Anglo Pacifs
- Arbor Forest Products Ltd
- ARC
- Arcelor Mittal
- Arcelor Mittal Kent Wire Ltd
- Arden Wood Shavings Ltd
- Argent Steel Ltd
- Argon ISOTANK Ltd
- Arjo Wiggins Fine Papers Ltd
- Arkady Feed Ltd
- Arriva Cross Country
- Arriva Trains Wales
- Arven Industrial Chemicals Ltd
- ASD metal services Klockner & co
- Associated Octel
- Associated Pallets Ltd
- Aston Manor Brewery Co Ltd
- AstraZeneca
- A T Landquip
- Atofina
- Aurubis UK (EIP Metals)
- Autochem
- A Vell Shipping Line
- AvestaPolarit
- Avon Cosmetics
- Avon Tyres
- A W Champion Ltd
- A W Jenkinson
- Axminster Carpets Ltd
- Aylesford Newsprint Ltd
- Aylesford Timber Ltd
- Babcock
- Bacardi Martini Ltd
- Bairds Malt Ltd
- Balfour Beatty

- Balmoral Fabrications
- BAM Nuttal
- Barclay & Mathieson Ltd
- Barnfather Wire Ltd
- Barrett Steel Ltd
- Barry Dunns
- Bartholomew's Agricultural Supplies
- BASF Chemicals
- Bathgate Silica Sand Ltd
- Battery Rolled Metals
- Baxters Food Group
- Bayer
- BCD Cold Rolled Strip Ltd
- BCT Ltd
- BEA Clay Products
- Beatson Clark Plc
- Bedford Steels
- BEKO
- Ben chairs (western) Ltd
- Benjamin R Vickers & Sons Ltd
- Bennetts
- Berryman Glass Recycling
- Bertschl UK
- Betapack
- BFGoodrich
- BIFFA Waste
- BICC
- Biffa Waste Services Ltd
- Biffpack
- Birch Group
- Bison concrete
- Blagden Packaging NV
- Blayson Olefines Ltd
- Blockleys Brick Ltd
- Blythswood Charity
- B Mason & Sons Ltd
- BMW UK Ltd
- BNFL
- BOC Gases Group
- BOCM Pauls
- Bombardier
- Boortmalt (Axereal Group)
- Bordan Chemical UK Ltd
- Borregarrd (UK) Ltd
- Bosch

- Bossal
- Bostick Ltd
- Boswell Rod & Wire Ltd
- Botanicoir
- Bovingdon Bricks
- Bowaters
- BP Amoco
- B & Q
- Bradley & Holmes
- Bradstone (A1)
- Brandon Steel
- Breakwells Paints Ltd
- Brenntag Inorganic Chemicals
- Brenntag UK & Ireland
- Brett Landscaping
- Bridgestone
- Bridgewater Metals (Worsley)
- Bridon International Ltd
- Bright Steels Ltd
- Brintons Ltd (Carpets)
- Bristol Steel Stockholders Ltd
- Britag
- Britannia Food Ingredients Ltd
- Britannia Paints Ltd
- Britannia Refined Metals
- Britannia Zinc
- British Cellophane
- British Energy
- British Fuels
- British Gypsum Ltd
- British Gypsum Isover Ltd
- British Industrial Plastics Ltd
- British Lead
- British Sugar PLC
- British Nuclear Fuels Ltd
- British Petroleum
- British Petroleum Chemicals
- British Pipeline Agency
- British Polythene Industries BPI
- British Salt Ltd
- British Sidac
- British Tar Products
- Brittons Timber
- Britvic Soft Drinks Ltd
- Bromford Iron & Steel Co Ltd

- Brookside Metal Co Ltd
- Brotherton Speciality Products Ltd
- Brown J Wallace (scrap Irvine)
- Brown & Tawse Steel stock Ltd (Dundee)
- Brunner Mond
- Brush Traction
- BSS International Ltd
- BSW Timber PLC
- Buchan Concrete Solutions Ltd
- Building Adhesives Ltd
- Bulcon
- Burgess of Burton
- Burtonwood PIC
- Butterley Bricks
- Buttlery Company
- Buxton Lime Industries
- BSW Harvesting Ltd
- Bush Broake Allen
- Butterley Engineering
- Caberboard
- Caithness Glass Plc
- Calor Gas Ltd
- Camtrex
- Caradale Traditional Bricks Ltd
- Cargill (UK) Ltd
- Carlsberg UK Ltd
- Campbells Grocery Products Ltd
- Cambrian Oil
- Carlton Brick
- Carlube Oil
- Carnaud Metal Box Company
- Carnegie Lime
- Carrs Fertilisers Ltd
- Carrs Paints Ltd
- Castle Cement Ltd
- Castle Metals UK
- Castle Services
- Castner
- Castrol (UK) Ltd
- Caterpillar UK
- CD Jordan & Son Ltd (EMR)
- Cefetra
- Celcon
- Celotex
- Celsa Steel UK

- Celtic Chemicals Ltd
- Celtic Energy
- CEMEX UK
- CEMEX UK (Concrete Blocks)
- Centrex Int
- Centura Foods Ltd
- Cerestar Gruppo Ferruzzi
- CEVA
- C F Booth Ltd
- C & G Industrial Chemicals Ltd
- C G Steel
- Chapel/Newmains (South Lanarkshire)
- Charringtons
- Chem Polymer
- Chemviron Carbon Ltd
- Chep
- Chevron Texaco
- Chivas Brothers Ltd
- Christmas Stockholders Ltd
- Churchill Group
- Ciba-Geigy
- Ciba Speciality Chemicals (colours) PLC
- Civil & Marine Slag Cement
- C & L Waste Oil Collection Ltd
- Cladco Ltd
- Clariant (UK) Ltd
- Clarksteel Ltd (Clark-Drain)
- Classic Coils Ltd
- Clegg
- Cleanapack
- Cleanaway Ltd
- Cleveland Bridge UK Ltd
- Cleveland Potash
- Cloburn Quarry Company Ltd
- Clwyd-Reinforcements Ltd
- CMA-CGM
- Coal Products Ltd
- Coastal Container Line
- Coates & Co (Plymouth) Ltd
- Coca-Cola Enterprises Ltd
- Cogne Acciai Speciali
- Colas Roads
- Coleford Brick & Tile
- Colgate-Palmolive (UK) Ltd
- Commonwealth Smelters

- Complypack Ltd
- Conoco Phillips Ltd
- Consett Steel Services Ltd
- Constellation Europe Ltd
- Continental
- Contship Container Line
- Conway Concrete Products
- Cooper Tire & Rubber Company (Cooper-Avon Tyres Ltd)
- Coopers Metals
- Coors Brewers Ltd
- Co-Operative Society
- Coo-Var Paints
- Corning Ltd
- Cornish Calcified Seaweed Ltd
- Corn Products International
- Cornwall Farmers Ltd
- Cortland Fibron BX Ltd
- Cott Beverages Ltd
- Coughlin
- Courtaulds Acetate
- Corus Service Centres (Tata Steel)
- Cory Environmental
- Cowanns Sheldon
- CPI Mortars Ltd
- C P L Industries
- Cpm (concrete products)
- C P S Fuels
- Craig & Rose
- Creagh Concrete (Scotland)
- CR Longley & Co Ltd
- Croda Application Chemicals Ltd
- Croda Chemicals (Europe) Ltd
- Croma Oils
- Cromadex
- Cronos
- Crosse & Blackwell
- Crossley Evans
- Crown Cork & Seal
- Crown Oil UK
- Crown Paints Ltd
- CSC Forest Products
- CTP Coil Ltd
- Cummins Ltd
- Cutts Recycling
- CYMA

- DAF Trucks Leyland Ltd
- Dalgety
- Dalton Metal Recycling (Leith)
- Dana (Europe)
- Daniel Thwaites PLC
- Dan Morrissey Cement (UK) Ltd
- Danone Waters (UK & Ireland) Ltd
- Danzas
- Darex UK Ltd
- Day Group
- Deeside Titanium
- Defence Logistics Solutions
- Defence Manufactures Association
- Defence Storage & Distribution Agency
- Degussa Ltd
- Delta Coal
- Dengie Crops Ltd
- Derek Miler Scrap Metal Merchants
- Devonport Management Ltd
- Devonport Royal Dockyard Ltd
- Dewars Distillery
- Dewhurst Textiles
- D & F Steels
- Diageo GB
- Difpack
- Distillers MG Gas Products
- Diversy Lever
- Dixon Chew (Batley) Ltd
- Dobson & Horrell Ltd
- Dominion Oils
- Donside Paper
- Dow Chemical Company Ltd
- Dow Corning
- Dow Corning Genesis
- Dragon Steel Services
- Dripack Company UK
- Ductille Stourbridge Cold Mills
- Dundee Harbour
- Dunlop
- Dunlop Aircraft Tyres Ltd
- Dunn Bros Ltd
- Du Pont
- Duratube Ltd
- Durbin Metal Industries Ltd
- Easco Ltd

- East Bros Timber Ltd
- East London Iron & Steel
- Eastman Chemicals
- Eaton Ltd
- Ebony Solutions
- EChem Ltd
- Edrington Distillers
- Egger UK Ltd
- Eggleston Bros Ltd
- Elementis Pigments
- Elf Auto Chem
- ELG Haniel Metals Ltd
- Ellis Steel Group Ltd
- Elsa Waste Paper Ltd
- Emballator Packaging Ltd
- Emo Oil UK
- Empteezy Ltd
- Emsland-Starke Gmbh
- Energy Alloys UK Ltd
- Enoxy Chemical
- EOC Group (EOC UK Ltd)
- Erfurt MAV Wall coverings
- Ermefer SA
- Esso Petroleum Co Ltd
- Euronics
- European Vinyl's Corporation (UK) Ltd
- ESF Euro services
- ESG Glass Processors
- Esseco
- Euro-Clad Ltd
- European Metal Recycling Ltd (EMR)
- Eva Jahre
- Evans Vanodine International PLC
- Evonik Industries
- Excellpak Ltd
- Exedy Clutch (Europe) Ltd
- Exol Lubricants Ltd
- EXXON Mobil Chemical Ltd
- EXXON Mobil Group
- Exxtor
- Falken
- Farecla Products Ltd
- Federal-Mogul Friction Products Ltd
- Federal Tait
- Federation Brewery

- FFG Hillebrand
- Fibrestar Drums
- Fiddes & Son Ltd
- FINNFOREST UK Ltd
- Firbank Recycling Ltd
- Firelli
- Firestone
- Firpac
- First Great Western
- First Transpenine
- Firth Cleveland Steel Strip
- Firth Rixon Ltd
- Fitzgerald Lighting Ltd
- F J Church & Sons Ltd
- Flexsys Rubber Chemicals Ltd
- Fonda Int
- Forbo Flooring Ltd
- Forest Enterprise
- Forest Garden plc
- Foresthead Ltd
- Forticrete
- Fountain Forestry Products
- Fraserburgh Harbour
- Frederic Robinson Ltd
- Fred R Powell & Son Ltd
- Freightliner bulk
- Frontier Agriculture Ltd
- Fuchs Lubricants UK PLC
- Fuel & Marine Marketing
- Fuel Services
- Fursecroft Trading
- Gardner & Locket
- Garner Steel Services Ltd
- GATX
- GCS Steels Division (Divisions 600 UK)
- GD Metal Recycling Ltd
- Gee-Co (Precast) Ltd
- Gefco
- Geismar UK
- General Mills (Europe)
- General Motors Europe (Opel)
- General Motors UK (Vauxhall Motors)
- Geocel Ltd
- George H Cook & Co Ltd
- Gerber Foods

- Gilbertson & Page Ltd
- Gindre Duchavany
- G & J Greenall
- GKN PLC
- Glass Recycling (UK) Ltd
- Glasson Group
- GlaxoSmkline
- Gleadell Agricultural Ltd
- GMA Garnet (Europe)
- GMT Manufacturing
- Goldcrest Chemicals Ltd
- Goodyear Dunlop (UK) Ltd
- Goonvean Ltd
- Gordon & Inns
- Gordons Timber
- Gower Chemicals Ltd
- Grampian Steel Services Ltd
- Greenking PLC
- Greenwood Forest Products UK Ltd
- Gregg & Company (Knottingley) Ltd
- Grillo Zincoxide UK Ltd
- Grimaldi Line
- Grosvenor Grain & Feed Co Ltd
- Grovehurst
- Growhow UK Ltd
- Gruber
- Grundig
- Guardian Industries UK
- Gulf Oil Company
- Hadley Sections (Hadley Group)
- Hanson Heidelberg Group
- Hargreaves Industrial Services
- Harrison-Verity Products Ltd
- Hartwells
- Hayman Ltd
- Hays Chemicals
- HCB Energy Ltd
- Heineken UK Ltd
- Heltor
- Henderson Kerr
- Henkel International
- Heron Oil
- H+H Celcon Ltd
- HIE
- Highland Bitumen

- Highland Car Crushers
- Highland Spring
- Higson Edwards (Steel stock) Ltd
- Hilmar Tubes Ltd
- Hitachi
- H J Heinz Co UK Ltd
- H J Skelton & Co Ltd
- HL Foods
- Hoben Industrial Minerals Ltd (Hoben International Ltd)
- Hoechst
- Holland Colours NV
- Home-grown Timber Rail Ltd
- Honda
- Honselman
- Howard Smith Paper
- Hoyer UK
- H P Bulmer Ltd (Heineken UK)
- Hull Trains
- Huntsman Chemicals
- Hupac
- Hydraulic Lias Limes Ltd
- Hydro Agri UK (Yara UK Ltd)
- Hyloc
- Hy-Ten Reinforcement Co Ltd
- HZL
- IAWS Fertilisers (UK) Ltd
- Istock Brick Ltd
- ICB Bulk
- Icetech Freezers
- ICI Chemicals & Polymers Ltd
- ICI Paints PLC (Dulux)
- I & G Cohen Ltd
- Iggesund Paperboard UK
- Imatra Steel Ltd
- Imerys Minerals Ltd
- Impact
- Imperial Metal Recyclers Ltd
- Impress Packaging
- InBev UK
- Incorez (Industrial Copolymers Ltd)
- Industrial Chemicals Ltd
- Industrial (Friction Materials) Ltd
- Industrial Metal Services
- Inecto Ltd
- INEOS Chlor

- INEOS Industries
- INEXA
- Initial IFF
- InnospecInc (Ellesmere Port)
- Innova Films Ltd
- Interbrew
- International Bulk Liquids Ltd
- International Fish Canneries (Scotland) Ltd
- International Paints
- International Paper UK
- International Petrol Corporation
- International Timber
- Intertissue Ltd
- Intl Ferro Metals
- Inverness Airport (Dalcross)
- Irish Salt & Mining
- Ironside Lubricants Ltd
- IS & G Steel
- Iskra Avtoelektrika d.d. (Iskra (UK) Ltd)
- Island Steel
- Ispat Ltd
- ISTIL UK
- Jaguar Land Rover
- J A Smallshaw Coal Factors
- James Bridge Steel Services Ltd
- James Durrans & Sons Ltd
- James Jones Sawmills
- James Jones & Sons Timber
- James Kingsberry Ltd
- James M Brown Ltd
- Jamie McGratton Piling Ltd
- J C Bamford Excavators Ltd (JCB)
- J C Bamford Transmissions (JCB)
- Jerich
- Jewson Ltd
- Jewson Internal Timber Supplies
- J F Hillebrand
- J & H Bunn Fertilizer Ltd
- John Brash Timber
- Johnson H&R Tiles Ltd
- Johnson & Johnson
- Jorgen & Gejlager
- JT Watt
- J W Lee & Co (Brewers) Ltd
- J & W Whewell Ltd

- Kahrs
- Kaukus
- KDP International (KDP UK Ltd)
- Keeling & Walker Ltd
- Kelbit Bitumen
- Kelly Coal
- Kemira Chemicals (UK) Ltd
- Kemira Fertilisers
- Ken Rooms Ltd
- Kerfoot Group Ltd
- Kerry Foods Ltd
- Keymer
- Kimberly Clark
- Kindustrier se
- Kingplan Insulation
- Kingsland Wines
- Kingstonian Paints Ltd
- Klaw Products Ltd
- K-Line
- Klueber Lubrication GB Ltd
- KMC UK Ltd
- Knauf Drywall Company UK
- Knorr-Bremse Rail Systems UK Ltd
- Komatsu UK
- Konecranes UK
- Koppers UK Ltd
- KP Aerofill
- Kraft Food
- Kronenburg
- Kronospan Ltd
- KTC (Edibles) Ltd
- Kuwait Petroleum (GB) Ltd
- Lafarge
- Lafarge Roofing Ltd
- Lancaster Glass Fibre
- Lax & Shaw Ltd
- L B Silica Sand Ltd
- Leathers Chemicals
- LEIPA
- Leonard Brooks Successas Ltd
- Lewis & Towers Ltd
- L H Group Services Ltd
- Lidl UK
- Liebherr (GB) Ltd
- Lilleshall Steel Services Ltd

- Lingrain Farms Cooperative
- Linkflow
- Locate Supplies Ltd
- Loggettes
- Logico
- London and Kent Metals
- London Midland
- Lovat Spring Water
- Lubrizol Ltd (Lubrizol Corporation)
- Lucchini Group SPA
- LUK Aftermarket Service Ltd
- Mac Glass Recycling
- MacIntyres
- Maersk Sealand
- Manchester Alloys & Metals Ltd
- Mannasol Products Ltd
- Marcegaglia UK Ltd
- Mardale Pipes Plus Ltd
- Marks & Spencer plc
- Marley Et
- Mars Petcare UK Ltd
- Marshall Maritime Services
- Marshalls Paving Company UK
- Masak Alloys
- Masterfoods (Complementary Petcare) (Mars UK)
- Maxibrite Ltd
- Maxicrop (UK) Ltd
- Mayer Newman
- Mayer Parry
- MBM Forest Products Ltd
- MBM Produce Ltd
- McArthur Group (Plymouth)
- McConnel Ltd
- McGregor
- McMeakins
- M C Processors
- Melrose Oil & Gas
- Meritor HVS Ltd
- Merseychem T/A SANCHEM Ltd
- Metal Agencies
- Metalwebb PLC
- Metelec Co UK
- Metsa Seria
- MG Metals Ltd
- M H Foods (Erith)

- M H Higgins
- Michelin Tyre PLC
- Midland Glass Processing
- Milden Steel Ltd (Kidderminster)
- Miles Plating
- Millom scrap
- Milton Precast
- Minco Group (Fortafix Ltd)
- M K Shand
- MoD
- Mole Valley Farmers
- Monckton Coke & Chemical Co Ltd
- Montrose Harbour
- Morrisons
- Mountstar Metal Corporation Ltd
- Mountwest Petroleum Engineering Ltd
- Multifoil Ltd
- Muntons
- Murco Petroleum Ltd
- Murphy Group
- Murry Metals Group (Murry International Ltd)
- Napier Brown
- National Starch & Chemical
- Nationwide Stainless Ltd (Nationwide Group)
- Needle fresh Direct
- Neff
- Nestle (UK) Ltd
- Nestle Purina Pet-care UK
- Nexfor
- New Holland
- New Life Pallets Ltd
- New Salt Works Ltd
- Newman-Monmore Tubes
- Nicholls & Clark Group
- Nippon Electric Glass
- Nippon Gohsei (UK)
- Nissan Motor Manufacturing UK
- Nobel Explosives
- Norbord
- Norfloat International Ltd
- Norfolk Line DFDS
- NORIT (UK) Ltd
- Norsk Hydro
- Northern Rail
- North Sea Lumber (Sales) Ltd

- Novartis
- NW Trading Ltd
- NWF Agriculture Ltd
- NYK Logistics
- Nynas UK AB
- Octel
- I Manufacturing UK Ltd
- QinetiQ
- Omex Agricultural
- OMYA UK Ltd
- Onyxpak
- Onyx UK Ltd
- OOCL
- Oregon-Canadian (Europe) Ltd
- Orion Paints (Knowsley)
- T Africa Lines
- OTR Tyres Ltd
- Outokumpu Stainless Steel
- Owens Corning
- Palgrave Brown (UK) Ltd
- PAL Line (UK) Ltd
- Palmer Timber Ltd
- Pan Ocean
- Panalpina
- PandaRosaMetals (Aberdeen)
- Paper Collect
- Paperpak Ltd
- Parker Steel (John Parker & Son Ltd)
- Parkhill International
- Pataks Foods
- Pattrick & Thompson Timber
- P B Kent & Company
- Peacock Salt
- PEC Pallets
- Pedigree Pet foods
- Pennie Lubricants
- Pennine-Pack Ltd
- PepsiCo UK & Ireland
- Performance Chemicals Ltd
- Perkins Engines Company Ltd
- Perrys Recycling Ltd
- Perthshire Timber Co
- Peterhead Harbour
- Petrochem Carless
- Petrofina

- Petroplus
- Phoenix Steels (Sheffield) Ltd
- Phillips Service Group
- Philips Petroleum
- Philips Whirlpool
- Phosphor Technology Ltd
- Pilkington UK Ltd
- Pirelli Tyres Ltd
- Plasmor Ltd
- Plasmor (Halton) Ltd
- Plasmor (Lowestoft) Ltd
- Plymouth Metal Centre
- Polartech Ltd
- PolyPipe
- Polyvine Paint
- Pontrilas Timber
- Port Connect
- Potters (Europe) Ltd
- Powell Duffryn
- Powerhouse
- PPG Wigan
- Premier Foods
- Premier Forest Products Ltd
- PR Epoxy Systems Ltd
- Prime Molasses
- Princes Food & Drink Group
- Proctor & Gamble UK
- Provmi Ltd (Norvite Mill)
- Puratos Ltd
- PWDS
- Pyramid Steel
- PZ Cussons
- QES Steel Ltd
- Queenborough Rolling Mills
- Quest International
- Quinn Glass UK Ltd
- Quinton Hazell Automotive Ltd
- Radnor Hills Mineral Water
- Rainham Steel
- Railcare
- Ramsden & Whale Ltd
- Rank Hovis Ltd
- R B Farquhar
- RDL Brick Distribution
- Reabrook Ltd (Arrow-chemicals)

- ReArgent
- Reckitt Benckiser UK
- Recovery Systems Ltd
- Recycled Glass Company
- Red Bull GmbH
- Redland
- Reeds
- Regency Moubrey Co Ltd (Division FDL)
- Reiber
- Rembrand Timber
- Renshawnapier (Napier Brown Ltd)
- REO (UK) Ltd
- Reuse Collection Ltd
- Rexam Beverage Can
- Rexam Glass Ltd
- Rexquote
- Rheidol
- RHM Ingredients Ltd
- Rhodia Consumer Specialities Ltd
- Rhodia Organique Fine Ltd
- Rhone Poulenc
- Richard & Jerrom Ltd (Engine Breaker)
- Richardson Ltd
- Rigal Chemical Ltd
- Rimex Metals UK Ltd
- Rio Tinto Alcan
- Riverside Engineering Services Ltd
- R J Stokes & Co Ltd (Stokes Paints)
- RKL Plywood
- R & M Engineering (Dundee) Ltd
- RM Supplies Ltd
- RNAD
- Ro Ball
- Robert Bosh Ltd
- Robert McBride Ltd
- Robert Nicholas Steels (BLY) Ltd (Ronic Steel)
- Robinson Bros Ltd
- Robnor Resins Ltd
- Roche Products
- Rockpanel UK
- Rockware Glass Ltd
- Rockwater Fabrication
- Rockwell UK
- Rockwood Additives Ltd
- Rohm & Hass (UK) Ltd

- Rollform Sections Ltd (Hadley Group)
- Rolls Royce Group
- Ron Hull Jnr Ltd
- Ronseal Ltd
- ROUCH
- Rowan Cable Products Ltd
- Rowecord Engineering
- Rowham Steel Products Ltd
- Royal Ordnance
- R Sarant & Co Ltd
- R Spivey & Son Drums
- Rubecoid
- Rumell (North Highlands)
- Ryans Coal
- SABMiller UK
- Saccone & Speed
- Safic Alcan
- Saint Gobain
- Saint Gobain Glass (UK) Ltd
- Saint-Gobian PAM UK
- Salt Union Ltd
- Samskip
- Sangs (Banff) Ltd
- Sappi
- SCA Timber Supply Ltd
- Schering Chemicals Ltd
- Schmalbach Lubeca
- Scot Ash Ltd
- ScotRail
- Scotscalder Peat
- Scott Timber Limited
- Scottish Coal Co Ltd (Scottish Resources)
- Scottish Courage
- Scottish Malt Distillers
- Scottish & Newcastle
- Scottish Timber
- Scrabster Harbour
- Seacock Ltd
- Seawheel
- Sebden Steel Service Centres Ltd
- SembCorp
- Sequana Maritime Ltd
- Sevalco Ltd (Columbian Chemicals)
- Seven Sands
- Severnside Recycling

- Shanks Waste Management Ltd
- Shaw Timber Ltd
- Shaws of Huddersfield
- Shell UK Ltd
- Shell UK Exploration & Production
- Sherman Chemicals
- Shotton Paper Company
- Showeings
- Sia Fibril (Sia Abrasives)
- Sibelco UK Ltd
- Siemens
- Sigma Aldrich Co Ltd
- Silver Spring Mineral Water Co Ltd
- Simeon Bateman Ltd
- Sims Metals Group (Sims Metal UK Ltd)
- SITA UK
- S L Hardwoods Ltd
- SLP Engineering Ltd
- Smallshaw Coal
- Smith Klein
- Smith Metal Centre
- Smith & Nephew
- Smiths Metal Centres Ltd
- Smurfit Kappa Group (Smurfit Kappa Paper UK)
- Smurfit Townsend Hook (Smurfit Europe)
- S Norton Ltd
- Snows
- Solar Petroleum Ltd
- Sollac
- Solvay Speciality Chemicals Ltd
- Sonae UK
- Sonoco Industrial Products
- Soufflet Grain Terminal Ltd
- South West Lancashire Farmers Ltd
- Southern Cement Ltd
- Spadel UK
- Special Metals Services (UK)
- Speedco Ltd
- Spillers Petfood
- SS Bright Drawers Ltd
- St Austell Brewery
- St Erth Scrap
- St Ives Group
- St Regis Paper
- Standley Steel Stockholders

- Stanton PLC
- Statoil Hydro
- Steel Plate & Sections Ltd
- Steel SFM (Sheffield Forgemasters)
- Steel Supply Ltd
- Steetley Dolomite Ltd
- Stewart Milne
- Stockton Pipe Mill
- Stolze Flacconnage Ltd
- StoneLeaf Natural Slate
- Stora Enso
- Stowell Concrete
- Structo (UK) Ltd
- Struthers & Carter Ltd
- Superdrug
- Surya Rice Ltd
- Swains Steel
- Swindon Pressing Dressings
- S W Steels
- S WS Ltd
- Syngenta
- Synthomer Ltd
- T Berryman & Sons Ltd
- TaG Pack
- TAIT Paper
- Taunton Cider Company
- Tara
- Target Feeds Ltd
- Tarmac Building Products
- Tata Steel Europe
- Tate & Lyle Ltd
- TDG European Chemicals
- TDG Nexus
- Teal & Mackrill Ltd
- Teklube
- Telford Bottling
- Tenaris
- Terca
- Terra
- Tetrosyl Ltd
- Texaco Ltd
- Texplan Manufacturing Ltd
- Thames Board
- Thames Lubricants Ltd
- Thames Matex

- The Atlantic Brewery (Newquay)
- The Linde Group
- The London Brick Company
- The Paper Company
- The Recycled Bottled Glass Centre Ltd
- The United Baltic Corporation
- The Scottish Agricultural Industries
- Thermalite (Hanson Heidelberg Group)
- Thermograde Press Technology
- Thomas Howse Ltd
- Thompsons Mag Lime
- Thor Specialities (UK) Ltd
- Thos Storey Fabrication Ltd
- Thurso Building Supplies
- Tilhill Forestry Ltd
- Timbmet Ltd
- Timmgrain Ltd
- Tipes
- Titan Cement (UK) Ltd
- T J Thompson
- TMD Friction UK
- Toddpak
- Top Up Water Products
- Tornado Wire
- Total Butler
- Total Fina Elf
- Total UK Ltd
- Tovali Ltd
- Toyota Motor Manufacturing (UK) Ltd
- Track Material Agency
- Trans Ocean Distribution
- Travik Chemicals Ltd
- Travis Perkins
- Trident Feeds
- Trowe
- Tullis Russell
- UCM Group
- UFI
- Ugine Savoie
- UKAEA
- UK Coal Mining Ltd
- UKF Stainless Ltd
- UK Paper
- UKR Ltd
- UNE Enterprise Familiale

- Unilever
- Unilever Best Foods (UK)
- Unipart Rail (National Railway Supplies Ltd)
- United Bright Bar Co Ltd
- United Distillers
- United Engineering Steels
- United Glass Ltd (O-I Glass)
- United Molasses
- United Paper Mills UPM
- United Phosphorous (Sanbach)
- United Polymer
- Universal Abrasives
- UPM Kymmene UK Ltd
- Uponor
- Osborne Fertiliser Ltd
- Uskmouth Power Ltd
- Vandyke
- Valpak Ltd
- Van Den Bergh & Jurgens
- Varco Ltd
- Velux
- Vic Berry
- Vimto Soft Drinks
- Viridor Waste Management Ltd
- Vitcas Ltd
- Voest Alpine Schienen
- Volkswagen UK
- Vopak Terminal
- Wabtec Rail Ltd
- WA Baxter & Sons Ltd
- Wastepack
- Walker steel
- Washington Mills Electro Minerals Ltd
- Waste Recycling Group
- Watts Blake Bearne
- WBB Minerals
- W E Dowds (Shipping) Ltd
- Welsh Slate Ltd
- Wespack
- West Bank Timber Ltd
- West brick
- West Highland Oil
- West Yorkshire Steel Co Ltd
- Western Tyden
- W G Ball Ltd

- Whites Concrete Ltd
- Whiteways Cider
- W Howard Timber Ltd
- Wick Airport
- Wiener Berger
- William Mackay (precast) Ltd
- William Twigg (Matlock) Ltd
- Wilsons Timbers
- Wilton International Chemicals
- Wim Vos
- Witham Oil & Paint Ltd (Witham Group)
- Wix Filtration Products Europe
- W & J Leigh & Co (Leigh Paints)
- Wolseley
- Woodlam (UK) Ltd
- Wrekin (Wrekin Products)
- W R Grace & Co
- W & S Allely
- WTL International
- Yara UK Ltd
- Yokohama HPT Ltd
- Yorkhaven Ltd
- Yorkshire Cable Drums & Packing Ltd
- Yorkshire Grain Driers Ltd
- Yuasa Automotive Batteries (Europe) Ltd
- Zanussi
- Zeon Chemicals Europe Ltd
- Zintec

F Franchise Territories & Locations

101. Sample:

United Kingdom, regions and sub-regional franchise areas and locations to integrate current network flows with target lost wagonload traffic and identify new traffic opportunities. This includes current and previous sites used for single wagon services. This is supplemented by selective trainload locations to aid the capture of further conventional wagonload business and intermodal terminals to target bulk containerised freight movements.

Key:

- No symbol denotes an operational site.
- Denotes* - location in abeyance, moribund, mothballed or truncated.
- ~~Denotes~~* - location perhaps redeveloped for non-railway use.
- Denotes** - location existing or new under development - may include rail freight facilities.
- Denotes*** – location requires detailed investigation to study railway traffic opportunities.

England

East

- Alconbury**
- Asfordby test track (potential to serve Melton Mowbray factory private siding*)
- Boston docks
- Brandon sidings*
- Bury St Edmunds yard sidings*
- Cambridge Barnwell private siding*
- Cambridge Chesterton Junction
- Cantley works*
- Chelmsford Yard (lower siding*)
- Colchester Hythe* (potential to serve MoD)
- Dereham private interface heritage (MoD usage)
- ~~Downham Market goods*~~
- Duxford works*
- Eccles Road freight depot
- Ely freight depot
- Felixstowe docks (creek siding covered transfer*)
- Gainsborough loading terminal*
- Grantham siding*
- Great Yarmouth railhead* (to serve outer harbour & hinterland***)
- Harwich Bathside Bay**
- Harwich Parkeston Quay Terminal* & Yard
- Harwich Refinery***
- Ipswich docks
- Ipswich fuel point
- Ipswich Yard
- Ketton cement works
- Kings Lynn docks* (examine opportunity to reconnect**)
- Kings Lynn Middleton Towers
- Kings Lynn Sidings
- Kings Lynn old sugar factory terminal plan**
- Lincoln scrap metal loading
- ~~Little Barford*~~
- Lowestoft sidings* (to serve docks)
- March sidings*
- Melton Mowbray factory private siding*
- Norwich depot
- Norwich railhead & sidings
- Peterborough depot fuel point
- Peterborough engine plant*** (railhead Ely freight depot)
- Peterborough yard
- St Neots goods*
- Sandy - sidings*

- Snailwell (scrap metal)
- Spalding Terminal**
- Stamford*
- Stowmarket private siding*
- Stowmarket sidings
- Walkeringham*
- Welton*
- Whitmoor (infrastructure yard)
- Whittlesea sidings*
- Wisbech (mothballed line* to serve distribution companies***)

East Midlands

- Burnaston car plant*** (railhead to be identified)
- Barton Hill quarry
- Barton Hill (fuel point)
- Barton-under-Needwood distribution centre*** (adjacent to Barton Park, Barton-under-Needwood depot & sidings)
- Barton Park Barton-under-Needwood depot & sidings
- Burton-on-Trent breweries*** (railhead Burton-on-Trent container terminal)
- Burton-on-Trent container terminal
- Burton-on-Trent steel terminal
- Castle Donington East Midlands Distribution Centre**
- Chesterfield Barrow Hill interface heritage railway
- Churnet Valley**
- Clay Cross**
- Coalville sidings*
- Codnor Park**
- Corby automotive storage & distribution site* (Corby distribution warehouse scheme**)
- Corby hub** (Rail-freight Interchange**)
- Corby steel processing works
- Daventry Distribution Centre DIRFT
- Daventry Distribution Centre DIRFT 2
- Daventry distribution estate*** (railhead DIRFT)
- Derby depot
- Derby private siding*
- Derby Sinfin works
- Derby Spondon works*
- Drakelow development land**
- Harborough*
- Hope cement works
- Hotchley Hill East Leake works
- Kettering distribution estate*** (railhead Corby Rail freight Interchange**)
- Langley Mill*
- Leicester Braunstone Gate*

- Leicester (fuel point)
- Leicester Humberstone Road*
- Leicester scrap metal (identify railhead)
- Loughborough works
- Mansfield development land***
- Mansfield distribution estate*** (railhead Mansfield development land***)
- Matlock interface heritage railway
- Mountsorrel Quarry
- Northampton distribution estate*** (railhead Rugby terminal)
- Northampton sidings
- Nottingham Beeston scrap metal
- Nottingham Bestwood siding*
- Nottingham depot
- Nottingham Eastwood distribution estate*** (railhead to be identified)
- Rocester machinery factory*** (railhead Burton-on-Trent)
- Rugby distribution estate central park*** (railhead Rugby terminal)
- Rugby container terminal
- ~~Stanton Gate*~~
- Swains Park development land***
- ~~Syston*~~
- ~~Tibshelf sidings*~~
- Toton TMD
- Toton Yard
- Tunstead cement works
- Uttoxeter machinery factory*** (railhead Burton-on-Trent)
- Wellingborough infrastructure yard
- Worksop works

North East

- Bedlington sidings
- ~~Belford*~~
- Bishop Auckland**
- Boulby mine
- Darlington Dinsdale works*
- Darlington sidings*
- Ferryhill private sidings*
- Ferryhill sidings*
- Gateshead Park Lane*
- Gateshead sidings*
- Hartlepool docks
- Hartlepool pipe works
- Hartlepool Seaton-on-Tees private siding
- Hartlepool works*
- Haverton Hill Billingham plant*

- Haverton Hill Billingham sidings
- Heaton infrastructure depot*
- Heaton depot
- Hexham siding*
- Leamside Line truncated*
- Low Fell cross dock platform*
- Lynemouth works*
- Middlesbrough Goods
- Middlesbrough freight terminal
- Middlesbrough freight terminal*
- Middlesbrough multi-modal**
- ~~Middlesbrough Scotts Road*~~
- Middlesbrough Wharf
- North Blyth
- Port Clarence refinery
- Port Clarence sidings*
- ~~Raisby Hill private siding*~~
- Redcar Lackenby steel works (mothballed*/part open)
- Redmire MoD
- Seaham harbour cement terminal
- Seaham harbour general & steel terminal*
- Seal Sands plant*
- Seal Sands private siding*
- Shildon heritage centre
- Skinningrove steel processing
- Sunderland docks*
- Sunderland Grange sidings
- ~~Stockton Railway Street*~~
- Stockton scrap metal
- Tees Dock Exchange sidings
- Tees Dock Estate sidings & terminals
- Tees Yard
- Thirsk*
- Thornaby*
- Thrislington Ferryhill quarry*
- Tweedmouth sidings*
- Tyne Dock bulk terminal
- Tyne Dock scrap metal loading
- Tyne Dock general terminals
- Tyne Yard (fuel point)
- Washington car plant*** (railhead Tyne dock)
- Wilton plant
- Wilton terminal

North West

- ~~Ashton in Makerfield*~~
- Bamber Bridge freight depot*
- Bamber Bridge*
- Barrow-in-Furness depot
- Barrow-in-Furness docks
- Birkenhead North*
- Birkenhead docks***
- Blackburn rail freight depot
- Blackpool depot
- Brindle Heath*
- Burn Naze (redevelopment ***)
- Carlisle depot (Upperby*)
- Carlisle cement terminal
- Carlisle distribution depot
- Carlisle sidings*
- Carlisle TMD
- Carlisle Yard
- Carnforth private sidings
- Castleton sidings*
- Clitheroe cement works
- ~~Corkickle*~~
- Cowley Hill works*
- Crewe 360 Distribution Hub**
- Crewe depots
- Crewe Yards
- Darwen paint works*** (railhead Blackburn rail freight depot)
- Ditton Foundry Lane warehouse*
- Ditton container terminal
- Ditton (Widnes distribution hub multi-modal Terminal**)
- Dowlow works
- Drigg private siding
- Edge Green siding/works*
- Ellesmere Port car plant*** (Ellesmere Port railhead)
- Ellesmere Port Manisty Wharf
- Ellesmere Port railhead
- Ellesmere Port ship canal petroleum terminals*
- Ellesmere Port Yard*
- Elton glass bottles plant**
- Garsdale sidings*
- Glazebrook*
- Hardendale Quarry
- Heysham Port**
- Heywood Industrial Estate**

- Heywood interface heritage railway
- Ince and Elton works*
- Ince and Elton terminal**
- Kirby Thore works
- Kirkham & Wesham sidings*
- Leyland business park siding*
- Leyland lorry plant*** (railhead Leyland business park siding*)
- Liverpool Docks forestry product warehouse
- Liverpool Docks Freeport Distribution Centre**
- Liverpool Docks scrap metals export terminal
- Liverpool Docks scrap metals export terminal S Norton*** (railhead required***)
- Liverpool Docks Seaforth container terminal*
- Liverpool Docks steel warehouse
- Liverpool Garston docks*
- Liverpool Garston container terminal
- Liverpool Halewood car plant
- Liverpool Hall Road depot*
- Liverpool Knowsley chipboard factory (railhead Knowsley freight depot)
- Liverpool Knowsley freight depot
- Liverpool Knowsley freight depot (waste plan**)
- Liverpool Port Deep-sea expansion project**
- Liverpool Speke (Garston car terminal)
- Liverpool Spekeland Road*
- Longtown & Smalmstown MoD
- Manchester Agcroft Distribution Centre*
- Manchester Airport (temporary siding*)
- Manchester Ardwick depot
- Manchester Ashbury's stone terminal (potential scrap loading***)
- Manchester Bredbury stone terminal (potential scrap loading***)
- Manchester Bredbury waste terminal (potential scrap loading***)
- Manchester Brindle Heath*
- Manchester Carrington Trafford Interchange**
- Manchester Collyhurst sidings
- Manchester Glazebrook*
- Manchester Guide Bridge*
- Manchester Longsight diesel depot
- Manchester Partington**
- Manchester Port Salford**
- Manchester Salford private siding*
- Manchester Trafford Park Barton dock
- Manchester Trafford Park Industrial Estate* (private siding*/private siding works*)
- Manchester Trafford Park warehouse*
- Manchester Trafford Park Terminal
- Manchester Trafford Park Terminal 2
- Manchester Weaste cement terminal*

- Middlewich salt works private siding*
- Millom goods*
- Newton-le-Willows Parkside** (project stall***)
- Northwich stabilisation sidings* (potential to load soda ash from Northwich***)
- Northwich Lostock works
- Oakleigh works
- Preston siding*
- Preston docks bitumen siding & private interface
- Ravenhead St Helens private siding
- Ribblehead sidings
- Runcorn Folly Lane works*
- Runcorn Folly Lane chemical works private siding
- ~~Runcorn Plant & works*~~
- ~~Salwick works*~~
- Sandbach*
- Sellafield depot
- Sellafield plant
- Shap quarry
- Shap sidings
- Stafford sidings
- Stafford cross dock*
- ~~Stafford works*~~
- Stanlow Oil Refinery*
- Stalybridge works*
- Ulverston private siding*
- Warcop* (private interface)
- Warrington Arpley Yard
- Warrington cross dock platform*
- Warrington Dallam freight*
- Warrington Dallam private siding*
- Warrington Walton Yards*
- Warrington works*
- ~~Westhoughton factory~~
- Wigan depot locomotive storage*
- Wigan food canning plant*** (railhead Liverpool Knowsley freight depot)
- Wigton works*
- Workington Docks (bulk & intermodal)
- Workington works closed**

South East

- ~~Aldermaston MoD*~~
- Ashford depot
- Aylesbury depot
- Aylesbury goods*

- Aylesford Brookgate paper factory*
- Andover*
- Banbury Yard & sidings
- Barking (London Riverside**)
- Barking Ripple Lane
- Barking Ripple Lane container terminal
- Barking Ripple Lane warehouse private siding*
- ~~Bevois Park (St Denys)*~~
- Bicester MoD
- Borough Green**
- ~~Brockenhurst*~~
- Calvert waste disposal
- Chatham docks*
- Chessington South*
- Colnbrook**
- Colnbrook siding*
- Coryton Thames Haven Oil Refinery*
- Dagenham plant
- Dagenham plant - car terminal
- Dagenham plant - intermodal transfer railhead
- Dagenham sand terminal (potential recycling materials***)
- Dagenham warehouse private siding*
- Dagenham waste terminal* (potential recycling materials***)
- Dartford distribution estates*** (railhead Slade Green Erith Howbury Park**)
- Didcot (Appleford stone siding/potential recycling materials***)
- Didcot depot & fuel point
- Didcot Milton Park distribution depot*
- Didcot Milton Park siding
- Didcot power station oil siding*
- Didcot Yard
- Dollands Moor Yard & the Channel Tunnel
- Dover Port (reconnection project**)
- East Grimstead private siding*
- East Grinstead private interface***
- Eastleigh depot works
- Eastleigh private siding*
- Eastleigh van plant* (railhead Southampton Docks)
- Eastleigh Yard (fuel point)
- Gravesend – Hoo Junction Yard
- Fawley Oil Refinery
- Furzebrook Loading Terminal*
- Furzebrook (heritage/private interface***)
- Hamble oil storage*
- ~~Hamworthy Poole Harbour*~~
- Hitchin scrap metal loading

- Hither Green (fuel point)
- ~~Holborough works**~~
- ~~Holton Heath private siding*~~
- Horsham*
- ~~Iver*~~
- Langley siding*
- Leagrave*
- Littlebrook distribution estate*** (Slade Green Erith Howbury Park**)
- London Acton Yard
- London Bow goods*
- London Bow private sidings (to be temporally removed*)
- London Bow Midland* (Olympic logistics centre) (to be temporally removed*)
- London Bow scrap metal*** (railhead London Bow Midland*)
- London Cricklewood freight depot*
- London Cricklewood (Hendon) waste transfer (potential recycled materials***)
- London Cricklewood (interchange**)
- London East Peckham siding
- London Neasden aggregates terminal (potential recycling materials***)
- London Neasden Drury Way*
- London Neasden freight depot*
- London North Pole depot*
- London Old Oak Common diesel depot
- London Park Royal Industrial Estate*
- London Selhurst sidings*
- ~~London Southgate Oakleigh Road*~~
- London Stonebridge Park mail terminal (potential third party cross dock***)
- London Wembley repair depot
- London Wembley Yard
- London Willesden Intermodal Terminal*
- London Willesden private siding*
- London Willesden Old Oak waste transfer & recycled materials siding
- London Willesden scrap metal
- London Willesden F sidings yard*
- Ludgershall MoD
- Luton Crescent Road
- Luton terminal project**
- Luton van plant*** (railhead Luton terminal project**)
- Marchwood MoD
- Marston Gate Distribution Centre (master-plan rail-served**)
- Mountfield works
- Newbury distribution estate*** (railhead Didcot Milton Park Distribution depot*)
- Newhaven Marine*
- New Hythe Distribution Centre**
- Northfleet docks** (multimodal project)
- Northfleet docks* (railhead Gravesend Hoo Junction)

- Oxford Banbury Road
- Oxford Cowley car plant
- ~~Oxford Kidlington*~~
- Oxford Littlemore private siding*
- Paddock Wood private siding *
- Paddock Wood sidings*
- Portsmouth – Fratton terminal (potential to serve hinterland, MoD & port***)
- Purfleet Deep Water Wharf
- Purfleet petroleum sites*** (railhead Purfleet Deep Water Wharf)
- Queenborough private siding*
- Queenborough Wharf *
- Queenborough works (railhead Queenborough private siding*)
- Radlett** (planning obstacles)
- Redhill sidings*
- Reading depot
- Reading Yard
- Ridham dock*
- Ridham dock scrap metal*
- ~~Salfords*~~
- Salfords stone terminal
- ~~Selsdon*~~
- Sheerness docks
- Sheerness steel works*
- Shoeburyness MoD*
- Shoeburyness steel stockholder*** (initial railhead Shoeburyness MoD*)
- Sittingbourne** (identify railhead for Regional Distribution Centre**)
- Sittingbourne industries*** (railhead to be identified)
- Sittingbourne private siding*
- Slade Green depot
- Slade Green Erith Howbury Park**
- Slough Industrial Estate*
- Slough siding*
- Southampton Docks bottling plant*** (railhead, docks infrastructure***)
- Southampton Eastern Docks
- Southampton Western Docks
- Southminster railhead*
- Swanage*
- Thames Haven London Gateway Commercial Park**
- Thames Haven London Gateway Port**
- Thamesport container terminal
- Three Bridges depot
- Tilbury Docks container terminals
- Tilbury Docks Grain siding
- Tilbury Docks Riverside container terminal
- Tonbridge cross dock platform*

- Tonbridge sidings
- Totton sidings*
- Wareham goods & MoD*
- Welwyn Garden City sidings*
- West Drayton sidings* & stone terminal
- West Thurrock plant private siding*
- Winfrith*
- Wolverton depot*
- Wool MoD*

South West

- Barnstaple**
- Bodmin factory private siding*
- Bodmin private interface
- Bridgwater depot*
- Bridgwater railhead
- Burngullow private siding
- Camborne**
- Cudrose Airfield MoD Helston*** (railhead Falmouth docks*)
- Drinnick Mill
- Drinnick Wharf*
- Ernesettle MoD*
- Exeter Airport Sky-Park interchange**
- Exeter depot
- Exeter Riverside Yard
- Exeter Siding*
- Exeter scrap metal
- Falmouth docks*
- Goonbarrow private siding
- Fowey Harbour
- Heathfield timber loading
- Heathfield terminal*
- Lostwithiel sidings
- Meldon Quarry
- Moorswater cement terminal
- Newton Abbot Sidings
- Newton Abbot Hackney Sidings
- Newton Abbot Terminal**
- Par Harbour*
- Parkandillack private siding
- Penzance (Long Rock) diesel depot
- Plymouth Cattewater**
- Plymouth Devonport Dockyard*
- Plymouth Laira depot

- Plymouth Marsh Mills development land**
- Plymouth scrap metal *
- Plymouth Friary Sidings*
- Plymouth Tavistock Junction Yard*
- ~~Plymouth Transport depot*~~
- Redruth**
- St Blazey fuel point & Yard
- ~~St Dennis Junction*~~
- St Erth scrap metal*
- Taunton Fairwater Infrastructure Yard
- Taunton private interface
- Teignmouth dock**
- Treviscoe & Kernick
- Truro*
- Watchet**
- Wellington**

West

- Ashchurch MoD
- Avonmouth bottling plant (Chittening Estate*/Bristol container terminal)
- Avonmouth Cabot Park Interchange**
- Avonmouth Chittening Estate warehouse private siding*
- Avonmouth coal terminal
- Avonmouth docks*
- Avonmouth Hallen Marsh LPG terminal*
- Avonmouth Hallen Marsh plant private siding*
- Berkeley private siding
- Bristol container terminal
- Bristol diesel depot
- Bristol East steel open transfer terminal*
- Bristol Port (new port development**)
- Bristol waste terminal* (potential scrap metal/recycled materials***)
- Castle Cary pet food factory*** (potential direct connection or railhead at Yeovil Pen Mill)
- ~~Chard Junction*~~
- Chippenham Thingley sidings*
- Frome**
- ~~Gillingham Dorset*~~
- ~~Gloucester Yard*~~
- Honeybourne Long Marston (potential hub development**)
- Lydney Private interface*
- Merehead loco depot
- Moreton-on-Lugg Business Park**
- Portbury Port bulk & general sidings
- Salisbury depot

- Salisbury Quidhampton* (development land***)
- Salisbury siding*
- Sharpness docks**
- Swindon scrap metal
- Swindon Steel warehouse
- Swindon works*
- Swindon South Marston car loading
- Swindon South Marston Distribution Centre*
- Tytherington*
- ~~Warminster Beechgrove MoD*~~
- Westbury Yard
- Westerleigh waste terminal* (Dry-Port project**)
- Westerleigh waste terminal* (potential scrap metal/recycled materials***)
- Whatley loco depot
- Yeovil depot private interface
- Yeovil Pen Mill sidings

West Midlands

- ~~Birmingham Albion*~~
- Birmingham Bescot Yard
- Birmingham Birch Coppice Private siding warehouse*
- Birmingham Birch Coppice container terminal
- Birmingham Bloxwich works*
- Birmingham Brierley Hill
- Birmingham Bromford Bridge*
- ~~Birmingham Brownhills*~~
- Birmingham Castle Bromwich car plant
- ~~Birmingham Coleshill*~~
- Birmingham distribution estate*** (railhead Birmingham Hams Hall Terminal)
- Birmingham Hams Hall (engine plant***)
- Birmingham Hams Hall (rail spur to manufacturing & distribution zone area**)
- Birmingham Hams Hall intermodal terminal
- Birmingham Handsworth scrap metal
- Birmingham Handsworth Queens Head scrap metal
- Birmingham Kingsbury scrap metal
- Birmingham Landor Street Distribution Centre*
- Birmingham Lawley Street Container Terminal
- Birmingham Washwood Heath steel terminal
- Birmingham Washwood Heath Yard
- Cannock container terminal**
- ~~Coseley Springvale sidings*~~
- Coventry distribution estate*** (railhead Coventry Keresley Three Spires Distribution Centre)
- Coventry Keresley Three Spires Distribution Centre
- Etruria Shelton siding

- Featherstone Wolverhampton Terminal**
- Hartlebury timber distribution**
- Ironbridge power station oil siding*
- Kidderminster (interface heritage railway***) (to serve steel stockholder***)
- Kineton MoD
- Kings Norton*
- Leamington Spa sidings*
- Lichfield distribution estates*** (railhead Cannock container terminal**)
- Penkridge*
- Round Oak steel distribution depot
- Rugeley power station oil siding*
- Saltley scrap metal
- Stafford cross dock*(mail platform not-in-use*)
- Stafford distribution estate*** (railhead Cannock container terminal**)
- Stafford siding
- Stoke-on-Trent Caldon Low**
- Stoke-on-Trent Chatterley Valley siding*
- Stoke-on-Trent Cliff Vale
- Stoke-on-Trent Cockshute*
- Stoke-on-Trent distribution centre*** (railhead to be identified)
- Stoke-on-Trent Longport *
- Stoke-on-Trent Longport service depot
- Stoke-on-Trent wagon works
- Stourbridge line closed*
- Stourbridge Yard
- Telford Donnington development land**
- Telford Donnington MoD
- Telford Donnington terminal
- Tyseley depot
- Tyseley heritage works
- Tyseley siding*
- Walsall steel terminal
- Walsall Tasker Street cross dock platform*
- ~~Wolverhampton Bushbury sidings*~~
- Wolverhampton depot*
- ~~Wolverhampton Heath Town Junction private siding*~~
- Wolverhampton steel terminal
- Worcester depot
- Worcester works

Yorkshire & Humber

- Aldwarke steel works
- Barnby Dun Sandall glass works
- Barnetby sidings*

- Barnsley distribution hub*** (railhead Doncaster Rail Port)
- ~~Barton-on-Humber*~~
- Bradford distribution estate*** (railhead Leeds Stourton Terminal)
- Bradford Laisterdyke scrap metal
- ~~Castleford*~~
- Crofton depot
- Deepcar Stocksbridge steel works
- Doncaster coal depot*
- Doncaster cross dock*** (mail platform not-in-use*)
- Doncaster depot*
- Doncaster sidings
- Doncaster Rail Port
- Doncaster works
- Doncaster Belmont Yard
- Doncaster Decoy Yard
- Doncaster (fuel point)
- Ferrybridge depot*
- ~~Ferriby*~~
- Gascoigne Wood development site railhead**
- Goole Docks Intermodal Terminal**
- Goole Docks steel transfer
- Goole Glass Works
- Grimsby Docks
- Grimsby private sidings*
- Grimsby works*
- Grosmont interface private heritage (scrap metal loading*)
- Healey Mills Yard*
- Heck works
- Hessay*
- Horbury*
- ~~Huddersfield Hillhouse*~~
- Hull Docks Bulk loading
- Hull Docks Container Terminal expansion**
- Hull Docks open transfer*
- Hull Docks covered steel terminal
- Hull Saltend plant*
- Humber refinery
- Immingham depot*
- Immingham Docks Mineral Quay
- Immingham Docks Nordic Terminal
- Immingham Docks Transit Quay
- Immingham private sidings*
- Immingham Queens Road*
- Immingham refineries
- Immingham sorting sidings

- Immingham works*
- Killingholme*
- Knottingley depot (fuel point)
- Knottingley works
- Leeds Hunslet stone terminals (potential for scrap loading***)
- Leeds loco depot
- Leeds Marsh Lane*
- Leeds Neville Hill depot
- Leeds private sidings* (potential for bulk/scrap loading***)
- Leeds Stourton Container Terminal
- Leeds Whitehall Road*
- Lindsey refinery
- Melton private siding*
- Monk Bretton Glass Works
- New Holland Yard & Pier*
- Rossington* (Inland Rail Port**)
- ~~Rotherham Greasebrough Road*~~
- Rotherham scrap metal
- Rotherham steel terminal
- Scunthorpe Flixborough Wharf
- Scunthorpe steel works
- Selby freight depot
- Sheffield Attercliffe Road scrap metal
- Sheffield Distribution Centre SIRFT**
- Sheffield Tinsley stainless steel works
- Sherburn in Elmet works*** (Gascoigne Wood development site railhead**)
- Shipley scrap metal
- ~~Skellow private siding*~~
- Thirsk sidings*
- Thorne Doncaster Nimbus Park**
- ~~Wakefield Belle Vue*~~
- Wakefield Cobra warehouse*
- Wakefield Europort Distribution estate (railhead Wakefield Europort Terminal)
- Wakefield Europort Terminal
- Wakefield Kirkgate*
- Worksop development land**
- Worksop glass works
- York sidings
- York works*

Scotland

Central Belt & Borders

- Auchinleck*
- Auchincruive*

- Ayr down Yard*
- Ayr Falkland Yard*
- Ayr (fuel point)
- Ayr harbour
- Ayr scrap metal (railhead Ayr harbour)
- Baileyfield works
- Barassie sidings
- Barrhill*
- ~~Barleith private siding*~~
- Barnhill works
- Bathgate*
- Bathgate distribution hub project**
- Beattock*
- Bellshill distribution estate*** (railhead Mossend Terminal)
- Bellshill distribution estate M8 Junction 6*** (railhead Mossend Terminal)
- ~~Bishopton private siding*~~
- Burntisland**
- ~~Cadder sidings~~
- ~~Cameron Bridge*~~
- Coatbridge Container Terminal
- ~~Coltness private siding*~~
- Craigentenny depot
- Dalry Plant private sidings
- Dumfries sidings
- Dunbar Oxwellmains cement works
- Eastriggs MoD
- Edinburgh Portobello Container Terminal*
- Elderslie Container transfer Terminal
- Fairlie Largs MoD*
- ~~Gartcosh*~~
- ~~Gartsherrie-Gunnie private siding*~~
- Giffen MoD*
- Glasgow Clyde Port Rothesay Dock*
- Glasgow Deanside Warehouse*
- Glasgow Ocean Terminal Branch*
- Glasgow Port James Watt Dock*
- Grangemouth Docks*
- Grangemouth Petrochemical Plant
- Grangemouth private sidings*
- Grangemouth refinery
- Grangemouth Intermodal Terminal*
- Grangemouth Terminal & Warehouse
- Hamilton works
- ~~Hawkhead private siding*~~
- Irvine Paper Mill

- Irvine depot & works
- Irvine scrap metal*** (railhead Ayr harbour)
- ~~Kaimes private siding*~~
- ~~Kilmarnock private siding*~~
- Kilmarnock Riccarton petroleum terminal
- Kilmarnock sidings
- Kilmarnock works
- Kilwinning sidings
- ~~Larbert private siding*~~
- Law Junction depot*
- Leith Docks Coal Terminal
- Leith Docks South Goods*
- Leith Docks South Yard
- Leith Docks Terminal*
- Leith scrap metal*** (railhead Leith Docks South Goods*)
- Lockerbie**
- Lockerbie sidings
- Longannet Power Station
- Lugton private siding*
- Maxwelltown (reconnection scheme**)
- Menstrie**
- Millerhill (fuel point)
- Millerhill sidings
- Millerhill Yard*
- Mossend – car terminal
- ~~Mossend goods*~~
- Mossend – private sidings*
- Mossend – bulk & break-bulk freight depot
- Mossend Intermodal Terminal
- Mossend – warehouse*
- Mossend Yard
- ~~Motherwell*~~
- Motherwell Dalzell steel works
- Muirhouse workshops
- Newton siding*
- ~~Plean private siding*~~
- Polmadie dept*
- Prestwick oil terminal
- Rutherglen depot
- Shettleston workshops
- Shewalton siding
- Stirling goods*
- Stranraer private siding*
- ~~Stevenston private siding*~~
- Troon*

East coast

- Aberdeen container transfer terminal
- Aberdeen Craiginches cement terminal
- Aberdeen Craiginches Down Yard sidings
- Aberdeen Dyce Raiths Farm Terminal
- Aberdeen Ferryhill depot
- Aberdeen Port - Waterloo Goods
- Arbroath goods*
- Blair Atholl sidings*
- Boat of Garten private interface (timber transfer*)
- Carrbridge sidings*
- ~~Dundee east*~~
- Dundee Harbour**
- Dundee west sidings
- Dunkeld & Birnam*
- Fraserburgh harbour (railhead Aberdeen Dyce Raiths Farm Terminal)
- Hillside private siding*
- Inveruire goods
- Laurencekirk goods
- Leuchars Linkwood oil terminal
- ~~Markinch Auchmuty paper mill*~~
- Methil*
- Montrose goods
- Montrose Harbour*** (railhead Montrose goods)
- Perth depot
- Perth Harbour**
- Perth sidings & goods
- Peterhead seaport (railhead Aberdeen Dyce Raiths Farm Terminal)
- Port Elphinstone private siding*
- Rosyth Dockyard* (potential to connect with ferry services***)
- Thornton sidings & goods*

Far North

- Burghead private siding*
- Castletown, factory (railhead Georgemas Junction goods*/Thurso goods*)
- ~~Dunrobin~~
- Elgin terminal
- Elgin goods*
- Elgin timber siding*
- Fearn
- Fochabers factory (railhead Elgin terminal)
- Forres sidings*
- Georgemas Junction goods*

- Huntly*
- ~~Invergordon~~
- Invergordon (Deep Haven Industrial Park development**)
- Inverness cement terminal
- Inverness carriage depot
- Inverness coal yard*
- Inverness container transfer
- Inverness depot
- Inverness docks**
- Inverness goods*
- Inverness scrap metal (railhead Inverness goods*)
- Keith freight depot*
- Keith private siding*
- ~~Keith timber siding*~~
- ~~Keith Town*~~
- ~~Keith Town private interface~~
- Kinbrace (line-side timber loading*)
- Kyle of Lochalsh sidings*
- Lairg goods*
- Lairg oil terminal
- Muir of Ord private siding*
- Nairn goods*
- Roseisle private siding*
- Scrabster harbour (railhead Thurso goods*)
- Thurso goods*
- Wick goods*

West coast

- Arrochar & Tarbet*
- ~~Connel Ferry Block Post – private siding*~~
- Corpach* (redevelopment of closed paper mill**)
- Cranlarich*
- Cranlarich Lower**
- Fort William depot
- Fort William oil depot
- Fort William works
- Fort William Yard & Goods
- Glen Douglas MoD
- ~~Mallaig*~~
- Oban goods*
- Oban timber loading*
- Rannoch*
- Taynuilt*

Wales

Central Wales & English Borders (part)

- Aberystwyth**
- Allscott Hereford storage*
- Gobowen coal depot*
- Hereford depot
- Hereford goods*
- Hereford private siding*
- Machynlleth depot & oil siding*
- Oswestry Blodwell* (private interface)
- Penyffordd cement works
- Pontrilas siding*
- Shrewsbury New Yard*
- Whittington oil siding*
- ~~Wrexham~~
- Wrexham depot*
- Wrexham machinery factory*** (railhead to be identified)

North Coast & English Borders (part)

- ~~Amlwch~~*
- ~~Bangor~~*
- Chester depot
- Chirk works
- Dee Marsh Shotton (consolidation centre**) (potential to serve Deeside industry***)
- Dee Marsh Shotton steel processing works
- Dee Marsh Shotton paper mill*
- Dee Marsh Shotwick*
- Dee Marsh sidings
- Holyhead depot
- Holyhead works* (redevelopment**)
- Holyhead Port**
- Llandudno goods*
- Llandudno junction oil siding*
- Penmaenmawr quarry
- Mostyn docks*
- ~~Mostyn works~~*

South Wales

- Abergavenny
- Aberthaw power station oil siding
- Baglan Bay plant*
- Barry Docks
- Barry Docks plant
- Bird Port steel transfer

- Bridgend works
- Briton Ferry Wharf*
- Briton Ferry Yard*
- Cadoxton*
- Caerwent MoD*
- Cardiff Canton freight depot*
- Cardiff docks
- Cardiff docks oil storage terminal
- Cardiff Tidal scrap metal
- Cardiff Tidal Steel Works
- Cardiff Wentloog Distribution centre**
- Cardiff Wentloog Terminal
- Chepstow sidings
- Chepstow works*
- Cwmbran Panteg works*
- Llandarcy* (redevelopment**)
- Llantrisant sidings*
- Llanwern steel works
- Margam Port Talbot steel works
- Margam Port Talbot steel works Grange sidings
- Neath Abbey Wharf
- Newport Alexandra Dock Junction Yard
- Newport East Usk Junction Yard
- Newport docks
- Newport docks scrap metal
- Newport docks steel terminal
- Newport Orb steel
- Newport works steel*
- Newport works steel fabrication
- Onllwyn coal loading
- Rhymney*
- Sudbrook**
- Swansea Burrows sidings
- Swansea docks railhead(s)*
- Swansea depot
- Uskmouth power station (lime siding*)

West Wales

- Carmarthen siding*
- Fishguard Harbour*
- Haverfordwest (MoD*)
- Milford Haven*
- Pembroke dock*
- Robeston oil refinery
- Trecwn MoD*
- Trostre steel works
- Waterston*

G Additional Micro-Freight Studies

Publication of best practice guides and toolkits tailored to single wagon operations

102. The facilitation of a (company neutral) benchmark guide designed for single wagon services aligned to the freight toolkit published by The Association of Community Rail Partnerships.

Information technologies and interactive communications systems for wagonload networks

103. Create the conditions for the widespread use of modern transport track and trace equipment for single freight units, applied on a cost effective basis, allowing fitment to conventional railway wagons. The development of subscription based internet customer booking systems with a real-time rail freight load exchange to stimulate customer demand and initiate more-back loading of conventional rail wagons.

Develop inexpensive solutions to feeder workings using innovative products

104. Adaptation of working methods using a range of measures to introduce low cost micro freight feeder trip or feeder links based on short-line ideas, including adopting Freight Multiple Unit (FMU) vehicles. Attract various funding streams to aid academic workshops and physical demonstrations on how to operate a freight feeder or short line franchise company. These could interface with the mainline network at designated local nodal points.

105. To include micro holder added- value diversification services under their franchise model. This could be based on pure commercial grounds or under co-operative ideas tailored to specific customers or sectors targeting niche or moderate seasonal or variable bulky flows including the conveyance of perishables foodstuffs from the agricultural and fisheries Industries.

106. Moreover, individual services may develop totally within a franchise area linking mainline network services with:

- farms
- commercial fisheries
- seaports & harbours
- serving key food processing plants, flour mills or similar customers

107. This arena demands additional service flexibility, quality assurance, strict loading and unloading timings, aligned with market pricing to integrate further traffic opportunities. To be combined with refurbished or new dedicated infrastructure at railheads to match modern road haulage operations. This will likely require services to penetrate closer to target locales using purpose built rail/road equipment or specialised freight multiples hauling conventional wagons, containers or bi-modal road trailers.

108. Other franchise holders may become wholly independent to obtain their own safety case or combine with a number of other territory holders to gain higher volumes or more regular traffic, which is fed into a national wagonload system allowing economies of scale. They may also investigate the use of higher-speed trains between selected hubs or bypass the normal hub & spokes to run complementary dedicated (point-to-point) or marshalled wagonload services.

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109. Our research is based upon both historical and contemporary studies of domestic, European and North American railway territories, with particular emphasis on the economics, viability and practicalities of tripping single and/or groups of conventional railway wagons and intermodal services by local branch feeders, short-lines or similar interfaces between secondary and mainline operations. Other sources utilised were for particular industries, bulk freight movements and the study of road transport and maritime modes/general information.

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