**NAME OF CASE**

Rail line creation and network link to National Retail Distribution Centre

**KeyWords:**
Access to transport networks, infrastructure and nodes; Freight consolidation and transhipment; Business to business (B2B) solutions, cooperation; collaboration; Innovative operational solutions; Transport management, fleet management; Data collection and statistics; Monitoring and benchmarking of processes

**Case Logo or Picture:**

![Case Logo](image.png)

**Benefits:**
- Estimates of saving are in the range of 40,000 trucks per year and 10,000 tonnes of CO₂ annually
- Modal shift towards rail
- Less congestion
- More efficient logistics solution
- B2B partnership
- Image

**Success Factors:**
- New contract between a major retailer and a major logistics service provider
- Large logistics provider with experience in rail and intermodal retail business
- Available large scale freight business on a regular basis

**Supported Strategic Targets:**
- Ideal utilisation of infrastructure
- Increased efficiency/productivity of logistics processes
- Increased company profitability
- Increased competitiveness
- Increased quality
- Increased safety and security
- Limited climate change

**Description:**
Road to rail modal shift through large contract and the linking of the Tesco National Distribution Centre in Daventry with rail infrastructure and the creation of new Eddie Stobart rail links to Tesco Regional Distribution Centres in Cardiff (Wales), Inverness (Scotland) and increasing the volume and frequencies of the existing lines such as the rail links from Daventry to the ports of Southampton and Felixstowe. The rail services between National and Regional hubs are run 6 days a week, with 20 to 34 containers per train. This enabled a strong shift from road transport to rail.

**Starting Point/Objectives/Motivation:**

**Main problem, idea or motivation**
The rail infrastructure was not available at one of the large TESCO National Distribution Centres in UK. Shift to rail was motivated by increased road congestion in UK, and by strong strategic governance decision and corporate responsibility reporting.

**Practice before the implementation**
Road transport

**Purpose and the sustainability objective**
Switching freight transport for a large retailer network from road to rail mode.

**Solution**
The large UK based transportation company and Logistics Service Provider Eddie Stobart was contracted to develop a rail link and rail lines solutions, in order to link one main National Distribution Centre with 3 large Regional Distribution Centres. The rail infrastructure was created and improved. Operational solution was developed by the large UK based Logistics Service Provider Eddie Stobart after winning a 3 years contract in 2013 for Tesco distribution services.
The costs are competitive with the road freight market and a long term solution has proven its feasibility in terms of business profitability for both retailer and logistics provider.

Case Description (Cont.):

The rail link is replacing about 90% of the road link freight volume, reducing the air pollutant emissions to about the same amount. Rail noise is experienced as much less disturbing by the residents along main axis and main rail networks, compared to residents exposed to road noise along main roads.

More information:

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Person responsible for Bestfact Quick Info:
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Transport mode or supply chain elements:

• Rail freight

Main actors involved
• Rail freight operator
• Large retail client (market leader in UK)

Pictures:

Stobart Group
Rail solution for TESCO, UK

Alamy C5PK70

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