

Freight transport

Wednesday 16 October 2019

14:30 – 17:00

Venue: Transport for London
197 Blackfriars Road, Southwark, London SE1 8NJ

The movement of goods accounts for about a third of spending on transport in Britain, but freight transport receives much less attention from planners than passenger transport. This seminar addresses some aspects of the transport of goods by rail, air and road, to illuminate topics that do not receive the attention they deserve.

Stephen Pottinger and Peter Moran
Office of Rail and Road

Rail Freight Statistics from ORR

The Office of Rail and Road publishes a series of National Statistics on rail freight, covering performance, demand and train volumes. Freight moved by rail reached a peak in the mid-2010s when it accounted for around 1/8th of all freight moved within Great Britain. This presentation will explore how the rail market has changed since the 1980s and the commodity shifts that have taken place, particularly in recent years following the collapse of the coal market.

Peter Wiener
Associate in the Aviation team at Steer

The role of air freight logistics

In 2017, air freight accounted for over 40% of the UK's trade (outside the EU) in terms of value – equivalent to over £180 billion – but under 1% in terms of volume. Both globally and within the UK, the vast majority of air freight is transported using either the forwarder model, which uses a forwarder to provide a link between shippers and airlines, or the integrator model, which uses one entity throughout the entire shipping process. This paper will explore the pattern of air freight logistics in the United Kingdom and its economic value to industrial sectors and geographical regions.

Kit Mitchell
TSUG, formerly TRRL and TRL

The transport of goods in Britain

This presentation uses DfT statistics to show the pattern of freight distribution in Britain, mainly since 1980 but with some multimodal data back to the 1950s. The goods moved by road in UK vehicles have

increased substantially, the haul lengths have mostly increased and the vehicles used have changed. Most HGV traffic uses motorways and rural A-roads; HGVs, and particularly large articulated vehicles, travel very few miles on minor roads.

Kit was Head of Environment Division at TRRL and Transport Research Laboratory until 1994. This division covered research on the operation of the road freight industry in Britain, including vehicle overloading and the fuel efficiency of HGVs. Since retirement he wrote the CIHT/FTA guidelines "Moving Freight" and edited the FTA document "Designing for Deliveries".

BOOKING INSTRUCTIONS

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If you are already registered with the website, please log on before booking the seminar. For all seminar enquiries, contact us at: seminars@tsug.org.uk or www.tsug.org.uk.

Bookings close on Tuesday 15th October 2019.

TSUG & GDPR

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