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A.W. Jenkinson
TRANSPORT LIMITED



A.W. JENKINSON TRANSPORT

Formed in the mid-1960s, the A.W. Jenkinson group of companies has experienced year on year growth to the extent that it now handles over 3 million tonnes of roundwood, chips, sawdust, bark, green waste and other timber co-products across the UK annually. Services link virgin timber products and recycled materials with the demands of paper and board manufacturers, energy generation, agriculture, horticulture and amenity markets.

The growth of the companies has always been underpinned by a large in-house haulage and logistics operation which has consequently also experienced considerable annual expansion. The logistics operation is supported by a highly experienced team of drivers, planners and transport managers and a large, modern fleet of more than 600 vehicles covering the entire UK and Northern Europe.

As a result of this expansion, to better serve the targeted needs of its extensive third party customer base, as well as the ongoing and expanding transport requirements of the wider A.W. Jenkinson group, the logistics operation was incorporated in spring 2014 to create A.W. Jenkinson Transport Limited. Although wholly owned by Allan Jenkinson, the Company is run by a board of Directors with a wealth of experience in the provision of efficient, cost-effective logistics with a swift and professional service.

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THE FLEET

At any one time, more than 600 vehicles are in operation on behalf of A.W. Jenkinson Transport Limited. The fleet consists primarily of articulated units drawing chipliners and walking-floor trailers combined with tippers and more specialist skeletal log wagons and low loaders.

Chipliners are ideal for transporting loose dry material, typically wood chip, wood fibre and recycled goods. They are roof-loaded, but tipped by having the load pushed out of the open curtain sides using a loading shovel or similar vehicle. The roof-loading requirement is a consideration where limited headroom is a factor at a site.

Walking floors have similar applications. Whilst often also roof-loaded, unlike chipliners they have rigid sides and a contra-sliding panelled floor system that can 'walk' the load in and out of the rear doors. The self-loading/unloading capability, which makes walking floors ideal where there is no access to heavy plant, means they are also suitable for carrying palletised loads.

Bulk tipper units can be used for dry materials ranging from salt and quarry products to wood chip and animal feed. The open-topped, roof-loaded trailers use hydraulic rams to tip their contents out of the rear gate. Whilst this process requires substantial headroom, they are ideal where no unloading equipment is available.





Walking Floors and Chipliners

Centred on Volvo FHs and Scania Rs, the large articulated fleet is primarily twinned with the walking floor and chipliner trailers used for carrying raw wood, chips, sawdust and compost, with a number also towing the traditional curtainsided trailers used to deliver packed and palletised goods to the end user.



Tipper Units

Once the key form of transport used by A.W. Jenkinson Transport for carrying timber co-products, today the company still maintains a fleet of tipper units. These vehicles are now utilised to meet the demands of animal feed transport and sites where restricted access precludes the use of the larger articulated walking floor and chipliner units.



Skeletal Trailers

Skeletal log transporters have the excellent ground clearance necessary for forestry site collections and are often equipped with CTI for better traction. Many feature trailer-mounted cranes, enabling them to self-load; a key advantage in fast-moving felling operations where loading machinery is busy extracting logs elsewhere.



Low Loaders

A.W. Jenkinson Transport operates a number of CAT 2 low loader vehicles for transporting heavy plant, machinery and forestry vehicles from site to site. The units, which are also available to transport third party loads, enable the Company to achieve rapid response to the time-critical requirements of harvesting and processing.

Eight Wheeled Units

These smaller, specialised eight wheeled units offer the excellent manoeuvrability essential for accessing remote farm sites, combined with a significant carrying capacity - allowing large volumes of flake and sawdust bedding material to be transported down even the narrowest Cumbrian hill road.



Small Trailer Units

The fleet's small trailer combinations service the needs of the group's farm clients. They are ideal for carrying palletised bales of wood flake in relatively small volumes to single farms as the requirement for additional livestock and equestrian bedding arises through the winter.





A.W. JENKINSON TRANSPORT SERVICES

In addition to meeting the logistics requirements of the A.W. Jenkinson group of businesses, A.W. Jenkinson Transport also acts as a major haulier for many other customers, carrying a wide variety of loads. These range from recyclable goods and road salt to panelboard, animal feeds, fertilizer and resin; transport that demands the specialist capabilities and high level of efficiency, consistently provided by A.W. Jenkinson Transport.

Road Salt Transport

Winter is an incredibly busy period for the UK's oldest working mine, 200m under the Cheshire countryside. Huge quantities of salt and grit are used on British roads every winter much of which is mined from the 220 million year old deposits beneath Winsford. A.W. Jenkinson Transport's substantial fleet of bulk tippers and walking floors offers the ideal transport resource for Compass Minerals to distribute their products.



Feed and Fertilizer Transport

The transport of feed and fertilizers from factory to farm was one of the first third-party services provided by A.W. Jenkinson Transport. Allan Jenkinson's involvement in the world of agriculture and farming made this a logical progression for the Company. Both feed and fertilizer can be transported by the tipper load or using the Company's special bulk blower units. Alternatively, material can be delivered in bulk bags or sacks using a variety of smaller specialist vehicles suitable for deliveries with the limited access typical of upland farms.

Recyclables Transport

A.W. Jenkinson Transport's movement of environmentally friendly products is not restricted to the group's own chip, sawdust, bark and fibre. The Company is also a major logistics provider for a number of leading recycling and reclamation businesses. A.W. Jenkinson Transport regularly carries used tins, recycled paper, both caged and loose, using the walking floors that are ideal for the purpose.



Resin Transport

The Company operates a number of specialist liquid based resin transport trailers. The units feature a large 18,000 litre capacity collapsible neoprene carrier tube, securely harnessed in-place within a standard, curtainsided artic trailer. The urea-based resin is an important bonding agent used in the manufacture of panelboard. Once the delivery has been made, the tube is quickly and easily rolled up and stowed, leaving ample capacity for carrying finished board on the return journey.



Pictured Right: A.W. Jenkinson Transport past and present.



FORESTRY SUPPORT

In recent years A.W. Jenkinson Transport has developed its harvest support capability to match the growing demands of the group and forestry businesses throughout the UK. The Company has invested heavily in a sizeable fleet of specialised units designed for roundwood collection directly from remote, upland plantation sites, as well as large volume mobile chipper units which have revolutionised the harvesting of renewable energy in or close to the forest.

On-Site Chipping

Working closely with many of the leading arboricultural businesses, A.W. Jenkinson Transport operates the latest 480hp mobile chippers, providing a broad range of on-site clearance and chipping services for forestry, tree surgeons and municipal parks departments. Traditionally the material contained in 'lops, tops and stumps' and other material unsuitable for milling or pulping was left in the forest after the harvesting operation, being ploughed under and left to rot. As the demand for biomass fuel and peat-free growing media has increased, exploitation of this additional fibre has become an essential part of the harvesting process.

A.W. Jenkinson Transport's rugged self-contained chipping units and associated support vehicles combine quick set-up with ease of access in confined sites. They deliver high speed roundwood, slabwood, offcut, brash and even whole-tree chipping using large capacity in-feeds with oversized logs being broken down using an on-board splitter before chipping.

From small one-off jobs to regular and large-scale chipping contracts, A.W. Jenkinson Transport meets the operational requirements of its varied client base, realising the value of these residues or chipping material to customers' own specifications for their own use.







Roundwood Transport

Over the last five years, A.W. Jenkinson Transport has increased the size of its fleet of timber crane trailers, rigid crane unit/trailer combination units and bolster trailers serving the forestry harvesting sector. The self-loading crane units are particularly useful at remote locations where roundwood volumes can be collected from the forest roadside once the high-speed mechanised harvesting operation has been completed.

Many of the Company's forestry vehicles are fitted with 'Central Tyre Inflation' systems. CTI technology enables tyre pressures to be reduced automatically, increasing traction on slippery surfaces. This allows timber wagons to extend the safe use of many forest tracks built for seasonal or intermittent use during the harvesting phase as well as helping to maintain the integrity of minor country roads during intensive periods of heavy traffic. From an environmental perspective, the technology also helps to lower fuel consumption and equally importantly, improves the comfort of drivers as a result of lower vibration.

A.W. Jenkinson Transport Limited has been proactive in developing transport links between the major forestry sites and large milling and processing customers across the UK.





EUROPEAN TRANSPORT

European trade represents an increasingly important part of the A.W. Jenkinson Transport business.

The new depot at Sittingbourne is ideally located for fast and efficient access to Northern Europe and beyond via the Eurotunnel freight services and the Channel ports.

As a result, in what is a challenging, complex and competitive marketplace, A.W. Jenkinson Transport can offer cost-effective freight solutions of the highest quality for palletised and bulk materials to distributors, importers and exporters alike.





AWJT Depot Bo'ness

**AWJT Depot, Transport Office
& Fleet Maintenance** Steven's Croft

AWJT Fleet Maintenance Penrith

AWJT Depot, Offices & Truckstop Penrith Truckstop

AWJ Group Headquarters Clifton

AWJT Depot & Office Runcorn

AWJT Depot Craven Arms

AWJT Depot Newbridge-on-Wye

AWJT Depot & Transport Office Tetbury

AWJT Depot Chippenham

AWJT Depot Sittingbourne

TRANSPORT INFRASTRUCTURE

Vehicle Maintenance

The growth experienced by A.W. Jenkinson Transport in recent years has necessitated the development of two large-scale vehicle maintenance units. The first, located at the key Penrith operational site includes embedded teams of Scania and Volvo-employed service engineers who are responsible for servicing and maintaining the fleet to exacting manufacturer specification.

The second, based at A.W. Jenkinson Transport's major site at Lockerbie, serves a similar function, though also maintains the specialised skeletal trailers and self-loading vehicles used widely throughout the forests of Scotland.

Service support and breakdown repair of transport vehicles on the road is delivered by the Company's own dedicated team using a fleet of Mercedes maintenance vans.

The substantial fleet includes a range of vehicles and trailers that have been modified to meet the specialist needs of the Company and its clients. Much of this fabrication work is carried out on site by A.W. Jenkinson Transport personnel, who are also responsible for the refurbishment and repair of the Company's extensive range of tipper, walking floor, curtain-sided and chipliner trailers.

Transport Planning and Control

Every one of the 1,200 or so movements each day is planned and controlled by A.W. Jenkinson's own highly experienced traffic team. The majority of Transport Controllers are former A.W. Jenkinson drivers and therefore have a complete understanding of what is required to ensure maximum efficiency and unparalleled customer service.

Control of vehicle movements is carried out at three sites, Clifton near Penrith, Lockerbie and Tetbury, providing logistics coverage nationally from the South Coast to Northern Scotland as well as further afield into Western Europe.





DRIVER TRAINING AND SYSTEMS

The quality of A.W. Jenkinson drivers has been the foundation of the Company's success. In an increasingly competitive industry, no investment has been spared to ensure that highest standards are maintained.

The Company operates a large driver training facility and fleet efficiency and safety monitoring centre at Gilwilly, Penrith. The three fully qualified DSA LGV instructors operating at the site carry out extensive pre-employment driving assessments and deliver the Company's nationally recognised driver CPC training programme.

New drivers who are judged to measure up to A.W. Jenkinson Transport's stringent requirements undergo a two day induction to ensure they are fully aware of current rules and regulations, Company procedures, health and safety issues and the special features of A.W. Jenkinson Transport vehicles.

Driver efficiency is also monitored at Gilwilly. Every vehicle features on-board telematics which generate weekly driver efficiency reports. The in-cab technology can also be used to monitor fuel usage and emissions. Employees whose reports highlight the emergence of bad driving habits are advised on driving in ways that promote safety and fuel efficiency. Best driving practice is actively promoted through A.W. Jenkinson Transport's graduated bonus scheme. The scheme is cash incentivised, with bonuses paid weekly to drivers who have surpassed agreed fuel efficiency levels.

The Gilwilly site also forms an important hub for the collection and analysis of vehicle safety and RTI data. This close monitoring enables the team to ensure drivers are conducting themselves in a safe and considerate manner on the road. Any driver who is causing special concern through the seriousness, or frequency of incidents they are involved in, is automatically entered into a programme of further assessment and training.

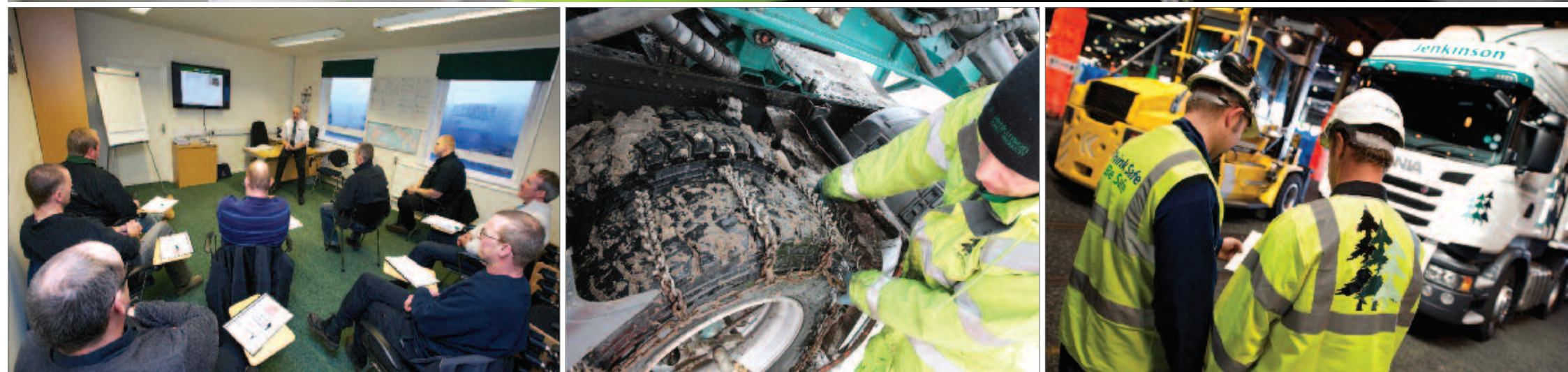
A.W. Jenkinson Transport also employs two full time ex-VOSA personnel at Gilwilly to ensure that vehicles and drivers are fully compliant with the latest UK and European legislation governing road haulage.

HEALTH AND SAFETY

A.W. Jenkinson Transport believes that excellence in the management of Health and Safety is an essential requirement within its overall business model. A.W. Jenkinson's industry leading Health and Safety record goes hand in hand with high productivity and quality standards.

The recognition that their employees are the greatest asset of the Company is demonstrated by the total commitment to ensuring the health, safety and welfare of all members of staff at all times. In practical terms this translates into:

- Maintaining standards for employee recruitment, training and ongoing development to ensure that all staff are competent to carry out the tasks required of them.
- Providing a safe and healthy working environment for all employees, including the provision of appropriate plant, equipment, machinery and PPE to minimise employees exposure to risk.
- Engaging and consulting with employees on day-to-day health and safety conditions and concerns.
- Working with and supporting industry initiatives such as The Forest Industry Safety Accord (FISA).



A.W. Jenkinson Transport is committed to carrying out its core business activities in a responsible manner as part of a continued effort to minimise any potential environmental and health impacts.

A.W. Jenkinson Transport and the Environment

The Company's environmentally responsible transport process relies on the use of the most efficient engines, with the latest clean Euro 6 vehicles now being rolled out across the fleet. Just 25 years ago there were no restrictions on emissions of the nitrogen oxides and particulate matter contained in diesel exhaust gases. Today Euro 6 engines remove 99% of these.

A.W. Jenkinson Transport's innovative driver remuneration scheme combines high productivity with progressive fuel reduction bonuses. Savings are delivered through use of proven 'SAFED' driving techniques that can significantly cut fuel consumption and corresponding CO₂ emissions.

In addition to the core business activities the Company is also continually assessing and making improvements to office-based working ethics to carry out administrative tasks in a more efficient and environmentally friendly manner. To achieve continual environmental improvement, all relevant factors are considered: legal requirements and governmental policies, customer and employee expectations and concerns, short and long-term benefits, costs and liabilities, and viable material and process alternatives.

A.W. JENKINSON BULK TRANSPORT

High Volume Trailers: Bulk loose Material and Palletised Goods.

Specifications

Overall Height	4.56m
Additional Loading Clearance up to	3.00m
Minimum Door Clearance (allowing safe door opening)	5.25m
Trailer Width	2.55m
Trailer Length	14.53m
Volume up to	111 ³ metres



Walking Floor Trailers: Bulk loose Material and Palletised Goods.

Specifications

Overall Height	4.20-4.50m
Additional Loading Clearance up to	3.00m
Minimum Door Clearance (allowing safe door opening)	5.25m
Trailer Width	2.55m
Trailer Length	13.60m
Volume up to	110 ³ metres



Chipliner Trailers: Bulk loose Material and Palletised Goods.

Specifications

Overall Height	4.20-4.66m
Additional Loading Clearance up to	3.00m
Aperture Height (to pelmet)	2.69-2.99m
Minimum Door Clearance (allowing safe door opening)	5.25m
Trailer Width	2.55m
Trailer Length	13.60m
Volume up to	110 ³ metres



A.W. JENKINSON SPECIALIST BULK TRANSPORT

Bulk Blower Unit: Bulk loose Sawdust, Flake and Animal Feed transport.

Specifications

Overall Height	3.93m
Min. Door Clearance (allowing safe door opening)	5.50m
Trailer Width	2.55m
Trailer Length	11.00m



Urea-Based Resin Transport Trailer: For carrying liquid resin, used in board manufacture.

Specifications

Overall Height	4.20m
Trailer Width	2.55m
Trailer Length	13.60m
Resin Tank Volume	18,000 litres

Following discharge, the collapsible neoprene resin bag is quickly rolled up and stowed at the back of the trailer, leaving ample room for general freight; usually board collected ready for the return run from the mill.



Tipper Units: Bulk loose Material and Animal Feed transport.

Specifications

Overall Height	3.80m
Fully Tipped Height	10.87m
Min. Door Clearance (allowing safe door opening)	5.50m
Trailer Width	2.55m
Trailer Length	11.50m
Volume	57 ³ metres

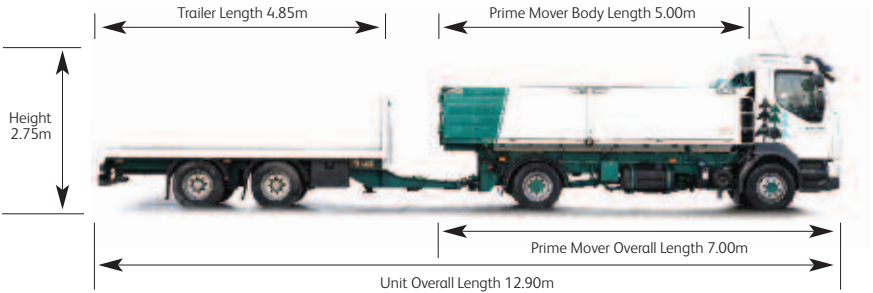


A.W. JENKINSON SPECIALIST TRANSPORT

Small Trailer Combination: Bulk Baled and Palletised Sawdust and Flake transport.

Specifications

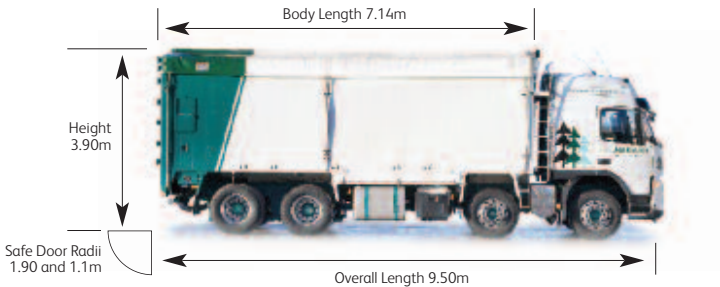
Overall Height	2.75m
Overall Length	12.00m
Overall Prime Mover Length	7.00m
Prime Mover Body Length	5.00m
Trailer Length	4.85m
Width	2.55m



Eight Wheeled Unit: Bulk loose Sawdust, Flake and Animal Feed transport.

Specifications

Overall Height	3.90m
Overall Length	9.50m
Min. Door Clearance (allowing safe door opening)	5.50m
Overall Width	2.55m
Body Length	7.14m



CAT 2 Low Loader: Transport of Heavy Plant and Machinery.

Specifications

Deck Height	0.90m
Trailer Width	2.54m
Trailer Length	13.60m
Gross Train Weight	80 tonnes



A.W. JENKINSON FORESTRY SUPPORT

Mobile Chipper Units: Cost-effective on-site chipping of brush, arboricultural arisings and waste wood.

Specifications

Maximum Throughput per hour	220 ³ metres
Power	397kW / 540 HP
Feed Table	2.18 l x 1.68 w m
Feed Table Aperture	0.75 h x 1.61 w m
440 rpm, 12 Blade Drum	1.05 ø x 1.02 w m
Blower	5.6m high, 20m discharge range
Transport Dimensions	8.25 x 2.55x 4.00m
Weight	31.5 tonnes

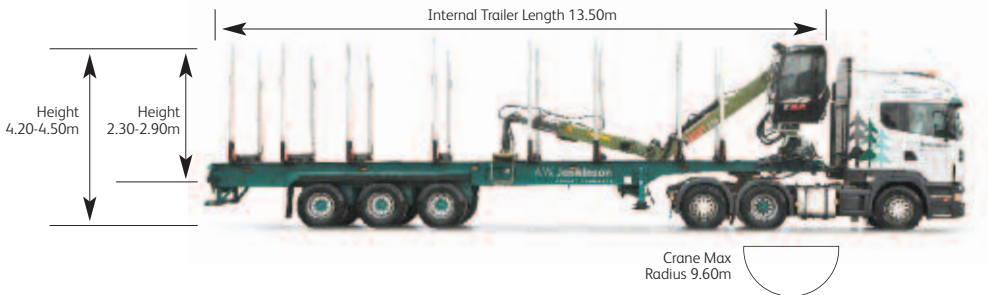
MAN-based unit featuring: 45, 60 and 80mm screen baskets; Hopper Extension; Automatic Feed Speed Regulation; Blower Discharge Pipe with Variable Blower Speed; Central Lubrication; Epsilon Wood Loading Crane; Wood Gripper; Remote Control.



Timber Crane Trailers: Roundwood Forestry and Milling Co-Product transport.

Specifications

Overall Height	4.20-4.50m
Crane Max. Radius	9.60m
Crane Max. Loading at 9.60m	1100kg
Load Width	2.35m
Trailer Width	2.55m
Trailer Length	13.50m



Timber Crane and Drag Trailer: Roundwood Forestry and Milling Co-Product transport.

Specifications

Overall Height	4.20-4.50m
Overall Length	18.00m
Crane Max. Radius	7.90m
Crane Max. Loading at 7.90m	1220kg
Load Width	2.35m
Prime Mover Load Length	6.90m
Trailer Load Length	6.20m
Width	2.55m

