



A.W. Jenkinson
TRANSPORT LTD



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A.W. JENKINSON TRANSPORT

A.W. Jenkinson Transport Limited is one of the UK's largest providers of haulage, distribution and logistics services. The Company was incorporated in 2014, having previously been part of A.W. Jenkinson Forest Products, formed in the 1960s. The Transport fleet enables the A.W. Jenkinson group of businesses to handle over four million tonnes of roundwood, woodchips, shavings, bark and other timber co-products every year.

In addition, the Company has developed its third-party customer base and with continued investment is able to carry a wide range of loads for some of the UK's most successful businesses.

The Company remains wholly owned by Allan Jenkinson and is run by a board of directors who take day to day responsibility for the successful operation of the business – their wealth of experience ensuring the provision of efficient, reliable, cost-effective logistics, with a swift and professional service guaranteed.



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INTRODUCING OUR FLEET

At any one time, more than 700 vehicles are in operation on behalf of A.W. Jenkinson Transport. The vehicles operate from strategically placed depots throughout the UK, ideally positioned to service the specific requirements of our growing customer base.

The fleet comprises mainly articulated Scania and Volvo units, specified to our exact requirements so as to offer the reliability and flexibility our customers demand. All the units operated by A.W. Jenkinson Transport use Euro 6 engines to ensure maximum efficiency and low emissions.

Trailers are primarily chipliners and walking floor trailers combined with a smaller number of bulk tipper units. The 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.

The walking floor fleet is one of the largest in Europe. These trailers are often roof loaded, have rigid sides and operate a contra-sliding floor system that can 'walk' the load in and out making them incredibly versatile and ideal when there is limited access to heavy plant.

The fleet is completed by tipper units, together with a range of specialised trailers, ensuring that A.W. Jenkinson Transport has the capacity to deliver an unparalleled service, whatever the requirements of our customers.



Walking Floors

These trailers are often roof loaded, have rigid sides and operate a contra-sliding floor system that can 'walk' the load in and out making them ideal when there is limited access to heavy plant. Unloading is fast, safe and efficient and can take place even where space is limited. The trailers are ideal for carrying woodchips, sawdust, compost, recyclable goods and general waste.



Chipliners

The versatile A.W. Jenkinson Transport chipliner trailers, form a key part of the fleet's operation. The curtains are designed to handle a large amount of pressure from bulk loads such as bark, sawdust and woodchips. Chipliners are roof loaded when carrying bulk and unloaded by having the load pushed out of the open curtain sides. The trailers can also carry packed and palletised goods.



Log Cranes

Over the last 10 years, A.W. Jenkinson Transport has increased the size of its fleet of timber cranes to serve the forestry harvesting sector. The self-loading crane units are particularly useful at remote locations where roundwood can be collected from roadside once the high-speed mechanised harvesting operation has been completed.



Skeletal Trailers

Skeletal log trailers have played a key part in A.W. Jenkinson Transport's growth in the roundwood industry. Skeletal trailers work alongside our self-loading crane units to provide additional support to the fast-moving felling operations at forestry sites. Operating without an on-board crane means the trailer can carry a greater load than that of the log crane.



Tipper

At one time tipper trailers formed a large proportion of the A.W. Jenkinson Transport fleet – mainly used to carry wood co-products. Today the business still maintains a core fleet of tipper units used mainly to meet the demands of the animal feed, aggregate and road salt industries. The open-topped, roof-loaded trailers use hydraulic rams to tip their contents out of the rear gate. They are ideal where no unloading equipment is available but do require substantial headroom.



Flat Beds

In order to provide increased support to the forestry harvesting and sawn timber industries, A.W. Jenkinson Transport has recently invested in the latest flatbed trailers. These are able to carry roundwood secured by bolsters, similar to skeletal trailers, and sawn timber to be delivered to the end user. With the added versatility of flatbed trailers, A.W. Jenkinson Transport also carries bagged animal bedding and bark to the equine and horticulture industries.



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.



Blowers

A.W. Jenkinson Transport has maintained its close links to the farming industry, whose varied needs often require specialist services. For many years, blower trailers have been part of the fleet, offering the convenience of direct off-load of animal feed, grain and pellets into storage silos or tanks.



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 sawdust bedding material, animal feed, grain and pellets 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 year.





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, provided consistently by A.W. Jenkinson Transport.





Forest Products Transport

Using its specialist fleet of vehicles, A.W. Jenkinson Transport plays a key role in supporting the wider A.W. Jenkinson Group businesses by transporting over four million tonnes of wood co-products annually. Comprising mainly roundwood, chips, shavings, bark and green waste, the material is collected from forestry sites, sawmills and other wood processing industries throughout the UK. A.W. Jenkinson Transport then ensures efficient onward delivery of the product to farms, panelboard mills and biomass power stations.



Recycled Wood Transport

As the UK becomes more reliant on renewable energy for power generation, the drive to reduce the amount of wood disposed to landfill has increased dramatically. A.W. Jenkinson Transport plays a key role in transporting all grades of recycled wood around the UK, both for biomass power generation and manufacturing. A.W. Jenkinson Transport collects both processed and unprocessed recyclable wood products, from a variety of sources, including skip yards, material recycling facilities, civic amenity sites and sawmills. After further processing if required, the products are then delivered nationwide to power stations, panel board mills and other manufacturers.



Roundwood Transport

Over the last five years, the increase in generation of electricity from biomass power stations has resulted in growing demand for the supply of roundwood. In addition to skeletal and timber crane trailers being loaded at forest roadsides, A.W. Jenkinson Transport frequently collects imported consignments of roundwood from ports around the UK ready for the onward transport to biomass power stations or sawmills.



Recyclable Goods Transport

A.W. Jenkinson Transport's involvement with customers in the recycling industry is not restricted to the collection and delivery of recyclable wood. The Company is also a major logistics provider for several leading recycling and reclamation businesses. A.W. Jenkinson Transport regularly transports used tins, paper, plastics and scrap metal to mixed recycling facilities assisting with the drive to reduce the amount of waste going to landfill. A.W. Jenkinson Transport is also involved in the transportation of RDF (refuse derived fuel) away from UK landfill to energy recovery facilities throughout the UK.



Feed and Fertilizer Transport

The transport of feed and fertilizers from factory to farm was one of the first third-party services provided by the transport arm of A.W. Jenkinson – understandably so given the business's roots in farming and agriculture. Both feed and fertilizer can be transported by the tipper load or using convenient bulk blower units. Alternatively, material is often delivered in more manageable bulk bags or sacks either using walking floor trailers or smaller vehicles where access is limited.



Resin Transport

The Company operates a number of specialist liquid based resin transport trailers. These units feature a large 20,000 litre capacity collapsible neoprene carrier tube, securely harnessed in-place within a standard, curtain sided articulated 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 onward journey.



Road Salt Transport

Winter is an incredibly busy period for the UK's oldest working mine, 150m under the Cheshire countryside. Huge quantities of salt and grit are used on British roads every winter, much of which is mined from the deposits beneath Winsford. A.W. Jenkinson Transport's substantial fleet of bulk tippers and walking floors offers the ideal transport resource to distribute the product around the UK.



General Haulage Transport

Although historically A.W. Jenkinson Transport has focused mainly on the haulage of wood co-products, over recent years the growth of general haulage services for major national and multi-national businesses has increased rapidly. Continuous investment in the fleet means that we are able to provide a tailored logistics service to all manner of industries including construction, retail, paper and food manufacturing.





FORESTRY SUPPORT

A.W. Jenkinson Transport continues to develop its harvest support capability to match the growing demands of the group and forestry businesses throughout the UK. The Company has invested heavily in its 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 raw material for renewable energy in or close to the forest.

On-Site Chipping

Working closely with the forest and land management sectors, A.W. Jenkinson Transport supports A.W. Jenkinson Forest Products' fleet of high capacity mobile chippers and shredders. These provide a broad range of felling, extraction and processing services for forest owners, land agents, highways and 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. 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 working alongside the fleet of chippers and shredders offers a nationwide logistics service, which ensures effective and efficient removal of processed material from anywhere in the UK.

From small one-off jobs to regular large-scale residue recovery contracts, A.W. Jenkinson Transport meets the operational requirements of its varied client base, realising the value of these residues and ensuring a safe and effective delivery solution to end markets.







EUROPEAN TRANSPORT

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

Our depot in 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.





With its expanding fleet and coverage of the UK, from the Scottish Highlands to the South of England, A.W. Jenkinson Transport is one of the most recognised brands on the nation's roads. This unique photograph was taken by driver Dougie Smith from the Black Mount viewpoint overlooking Loch Tulla, in the central Highlands of Scotland.



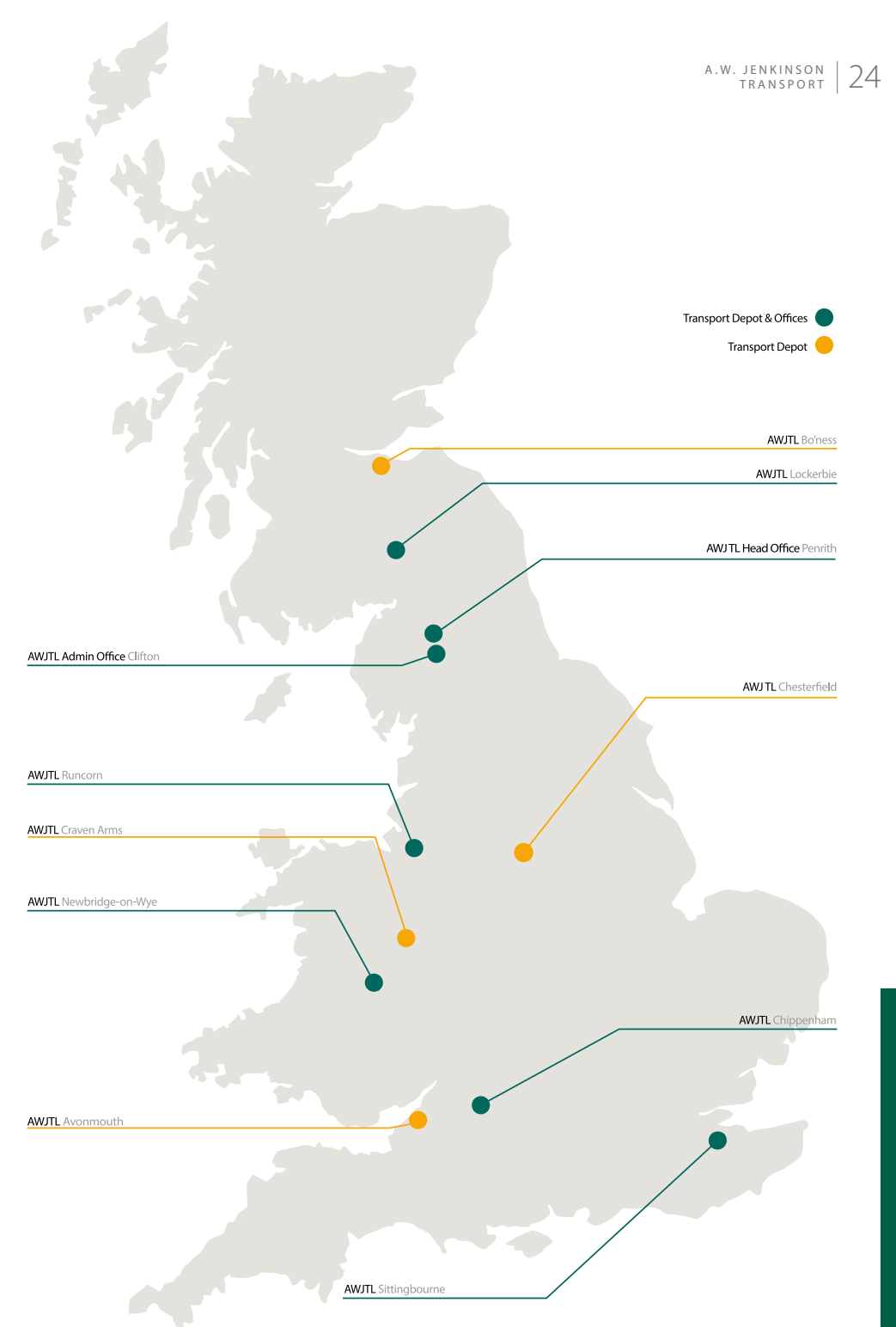
Road haulage has always played a key role in the A.W. Jenkinson Forest Products operation. This photograph shows the first ever wagon owned by Allan Jenkinson, purchased in 1985 to pull a tipping trailer, shown side by side with one of the most recent additions to the fleet.

TRANSPORT OPERATIONS

Transport Planning and Control

In recent years, A.W. Jenkinson Transport has invested heavily in traffic planning and vehicle tracking systems to improve the control of the numerous daily movements made by their vehicles. A.W. Jenkinson Transport's team of Transport Controllers has a detailed knowledge and understanding of the transport industry and can identify exactly what is required to ensure maximum efficiency and unparalleled customer service.

Control of vehicle movements is carried out at three strategically located main sites in Penrith, Lockerbie and Chippenham. Having these key planning offices, controlling all daily vehicle movements, gives A.W. Jenkinson Transport coverage nationally from the South Coast to Northern Scotland as well as further afield into Mainland Europe.





Vehicle Preparation

Most A.W. Jenkinson Transport vehicles are replaced every three years and this, together with the annual increase in the size of the fleet means that preparation of vehicles for the road is a vital aspect of the business.

Each vehicle is equipped with a forward-facing camera, a tracking and telematics device, health and safety equipment and a handsfree smartphone. The vehicle is also thoroughly tested to ensure it meets the exacting standards of safety and quality that A.W. Jenkinson Transport demands. This work is carried out at our dedicated site at Gilwilly in Penrith and when completed, each vehicle goes on to be branded with the distinctive livery which now makes A.W. Jenkinson Transport one of the most recognised hauliers on UK roads.

The importance of vehicle preparation is matched by that of the decommissioning of vehicles. To prepare a vehicle for sale, it is carefully assessed by the Company's fitters who go on to remove the livery, refurbish the interior and make any repairs required to the bodywork. As a result, A.W. Jenkinson Transport vehicles are increasingly in demand in the second-hand market.





Vehicle Maintenance

A.W. Jenkinson Transport operates two large-scale vehicle maintenance depots. These are an integral part of the day to day operation, providing specialist support and technical know-how to keep the fleet fully operational and minimising downtime. Both sites employ specialist fitters and fabricators responsible for the repair and refurbishment of the substantial fleet, this includes a range of wagons and trailers that have been modified to meet the specialist needs of the Company and its customers.

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 timber skeletal trailers and self-loading log vehicles used widely throughout Scotland.

A.W. Jenkinson Transport is proud to employ a team of specialist fitters and fabricators, to ensure that maximum productivity, quality and safety standards are met. More recently, A.W. Jenkinson Transport has implemented an apprenticeship programme, investing in the futures of local people based around Penrith and Lockerbie and providing them with the necessary skills and training leading to industry recognised qualifications and ensuring the vehicle maintenance team continues to maintain its excellent service levels.

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

Vehicle safety is one of the prime objectives of the A.W. Jenkinson Transport maintenance system and procedures. The Company has invested in the latest technology to support drivers with daily checks of their vehicles and to provide the maintenance team with state-of-the-art record keeping and workshop management. The cloud-based software allows drivers to report defects and damage remotely and enables the maintenance team to plan and schedule repairs as efficiently as possible, resulting in minimal downtime.

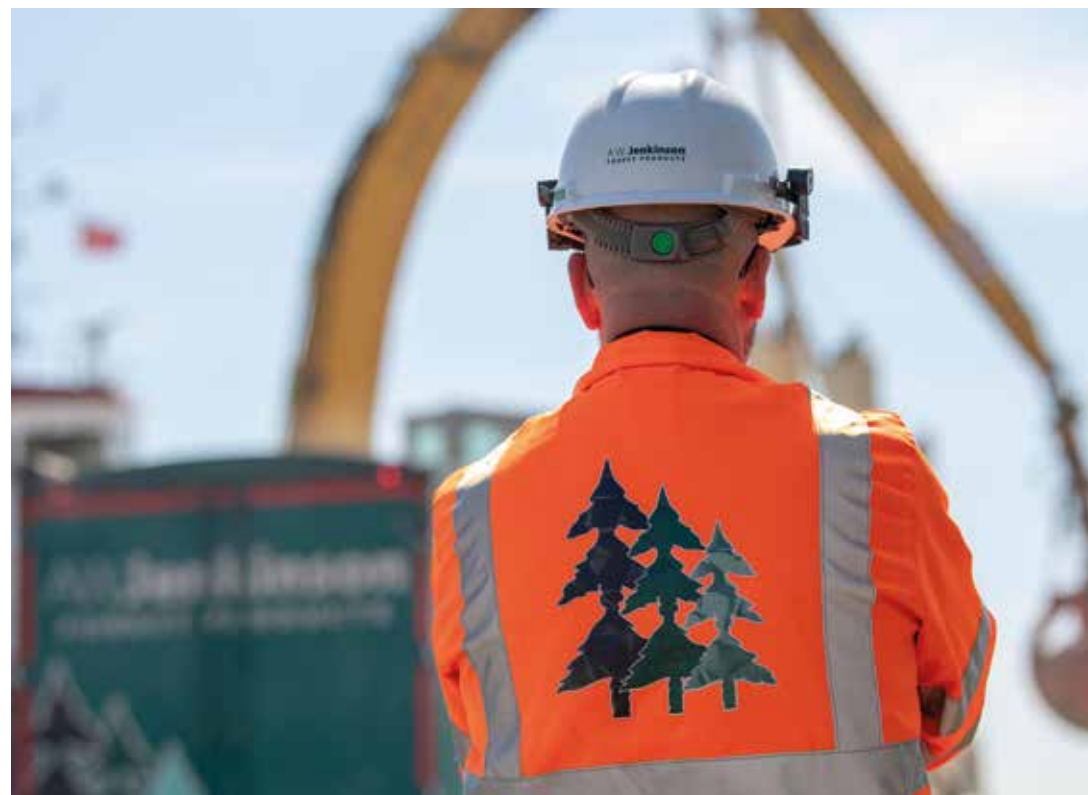
Driver Training and Systems

The quality of A.W. Jenkinson Transport's drivers continues to contribute to the success of the Company. In an increasingly competitive industry, no investment has been spared to ensure that the highest standards of driving are maintained. The Company employs DSA LGV instructors across the UK to carry out extensive pre-employment driving assessments and deliver the Company's nationally recognised driver CPC training scheme.

New drivers who complete the initial assessment successfully undergo a thorough induction programme to ensure they are fully aware of current rules and regulations, Company procedures, health and safety requirements and the unique features of A.W. Jenkinson Transport vehicles.

Every A.W. Jenkinson Transport vehicle is fitted with a telematics device, which in addition to tracking the vehicle, also monitors key indicators such as harsh braking and acceleration, fuel economy and idling time. This detailed information is monitored weekly by the Driver Training Team who then go on to engage with the drivers, thereby improving safety standards, increasing efficiency and reducing operating costs.

A.W. Jenkinson Transport also employs two full time compliance managers with a wealth of experience in UK and European legislation relating to haulage and logistics. This ensures that vehicles, drivers and operating centres are fully compliant with the relevant regulations and that the reputation of A.W. Jenkinson Transport as one of the leading hauliers in the UK is maintained.



Health, Safety and the Environment

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

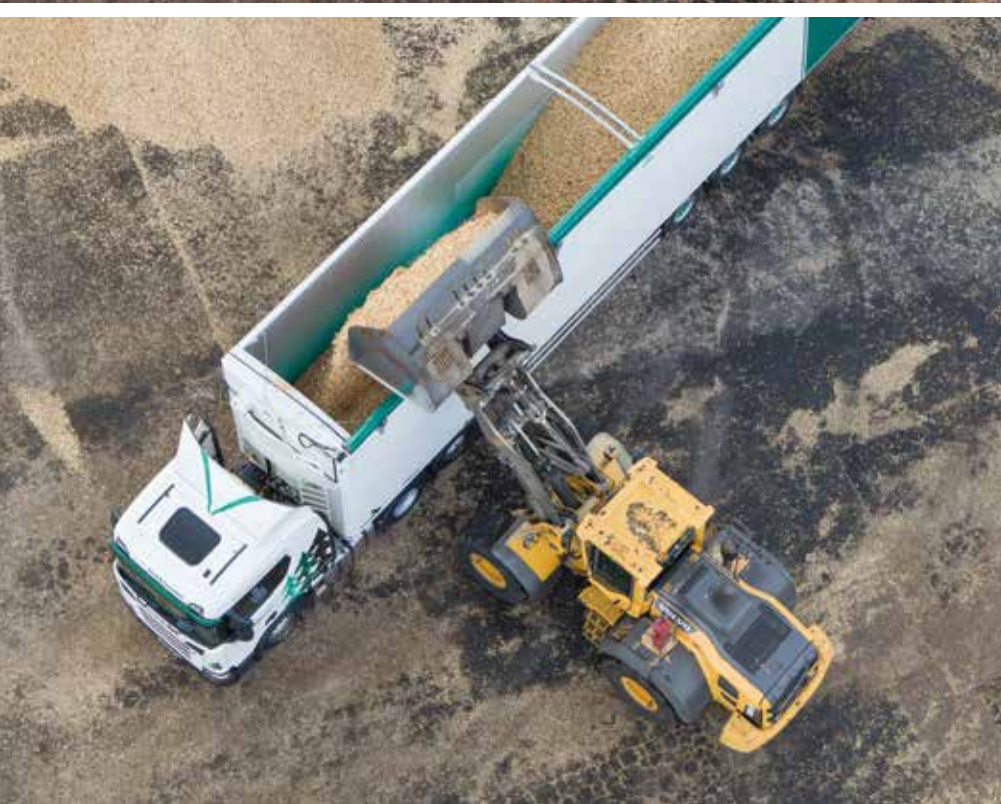
The Company is committed to ensuring the health, safety and welfare of all members of staff at all times. Through recruitment, induction, training and ongoing development, A.W. Jenkinson Transport ensures that all staff have the skills, knowledge and equipment to carry out the tasks required of them safely.

The Company's Health and Safety Team also engages regularly with employees and driver representatives and reports directly to the Board of Directors. This helps to create a genuine partnership where the entire workforce is involved in promoting a healthy and safe working environment.

More widely, A.W. Jenkinson Transport works with and actively supports industry initiatives such as The Forest Industry Safety Accord (FISA), The Fertiliser Industry Assurance Scheme (FIAS) and The Trade Assurance Scheme for Combinable Crops (TASCC).

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. The Company's environmentally responsible transport process relies on the use of the most efficient engines, with the latest clean Euro 6 vehicles in operation across the whole fleet.







TECHNICAL SPECIFICATIONS

The following pages list the detailed specifications of the vehicles comprising the A.W. Jenkinson Transport fleet. The business prides itself on providing a tailored solution for all our customers and the investment in a wide range of vehicle and trailer combinations ensures we are able to deliver just that.



A.W. JENKINSON BULK TRANSPORT

Walking Floor Trailers: Bulk Loose Material and Palletised Goods.

Overall Height	4.20m
Aperture Height (to apex)	2.6m
Trailer Width	2.55m
Trailer Length	13.60m
Volume up to	91 ³ metres



High-Volume Walking Floor Trailers: Bulk Loose Material and Palletised Goods.



Overall Height	4.67m
Aperture Height (to apex)	3m
Trailer Width	2.55m
Trailer Length	13.60m
Volume up to	106 ³ metres

Long Extra High-Volume Walking Floor Trailers: Bulk Loose Material and Palletised Goods.

Overall Height	4.67m
Aperture Height (to apex)	3m
Trailer Width	2.55m
Trailer Length	14.53m
Volume up to	111 ³ metres



A.W. JENKINSON SPECIALIST BULK TRANSPORT

Chipliner Trailers (with or without forklift): Bulk Loose Material and Palletised Goods.

Overall Height	4.46m – 4.66m
Aperture Height (to pelmet)	2.69m – 2.99m
Trailer Width	2.55m
Trailer Length (without forklift)	13.60m
Trailer Length (with forklift)	15.00m (forklift is 1.4m)
Volume up to	110 ³ metres



Tipper Units: Bulk Loose Material and Animal Feed transport.



Overall Height	3.80m
Fully Tipped Height	10.87m
Trailer Width	2.55m
Trailer Length	11.50m
Volume	57 ³ metres

Bulk Blower Units : Bulk Loose Sawdust, Flake and Animal Feed transport.

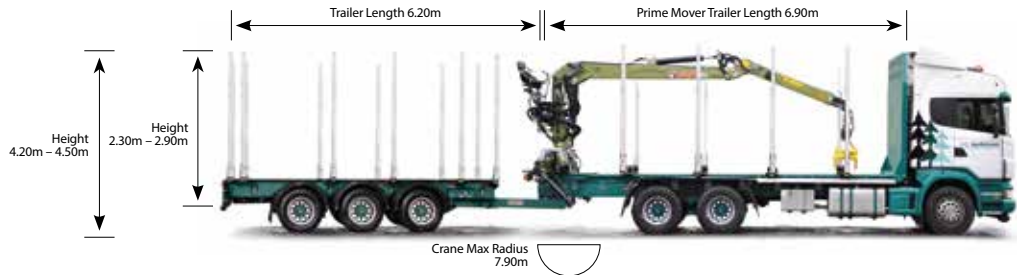
Overall Height	3.93m
Trailer Width	2.55m
Trailer Length	11.00m
Volume	53 ³ metres



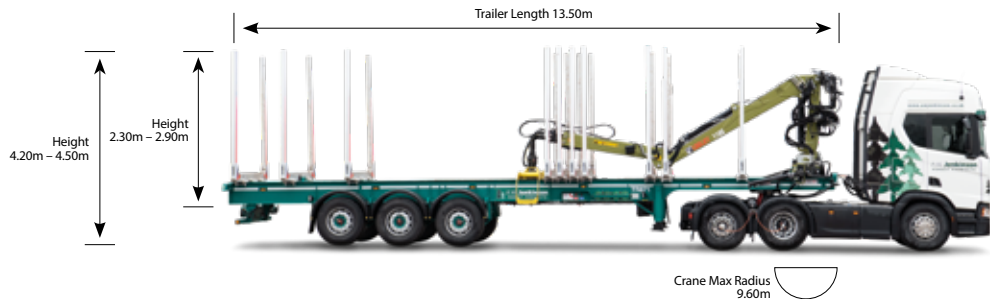
A.W. JENKINSON FORESTRY SUPPORT

Timber Crane and Drag Trailer: Roundwood Forestry transport.

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



Timber Crane Trailers: Roundwood Forestry transport.



Overall Height	4.20m – 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

Flat Bed/Skeletal Trailers: Roundwood Forestry and Milling Co-Product transport.

Overall Height (Skeletal Trailer)	4.20m – 4.50m
Trailer Width	2.55m
Trailer Length	13.50m



A.W. JENKINSON SPECIALIST TRANSPORT

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



Overall Height	3.90m
Overall Length	9.50m
Overall Width	2.55m
Body Length	7.14m

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

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



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



Overall Height	4.20m
Trailer Width	2.55m
Trailer Length	13.60m
Resin Tank Volume	20,000 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.



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