ABOUT THE CENTRE

The Centre for Sustainable Road Freight (SRF) was founded to help industry and Government minimise carbon emissions from the road freight sector.

HGV operations currently account for around 6% of all UK CO_2 emissions. The SRF brings together three of the UK's leading academic groups: the Cambridge University Engineering Department, the Logistics Research Centre of Heriot Watt University and the Freight and Logistics research group at the University of Westminster, along with industry and government partners; to make road freight environmentally, economically and socially sustainable.

AIMS

The overall aims of the Centre are to:

(i)	perform a **comprehensive programme of research** on the opportunities for improving the environmental sustainability of road freight transport;
(ii)	develop **innovative technical and operational solutions** to road freight transport challenges;
(iii)	assess solutions to **meet Government emissions reduction targets** for the road freight sector, in particular, **develop an achievable roadmap to provide an 80% reduction in CO2 emissions** due to road freight transport by 2050;
(iv)	**bring together organisations from across the road haulage industry in a cooperative group**: to research and develop innovative solutions to minimizing fuel consumption in freight transport and test them in practice.

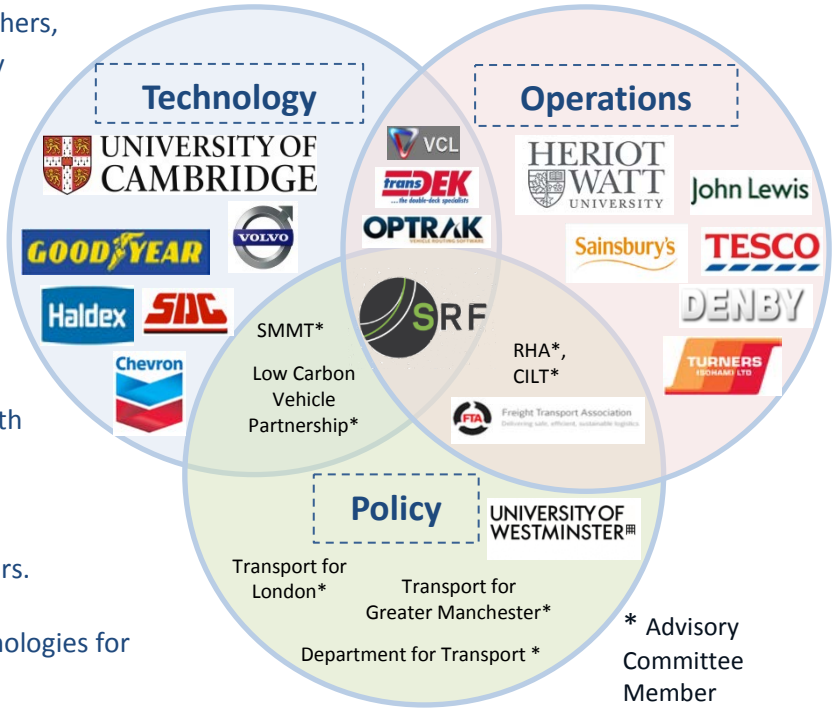
A UNIQUE PARTNERSHIP

The Centre's Steering Committee brings together leading academics in logistics and vehicle technology with key industry players, who help set the research agenda.

The Centre comprises University Researchers, an Industrial Consortium and an Advisory Committee.

The Industrial Consortium consists of industrial sponsors who each pay a membership subscription fee and meet bi-annually. Membership of the Centre is initially for a three-year period. The members are companies from each of the main industrial sectors concerned with road freight transport. These include:

(i) Road haulage industry.
(ii) Energy providers to road hauliers.
(iii) Heavy vehicle industry.
(iv) Companies specialising in technologies for logistics.



* Advisory Committee Member

In Categories (i) and (ii), the memberships are 'non-exclusive'. Consequently, there may be nominally competing companies in these categories.

Companies in categories (iii) and (iv) have 'exclusive' memberships. This means that the industry Consortium does not include any direct competitors from their industry sector. In this way it is possible to promote open discussions and near-market solutions to enable co-operative implementation of the research results by the industrial members of the consortium.

CURRENT MEMBERS

- **Chevron**
- **Denby Transport (Associate)**
- **Freight Transport Association**
- **Goodyear Tires**
- **John Lewis Partnership**
- **Sainsbury's**
- **Optrak (Associate)**
- **SDC Trailers**
- **Tesco**
- **Turners Transport**
- **Transdek (Associate)**
- **Value Chain Lab (Associate)**
- **Volvo Trucks**

WHY GET INVOLVED?

Access to leading edge technology, research and thought leadership

- Members have the opportunity **to trial and be early adopters of technology and methods developed in the research.**
- **Access, free-of-charge, to the Logistics database** and tools for analysing data.
- Members of the Consortium receive **licenses to exploit any intellectual property** that results from the research, on favoured terms.
- **State-of-the-art simulation and data analysis software** developed by the centre's researchers are available, free-of-charge, for internal use by the member companies.
- **Use of testing equipment** and its designs for internal use by member companies.

Industry steered research

- Individual members are able to **influence the aims and directions of the large-scale research** with a modest commitment of resources.
- The Centre works closely with industry partners to **develop technologies and tools to solve industry challenges.**

Community of competence

- Opportunity to **network and collectively problem solve** with other industry members.
- Members **have access and exposure to other academics and research groups around the universities**. These other groups are able to address a very wide range of issues that may be of long or short term interest.

Timely payback

- Under the Centre's **'15by25' programme**, every fleet operator that supports the Centre is **allocated a team of expert researchers, tasked with helping them reduce fleet fuel consumption and greenhouse gas emissions by 15%** in absolute terms, on 2015 levels, by 2025. The researchers measure current fleet operations, analyse anticipated growth, help devise a decarbonisation plan, monitor ongoing performance and report on progress.

Company-specific benefits

- **Industrial secondments for employees of member companies**: to work under the guidance of university staff on company-specific R&D projects. They return to their companies with this experience and the ability to implement the results of their work.
- The opportunity to **suggest suitable company-specific research or design projects for Masters-level students to complete** in a relatively short period of time.
- Contact with the universities provides member companies with **access to top quality engineering and logistics students, for future employment.**

RESEARCH PROGRAMME

The core research projects are proposed by the university researchers and the industrial sponsors on an annual basis, to fit within an overall 5-year programme. They are vetted and approved by the Industrial Consortium. The projects are focused on six themes (summarised in the Appendix):

1. Logistics data collection and modelling.
2. Vehicle design.
3. Decarbonisation toolkit.
4. Future mapping, corporate strategy and policy.
5. Energy modelling and energy vectors.
6. Human factors and driver feedback.

The larger projects undertaken by the Consortium are funded by research grants from various UK Government and European sources, particularly EPSRC, ETI and InnovateUK. These grants pay for post-doctoral researchers and software engineers as well as major items of equipment. Membership subscriptions fund PhD studentships in engineering and logistics.

A major advantage of this funding arrangement is that the Consortium members gain access to research funds that would not otherwise be available to them. This scales up the industrial contributions and adds significant value to the research.

The results of the research can be trialled/adopted by the Consortium partners and the results are published in reports, conferences and technical journals (subject to confidentiality constraints) and patent applications.

MEMBERSHIP SUBSCRIPTION

Industrial Consortium members pay consortium subscriptions of approximately £17k per year (increasing with the RPI). Note that a 30% R&D tax relief is available to UK companies to offset the subscription fees. All member companies have equal rights in the research co-ordination and other activities of the Consortium.

Associate members pay an annual subscription of approximately £4.5k (or equivalent 'in kind' contributions). These companies may attend Steering Committee meetings but do not have voting rights and do not share in the automatic rights to exploitation of intellectual properties.

FURTHER INFORMATION

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CENTRE MANAGEMENT & STRUCTURE