

Why we need rail freight

To protect the environment

Rail offers a carbon dioxide reduction solution to Government.

Rail freight creates 70% less carbon dioxide than the equivalent road journey.

Rail is therefore also more energy efficient than road – DfT Logistics Perspective Page 8 section 10 2008



DB Schenker Royal Mail daily service from London to Scotland



Freightliner train at Widnes

Freight on rail is safer than long distance road freight using major roads

As HGVs are over 3 times more likely to be involved in fatal accidents than cars due to a combination of size, lack of proper enforcement of drivers hours, vehicle overloading and differing foreign operating standards.- *DfT Road Statistics 2008, Tables 3.2 and 3.6, Road Freight Statistics 2008 Section 5.*

To relieve road congestion Remember an average freight train can remove 60 long distance lorries from our roads – *Network Rail 2010 Value of Rail Freight*

Rail is able to act as a freight bypass by offering a more reliable alternative as road congestion continues to worsen. Road congestion costs business an estimated £23-24 billion per annum.

To boost the economy

Rail freight is vital for the future economic well-being of the British economy. It literally keeps the lights on; a quarter of our electricity comes from coal transported by rail. A third of maritime containers imported into Southern English container ports are transported by rail in the UK.

Rail freight breaking out of its traditional markets

Consumer rail freight increased by 16.7% in the first quarter of 2011, It grew 29% in the past 5 years, despite the recession, its eighth consecutive year of growth. The industry predicts that rail freight will have doubled by 2030.

Rail freight has a major role to play in reducing the carbon footprint of transport and reducing road congestion; we are campaigning for the right policies and upgraded infrastructure to get more freight transferred to rail. As there is considerable suppressed demand for rail, continued investment in the rail network is vital to sustain jobs and the green economy. Since the gauge upgrade out of Southampton was completed this February, rail's share of the market has increased from 30-39%.

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What we are asking local authorities to do

- Protect strategic sites for rail freight terminals in local plans and lobby DCLG to strengthen long term safeguarding powers in NPPF for future possible rail use, even where there is no existing deliverable plan
- Lobby DfT to include key rail freight schemes* in CP5 control period 2014-19

What we are asking the Government to do

- Support cross industry bid for expansion of the Strategic Rail Freight Network to deliver reliable alternative to road:
 - *i Southampton - West Coast ML capacity upgrades to meet demand out of the port
 - ii Felixstowe – Nuneaton capacity work to remove 40m lorry miles p.a.
 - iii West Coast ML north of Preston capacity
 - iv Great Western ML gauge upgrades
- Retain national rail network with national operating conditions in rail review. For example, nation-wide pathing and co-ordination of timetabling and engineering works and strategic reservations.
- Cater for rail freight in the National Policy Statements by supporting Strategic Rail Freight Interchanges and state that regional freight depots should be capable of being accessed by rail.
- Make local authorities take account of the wider benefits rail freight schemes have outside their boundaries, in their *Duty to Co-operate in Localism Bill*.
- Local Enterprise Partnerships (LEPs) need to recognize that rail freight can contribute to local economic development and identify, where

appropriate, sites for terminals & support the Strategic Rail Freight Network.



DB aggregates train

Lobby the European Commission to stop international trials of mega trucks

Whilst we welcome the Government's commitment to reject 25-metre, 60-tonne lorries in the UK, there is a danger that LHV's will come to the UK by default if the EC continues to allow international trials of LHV's.

German Trials of mega trucks -Allianz pro Schiene/Kraufmann



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RFG
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