

## Why we need rail freight

### To protect the environment

Rail offers a carbon dioxide reduction solution to Government. Transport is responsible for 28% of carbon dioxide emissions in UK and 92% of domestic transport emissions are from road modes.

**Tonne for tonne carried, 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 section10 2008*



Freightliner train leaving Felixstowe



DB Schenker Tesco service from Valencia, Spain to UK

### Rail is rail is safer than long distance road freight using motorways

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 50 lorries from our roads – Network Rail 2008**

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 £17 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 quarter of maritime containers imported into Southern English container ports are transported by rail in the UK.

Rail freight volumes have increased by 60% in the past ten years and rail now has a 11.5% share of the UK surface freight market (road and rail) compared with 8% in 1994/5 and the industry predicts that rail freight will have more than 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 economy.



**DB SCHENKER**



Campaign for Better Transport



## What we are asking local authorities to do

Direct Rail Services container service



- Protect transport corridors in the short/ long term for future rail use in LDFs, using PPG13 safeguarding policies.
- Lobby CLG to retain PPG13 safeguards
- Lobby DfT to retain rail freight revenue/capital grants at current levels
- Include rail freight schemes in regional DaSTS and RFA bids after 2014
- Make provision for rail freight in LTPs.

## What we are asking the Government to do

**Provide the planning framework at national, regional and local levels to promotes rail freight which:**

- Caters for rail freight in National Policy Statements and states that regional depots should be capable of being accessed by rail
- Protects transport corridors long term for future rail freight use
- Allows planning permission to be gained for new terminals/interchanges without which more freight cannot be transferred to rail

**Continue investment in the Strategic Rail Freight Network beyond 2014**

**Continue current level of support for capital/revenue rail freight grants which**

**help reduce road congestion, emissions and exposure to road accidents.**

**Lobby the European Commission to reject mega trucks**

Whilst we welcome the Government's decision 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 allows LHV's in individual member states.

German Trials of mega trucks -Allianz pro Schiene/Kraufmann



Contact Freight on Rail Manager  
 Philippa Edmunds on 020 8241 9982  
 email [philippa@freightonrail.org.uk](mailto:philippa@freightonrail.org.uk)  
[www.freightonrail.org.uk](http://www.freightonrail.org.uk)



SCHENKER



Campaign for Better Transport

