

FREIGHT ON RAIL



“
An average freight train can remove 50-60 HGVs from our roads
”

Rail is part of the road congestion solution to the A14
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Freight on Rail

- Freight on Rail members

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Network Rail

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Agenda

- The benefits of the rail alternative A14 route for long distance freight
- Rail breaking out of traditional markets
- Forecasted rail freight growth
- Targeted interventions work
- Safeguarding sites



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Why Rail Freight

- Rail has a parallel route to A14
- Per tonne carried, rail produces at least 70% less CO₂ than road
- Rail is also significantly more energy efficient than road

Rail can act as a freight by-pass

- Green economy
- An average freight train can remove 60 long distance HGVs Rail upgrade would equate to removing 40 million lorry miles from A14 p.a.
- Increase trains in & out of port from 29 to 50
- Rail is safe
- Wider benefits beyond A14 corridor



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Low carbon energy- efficient rail

- DEFRA guidelines indicate rail freight produces 76% less CO₂ per tonne-km than road transport
- Institute of Mechanical Engineers research calculates 14.7 grammes per tonne km emitted for diesel rail freight compared to 138 grammes per tonne mile for HGV (see right)
- Network Rail has calculated the relative distances a tonne of goods can travel on a gallon of fuel (see below)

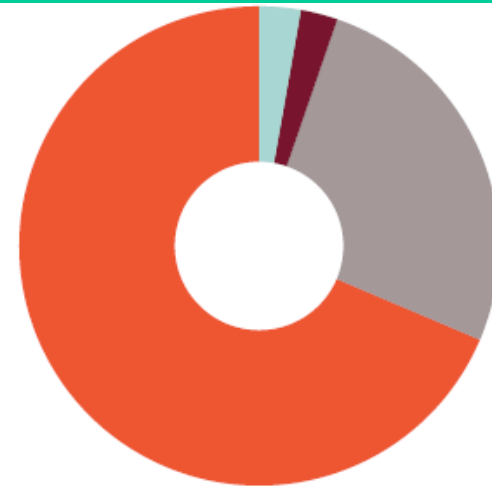
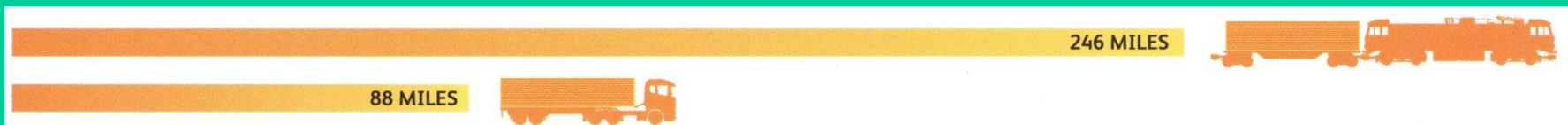


Figure 1: Carbon Dioxide emissions per tonne km by freight mode (gm/tonne-km).

- Diesel Rail Freight (14.7)
- Electric Rail Freight (13.9)
- HGV Freight (138)
- Vans (360)



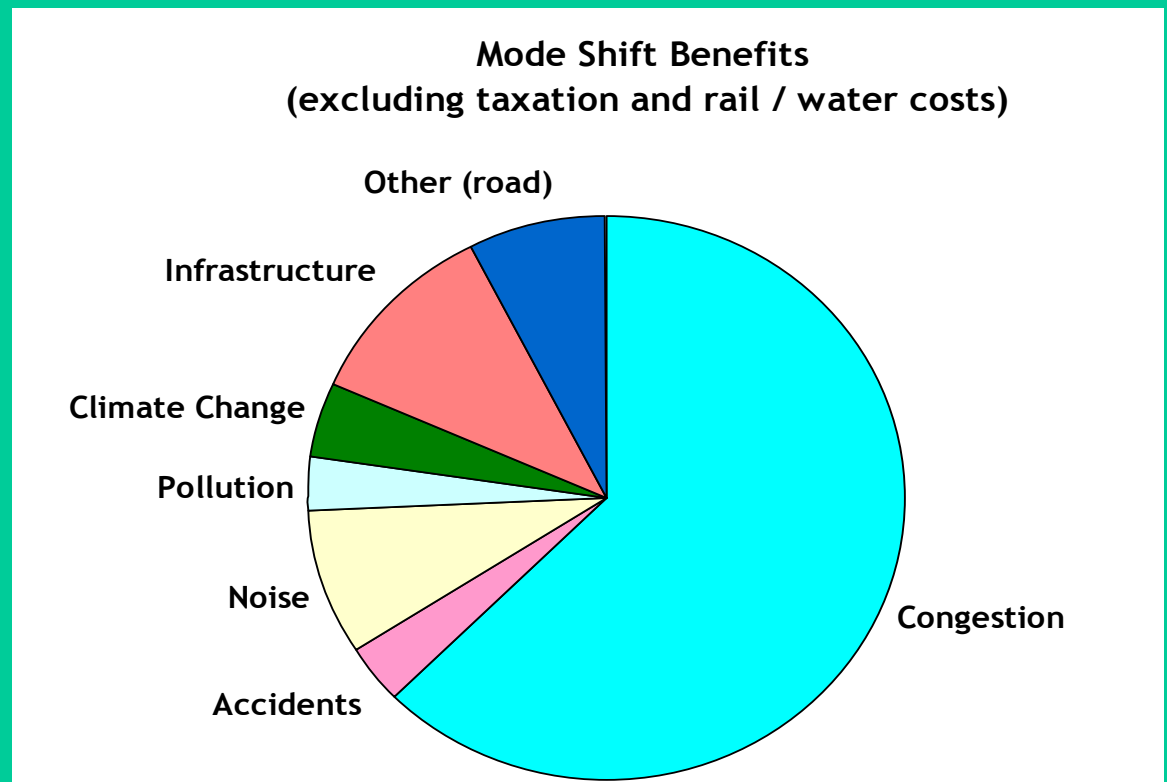
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How the benefits of rail freight are calculated currently

- The greatest benefit of modal shift to rail is reduction in congestion on roads

- Climate change benefits only represents 4% of modal shift benefits as currently calculated by DfT

- The current value of climate change is 2.5 pence per lorry mile. Updating this figure with values in the Stern Report suggests the actual figure should be 13.9 pence per lorry mile



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Rail is breaking out of traditional markets

A success story

- Rail freight overall grew 60% in past 10 years
- Over last 5 years during recession
- Inland freight market down 10%, HGV veh kms down 13% but rail tonne km up 2%, (excluding coal) up 15%
- Consumer rail freight was greater than coal traffic last year
- Overall volume of containers at ports in 2010 was the same as 2005 but rail volumes 29% up.



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Forecasted rail growth

- MDS forecasts rail tonne-km doubling 2010-2030
- Intermodal will quadruple
- With investment intermodal could grow five fold
- Actual figures higher than previously forecasted.



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Targeted interventions work

- Upgrades to rail network work
- Southampton example
- Rail's share of market increased from 29-36% since gauge upgrades completed in March 2011.
- Potential from Felixstowe to increase Traffic from 25% to up to 40% if capacity upgrades undertaken



Rail upgrade can be incremental

- Previous road scheme at £1.2 billion was unaffordable
- Parallel rail route can be implemented in stages=
Best value for money
- Gauge work completed
 - £42 m
- Capability upgrades can be staggered – circa £150m



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Proposed Strategic Freight Network

- High gauge routes needed - Southampton completed. Felixstowe - Nuneaton under way
- Felixstowe – Nuneaton capacity upgrade already in Initial industry Plan. Government could approve it in A14 Challenge/High Level Output Specification

Figure 6.3: W12 gauge clearance aspiration



Rail Freight & Strategic Planning

- Rail freight needs a spatial planning framework
Planning permission for Strategic Rail Freight Interchanges (SRFIs) and medium sized/smaller terminals
- Role of local authorities and LEPs
- Safeguarding of lines & sites for interchanges/terminals



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Keeping rail on the agenda

- FoR acts as facilitator at national, sub-national & local levels
- Working with:-
- Local authorities, LEPs, ITAs
- Environmental/union/NGO sector
- Department for Transport
- Thank you



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