

Rail Delivery Group

FREIGHT, PASSENGERS: CROSS-BORDER OPPORTUNITIES AND
CHALLENGES

Freight, passengers: cross-border opportunities and challenges

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CROSS-BORDER OPPORTUNITIES AND CHALLENGES

- **Rail Delivery Group**
 - Established 2011 to provide strategic leadership and direction, bringing together Network Rail, passenger and freight operators
 - Working with High Speed 2, GB and Scottish governments to develop High Speed propositions and maximise benefits to existing network
- **The context of High Speed rail in Britain**
 - HS2 will be opened after 2026, phased to 2033
 - Network use is already growing very quickly – passenger journeys have doubled in 20 years and freight volumes increasing
 - Current and forecast growth underlines the need for more capacity (trains, track, stations) to support sustainable economic growth
- **High Speed will deliver greatest benefits if planned and integrated with wider transport policy**
 - Over the next decades, demand and user expectations will continue to increase
 - Maximising the benefits for Scotland and GB requires a clear strategy sooner rather than later

CROSS-BORDER OPPORTUNITIES AND CHALLENGES

- **Cross-border rail capacity**
 - West Coast and East Coast Main Lines vital strategic routes
 - Much of WCML upgrade delivering capacity south of Preston – need to view northern end of route as “pipeline”
 - ECML electrified in 1990s, with significant growth in passenger and freight volumes, and aspirations for further improvements in journey time going forward
 - Passenger markets not just focused on London – growth in demand between North of England and Scotland
 - Freight increasingly focused on inter-modal – governments promoting modal shift
 - Both routes predominantly double-track with significant capacity constraints (speed restrictions, passenger and freight loops)
- **Need to plan for future capabilities (train speeds, weights and performance)**

CROSS-BORDER OPPORTUNITIES AND CHALLENGES

- **Freight market opportunities**
 - Recent shift away from coal in electricity generation has resulted in significant decline in cross-border tonnages
 - 2013/14 saw 4.5m tonnes of cross-border freight moved – potential to double identified in freight Market Study
 - Opportunities for delivering this growth depend upon:
 - Availability of paths on the network
 - Connectivity and logistics chain (including last mile)
 - Freight capacity needs to be fully integrated into planning processes – ensuring that maximum use can be made of capital-intensive assets (locomotives, wagons) as well as traincrew
 - Transit times and reliability key drivers – as well as network availability: 24/7 logistics and speedy response to shipper requirements essential
 - High Speed provides potential capacity increase to make best use of network

CROSS-BORDER OPPORTUNITIES AND CHALLENGES

- **Challenges during the build phase of HS2**
 - Potential restrictions on current network, e.g. Euston station capacity
 - Requirement to support construction (aggregates, spoil)
 - Maintaining performance and delivery in a growing market – to ensure the market is maximised in advance of a step change
 - Planning WCML and ECML for 2019-2033 to provide baseline capability that supports delivery
- **Integration with Scottish High Speed**
 - Ensuring compatibility and integration with potential routes in Scotland
 - Station capability in Glasgow and Edinburgh
 - Connectivity north of the Central Belt and improving linkages with the North of England
 - Integrating with current network to make best use of new and released capacity – identifying markets and opportunities for passenger and freight growth

CROSS-BORDER OPPORTUNITIES AND CHALLENGES

- **Key drivers for High Speed success**
 - Ensuring that the network is designed to support passenger and freight market requirements – and exploiting the growth in capacity to maximise benefits
 - Integrating strategic planning and delivery to develop WCML and ECML as seamlessly as possible with High Speed
 - Delivering passenger capacity on trains and at stations, and freight terminal and operational capability, with an ongoing framework that responds to market needs
 - Thinking beyond the box – High Speed capacity will be delivered when user expectations and experiences will be transformed
 - Reflect known changes and opportunities
 - Nobody knew in 1995 what would happen in 2015 – industry, government and stakeholders need to be clear on strategy and flexible in implementation

Rail Delivery Group

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