

Dear Ms James,

### **Parliamentary inquiry into Britain's rail capacity**

Thank you for your invitation to respond to the All Party Parliamentary Rail Group's inquiry into rail capacity and high speed rail.

I am responding on behalf of DB Schenker Rail (UK) Ltd, Britain's largest rail freight operator with access to mainland European markets via High Speed 1 and the Channel Tunnel.

The Government's decision to approve the High Speed 2 rail route will deliver wider benefits as it provides additional capacity for rail freight growth on the West Coast Main Line, the route of major consumption and production in the UK. This, combined with the continued investment in the Strategic Rail Freight Network, underlines the Government's commitment to develop rail infrastructure for rail freight to deliver modal shift from road.

In the long term we urge the Government to connect both the High Speed 1 and High Speed 2 rail routes in London. By linking both these lines together, a route for continental sized freight trains from northern England to mainland Europe would be created enhancing trading links for manufacturing companies based there.

The following additional points are provided to outline rail freight benefits and requirements:

- Between privatisation in 1995 and 2010/2011, rail freight volumes grew by 50%
- The rail freight industry has invested over £1.5bn since 1995
- Rail freight delivers significant economic and environmental benefit to the UK economy:
  - 25% of the electricity generated in the UK is generated from coal moved by rail
  - 28% of all deep sea containers that arrive or depart from the major ports are transported by rail, conveying goods including food, clothing, electronic and white goods, and chemicals for retailers and manufacturers
  - 40% of all construction raw materials into London are moved by rail
- Rail freight industry forecasts in the 2011 Initial Industry Plan suggest further rail freight growth of 4.3% pa in tonne kms between 2010 and 2030
- The key to growth will be the movement of containers from ports, and to key distribution centres around the UK for the retail sector
- The WCML is a key artery for rail freight and will remain so. It is the backbone of the Strategic Freight Network.
- Without HS2, there will be insufficient rail capacity to handle the projected freight growth on the WCML
- If only the first stage of HS2 is built, there will be capacity and timetabling issues north of Lichfield (where HS2 would join the conventional network) as key freight markets include the North West and Scotland.
- Achieving forecast rail freight growth is key to Government achieving its environmental targets:
  - Rail freight produces 76% less CO2 than road freight
  - Rail freight produces less than 10% the nitrogen oxide and fine particulates per tonne produced by road transport

I hope that this letter is of use to the Committee. If you would welcome oral evidence from DB Schenker Rail (UK) Ltd we would be pleased to provide this. I confirm that no part of this written evidence is confidential.

Yours sincerely,

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