



**LINDSAY DURHAM  
HEAD OF RAIL STRATEGY  
FREIGHTLINER GROUP**

Essex County Council  
15<sup>th</sup> November 2005

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# Agenda

- Rail freight in Essex
- Rail freight routed via Essex
- Future growth in rail freight
- Capacity constraints
- Crossrail
- Terminals



# Key rail freight markets in Essex

- Aggregates into Harlow Mill/Broxbourne/Marks Tey
- Waste and cars from Dagenham
- Containers from Tilbury
- Oil into Harwich



# Rail v Road

- The longest aggregates train can replace 200 lorry journeys
- In comparison to road, rail freight produces only 10% of carbon emissions



# Rail freight routed through Essex

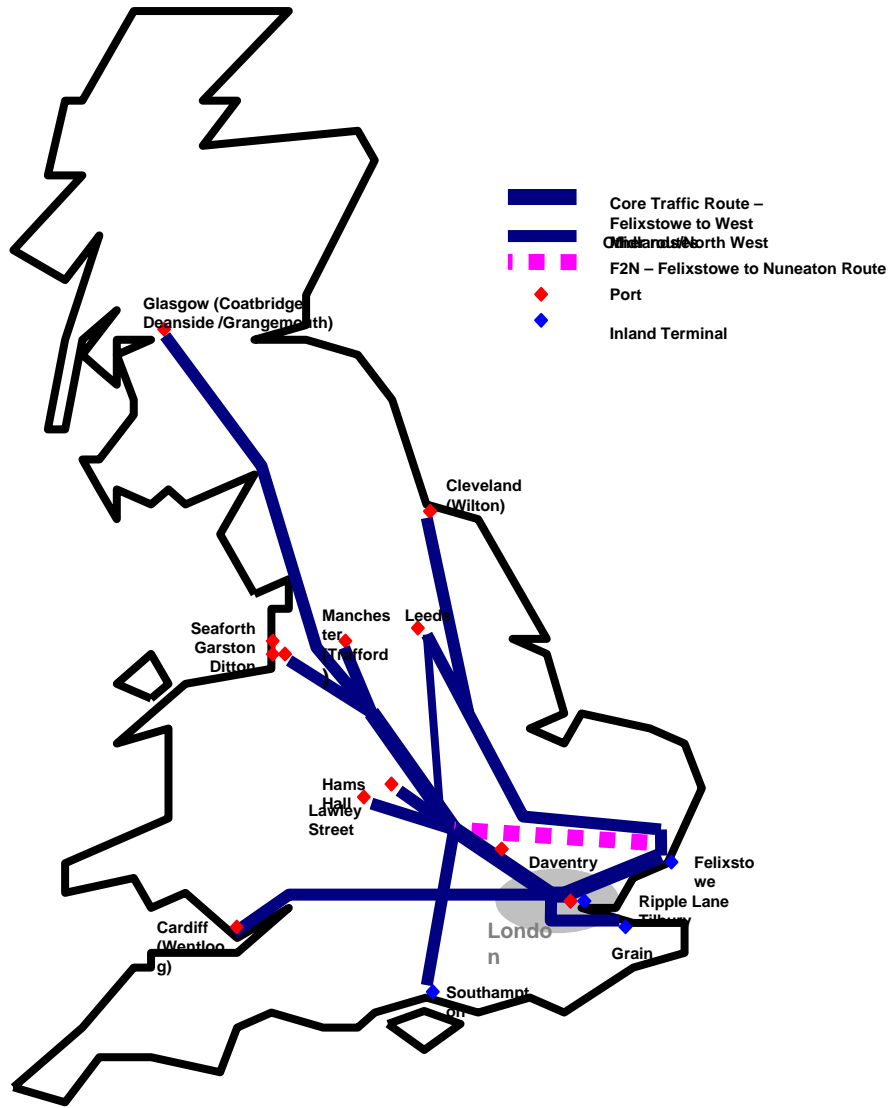
- Deep sea containers from Felixstowe to Midlands/North West/Wales and Scotland
- Over 20 daily trains in each direction



# Why is rail freight routed via Essex ?

- Network was built with London as hub (blame the Victorians!)
- No other alternative routes with sufficient capacity
- Only route gauge cleared (deep sea containers )
- Only electrified route

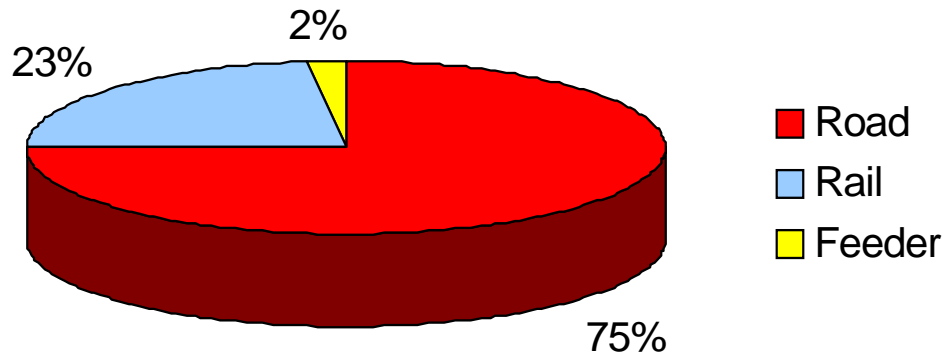




# Future growth in railfreight

- Deep sea containers
    - Global market
    - Change in manufacturing location
    - Continuation of previous trends
    - Global change to 9'6" boxes
    - Essential to UK economy
    - Existing UK ports at capacity
    - Shellhaven – new port been given provisional planning permission – demand expected to be up to 30 trains a day
    - Secretary of State decision waited for extension to port Felixstowe and new port at Bathside Bay
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# Deep Sea Intermodal Market

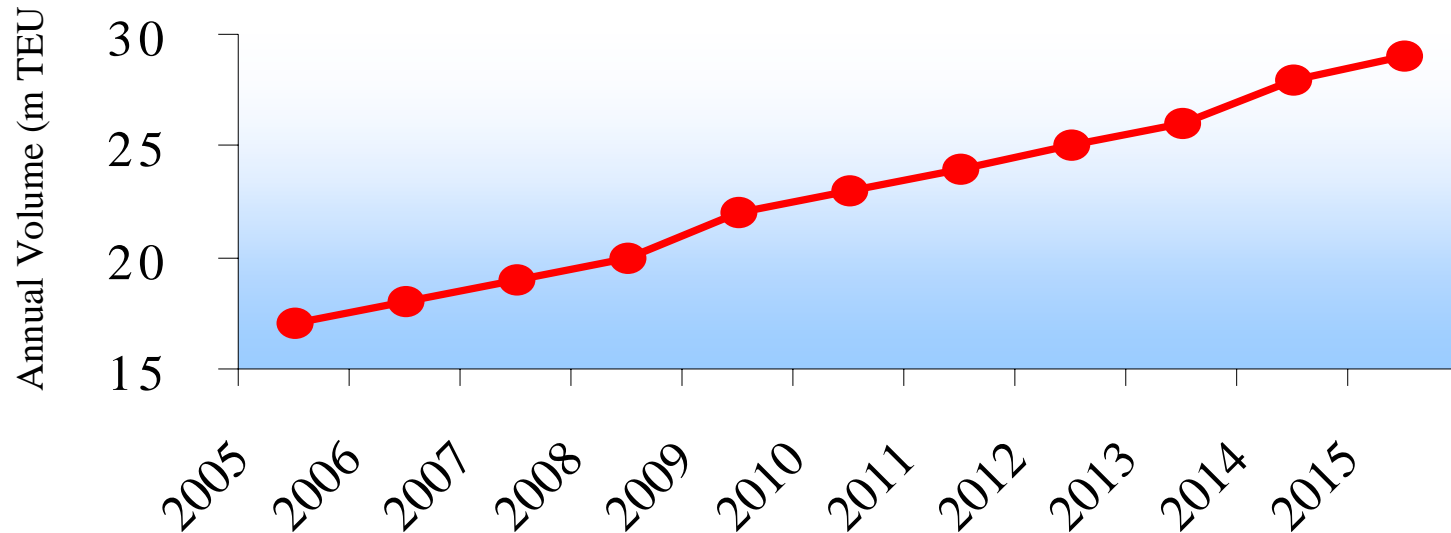


- Road dominates market
  - Rail is price taker
  - Any growth that can not be moved by rail due to capacity constraints will move by road
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# Forecast deep sea container growth

## Deep Sea Market Growth Forecast

(source: Ocean Shipping Consultants Ltd)



# Future growth in railfreight (cont'd)

- No indigenous supply of aggregate left in South East
  - Aggregates and building materials into London and South - approx 3% growth per annum but..
  - Special projects
    - Olympics
    - Thames Gateway redevelopment
    - Roads/airports
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# Capacity Constraints

- Pressure on paths to and through London :
    - TfL plans for increased metro services on North London Line and Gospel Oak Barking routes
    - Crossrail – plans to use existing infrastructure east and west of tunnel
    - Increased demand from longer distance commuters
    - Growth of freight
  - Not enough capacity for all these aspirations
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# Crossrail

- Broadly support but concerns about the value for money Crossrail scheme offers in comparison to other schemes
  - Hybrid Bill powers far reaching, including to override freight operators existing contracts
  - Crossrail will prevent growth of rail freight and creates uncertainty leading to lack of investment
  - Growth in deep sea containers will end up on roads, notably A14 out of Felixstowe, A12 out of Bathside Bay, A13 out of Shellhaven
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# Some capacity solutions

- Felixstowe to Nuneaton cross country route – gauge and capacity enhancement
  - These improvements could allow containers from Felixstowe and Bathside Bay not to be routed via London
  - Barking to Willesden via Gospel Oak – gauge and capacity enhancement
  - Containers from Shellhaven/Tilbury and aggregates/building materials would still require capacity via London
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# Some capacity solutions (cont'd)

- Funding ??
  - DFT needs to take holistic view
  - We need local councils to support alternative capacity for freight – possible Transport Innovation Fund application
  - Train operators would have to replace electric locomotives with diesel locomotives
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# Terminals

- Terminals needed for
  - Aggregates/building materials
  - White goods
- Need policies that consider holistic benefits of rail freight terminals not just local issues





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