Main types of rail freight

‘Rail freight’ represents different types of freight flows with different requirements to consider in design, mainly:

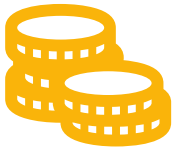
- **Intermodal (containerised) traffic**
  - ✓ to and from ports and between distribution hubs
  - ✓ from perishable food items to clothing, cars and toilet paper, carried in containers

- **Bulk freight**
  - ✓ construction and aggregates materials such as sand, stone and waste, & key flows supporting building and construction sites
  - ✓ carried in open or closed wagons

Rail freight operates in response to demand, based on open access agreements and commercial contracts, and needs to be agile and flexible to respond to the market.

National Value of Rail Freight

- **Goods worth £30bn** are transported to customers every year
- **£2.45bn estimated benefits to the UK annually**
  - £1.65bn user benefits, including cost and time savings and reliability improvements
  - £0.80bn benefits to the wider society, such as through modal shift, including congestion relief, noise and reduced safety incidences



- **Productivity gains and rebalancing the economy**, with more than 60% of its activity focused on former industrial centres in Yorkshire, the North West, Scotland and the Midlands

- Significant actor in the drive for **decarbonisation nationally**:
  - lower output from a fuel intensity and harmful emissions perspective compared to other modes, particularly road haulage - 76% fewer carbon emissions per tonne kilometre transported compared to road
  - 1 bulk train = up to 76 Heavy Goods Vehicles (HGVs), 1 container train = up to 34 HGVs
  - reduces the social cost of greenhouse gas emissions by 86% and improves air quality costs by 16% per avoided lorry km

Rail Freight is growing and forecast to double in 20 years

Volumes are forecast to grow significantly by 2043/44 - domestic & ports intermodal are forecast to grow the most

Ports Intermodal

- From continuous growth in demand through ports (more trade/more trade in containers) plus growth in rail freight interchanges

Domestic Intermodal

- Growth driven largely by the growth in rail freight interchanges

Construction Materials

- Growth based partly on growing demand but also on improvements in rail productivity such as longer trains

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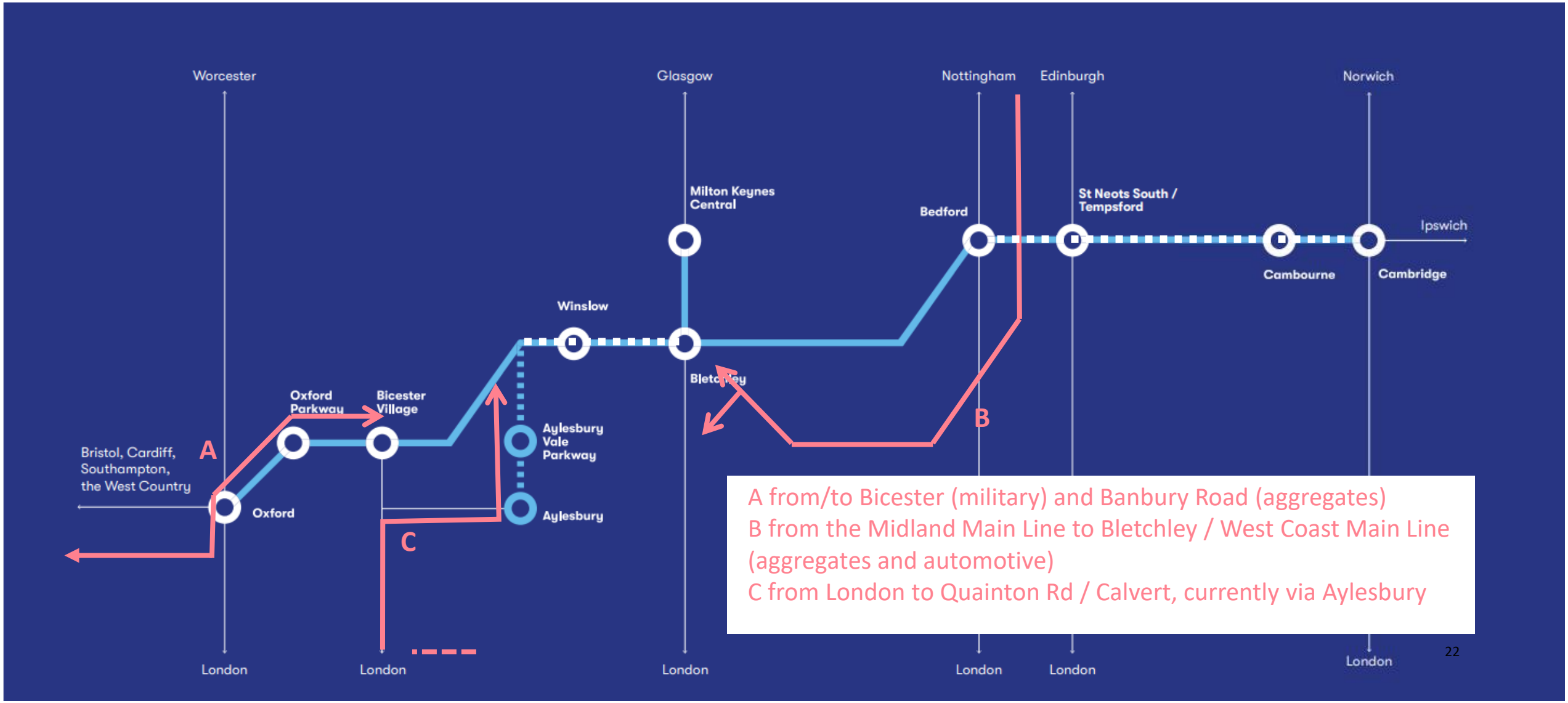
Current freight on EWR

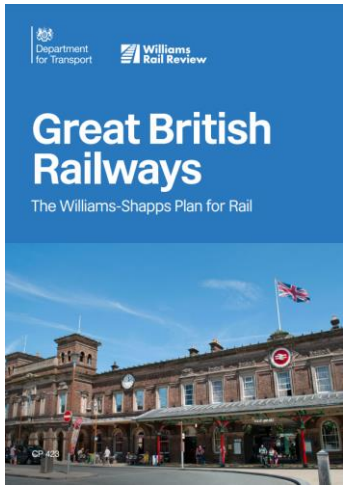


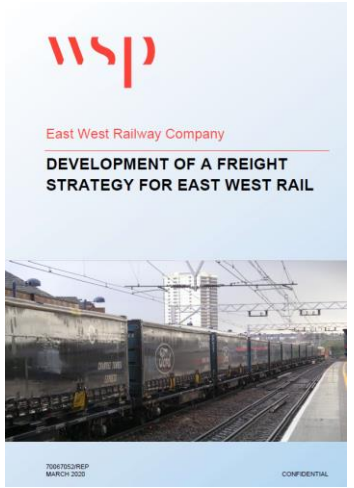
Rail Freight potential over EWR

- We are designing the railway to accommodate freight
- We are exploring the opportunities for freight created by EWR
- Our objective is to maintain current capacity for rail freight and make appropriate provision to enable future growth
- What this means in practice is still under review, and will depend on factors such as government policy, demand, impact & investment choices

All strategies identify a role for EWR to carry freight

- All reviewed regional transport and freight strategies **identify a role for EWR to carry freight**, including “rerouted” freight from Southampton and Felixstowe
- Nationally there is **renewed support for growth of rail freight**, not least to achieve **net zero carbon.** GBR is expected to be given a target to grow rail freight.





But! Working out the right approach to freight is not straightforward

Freight considerations are not the same across the route – different potentials for different flows on different sections

Ongoing work to consider:

- EWR's strategic fit into the national rail network and the role it can play
- The levels of potential freight demand, benefits & growth
- Additional investment that may be required to support different levels of freight
- Local community considerations and feedback from our consultation
- Green agenda, decarbonisation, rail transport and other policies
- and more…!