



Route to Rail Freight Decarbonisation

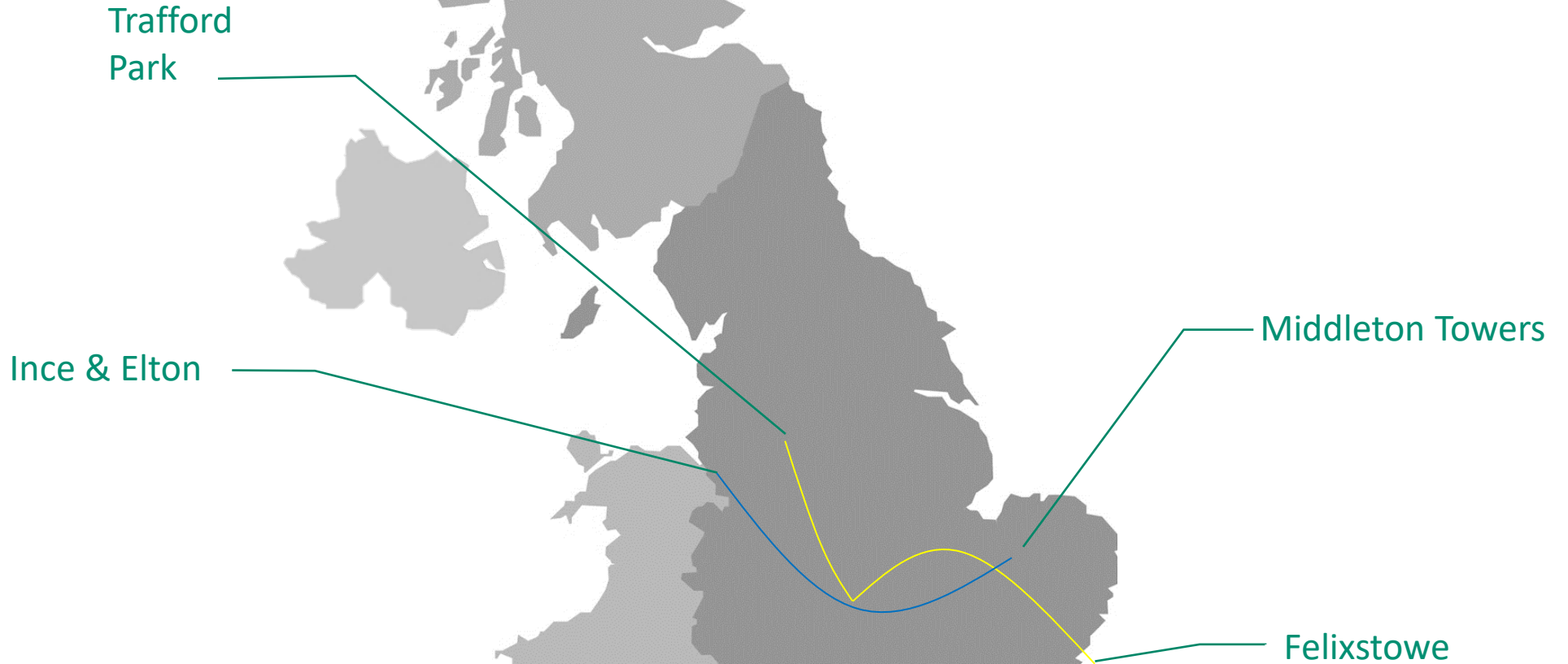
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Example Supply Chains – Two Growth Sectors



Route One (Deep Sea Inter-Modal)



Route Two (Bulk – Sand)
for Glass Bottles



Infrastructure Investment – Growth in Traffic

- ❑ Ipswich Tunnel (Track Lowering 2004) – Gauge Clearance / Cost Reduction
- ❑ Bacon Factory Curve / Ipswich Chord (2014) – 24 trains - Time Saving / Cost Reduction
- ❑ Trimley Loops (Partial Re-doubling 2019) – 33 to 47 trains - Greater capacity / Time Saving
- ❑ Soham Area Capacity Enhancement Scheme (SACE)
- ❑ Haughley Junction (Capacity / Time Saving)
- ❑ Ely Junction (to come) – Greater Capacity / Time Saving (BCR 4.89:1)
- ❑ London Gateway Terminal Link Electrification (BCR 4.75:1)

- ❑ Overall from single digit paths to 24 (2014) to 48 with 60 in prospect with other Felixstowe to Nuneaton (F2N interventions).

Decarbonisation in Rail

□ DfT Future of Freight

- National Freight Network
 - Enabling the transition to Net Zero
 - Planning
 - People and Skills
 - Data and Technology
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- CILT Rail Freight Electrification (Only about 800 miles of electrification is needed to allow c.95% of rail freight to be electrically hauled.
 - Electrifying these 'Infill' sections, which total less than 60 miles, would allow around 2 million train miles a year to be decarbonised
 - An electrification programme of c.40 route miles per annum for 20 years would see the CILT electrification strategy delivered at an estimated cost of c.£100m p.a.
 - Trunk by Rail, Regional / Local distribution by Road



Thank you.

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