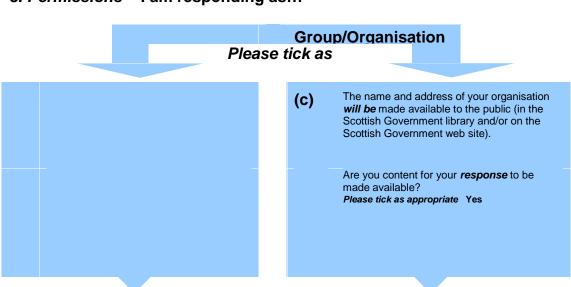
Respondent Information Form and Questions

<u>Please Note</u> this form **must** be returned with your response to ensure that we handle your response appropriately

1. Name/Organisation

Organisation Name		
Freight Transport Association		
Title Mr		
Surname		
MacRae		
Forename		
Christopher Robert		
2. Postal Address		
Freight Transport Association		
Hermes House		
St John's Road		
Tunbridge Wells, Kent		
TN4 9UZ	Phone 07818 450353	cmacrae@fta.co.uk

3. Permissions - I am responding as...



We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

Please tick as appropriate

Yes

Rail2014 Transport Scotland Buchanan House 58 Port Dundas Road Glasgow G4 0HF

20th Febuary 2012

Dear Sirs,

RAIL 2014 – Public Consultation

Thank you for asking FTA to comment on this consultation. The Freight Transport Association (FTA) represents over 14,000 companies spread across the UK relying on or providing the transport of freight both domestically and internationally, to or from the UK. Our members involved in rail freight include shippers of bulk, deep sea and domestic intermodal and retail goods, and also freight operating companies and logistics service providers, accounting for approximately 90 per cent of goods moved by rail.

FTA's primary rail freight focus is to represent the shippers – the ultimate end users – of rail freight who make the decisions about modal choice. To this end we are grateful for the opportunity to comment further on the issue of the future of the railway in Scotland. We note that this specific consultation is focussing on the provision of rail passenger services. A previous Transport Scotland consultation in 2009 consulted on rail freight in Scotland, and we attach for reference our response to that as we note that responses to both these consultations will be used to inform Transport Scotland's decisions on the future shape of rail services and the railway in Scotland.

However, we would like to take this opportunity to comment on a couple of aspects of this rail passenger services consultation that do relate to freight. As there are no specific consultation questions relating to these in Annex D we are replying free form in this letter.

Sections 2.8 to 2.10 of this consultation touch upon rail freight. FTA agrees with the statement and objectives in sections 2.8 and 2.9 and indeed has launched a Mode Shift Centre http://www.modeshiftcentre.org/ to help facilitate informed choice by industry in making modal shift occur. However, this modal shift has to be sustainable both economically as well as environmentally. We welcome the Scottish Government's recent allocation of continued Freight Facilities Grant funding in this regard.

Section 2.10 deals with striking a balance between passenger and freight services in a mixed use network. In this regard, the English approach of funding a holistic approach to optimising the network for freight through the creation of a "Strategic Freight Network" is a good one, and one that we would commend as it looks at the various capability and capacity issues and has sought successfully to resolve them by a adopting a phased, targeted

approach via engagement with industry stakeholders (crucially including representatives of shippers not just providers).

Section 3.19 makes reference to the McNulty Rail Value for Money Report and possible constitutional change that may affect Scotland's relationship with the rest of the current UK. In relation to McNulty, I attach FTA's response to that study. As regards any issues affecting rail freight or logistics more generally resulting from potential constitutional change we would expect politicians to deal with these in a manner that does not adversely impact upon Scotland's supply chain connections to the rest of Britain nor wider to the rest of Europe or Globally. It must be remembered that for an export led nation, Scotland's route to market is via the southern gateway ports of England, accessed largely by rail or coastal feeder shipping services and ease of access to these needs to be protected in any changed relationship of Scotland with England.

In connection with the above, Sections 2.20 and 2.21 deal with the Initial Industry Plan (IIP) and how it will feed into the next HLOS for CP5 2014 - 2019. In regard to this I attach FTA's response to that.

I hope that you will find these comments useful. Please do not hesitate to contact us to discuss further any aspect of our response.

Yours sincerely

Chris MacRae Manager – Rail Freight Policy Freight Transport Association

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