

Respondent Information Form and Questions

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

1. Name/Organisation

Organisation Name

Rail Freight Group

Title Mr Ms Mrs Miss Dr *Please tick as appropriate*

Surname

Simpson

Forename

Maggie

2. Postal Address

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Phone 07737 007957

Email

3. Permissions - I am responding as...

Individual

/

Group/Organisation

Please tick as appropriate

(a) Do you agree to your response being made available to the public (in Scottish Government library and/or on the Scottish Government web site)?

Please tick as appropriate Yes No

(b) Where confidentiality is not requested, we will make your responses available to the public on the following basis

Please tick ONE of the following boxes

Yes, make my response, name and address all available

or

Yes, make my response available, but not my name and address

or

Yes, make my response and name available, but not my address

(c) The name and address of your organisation **will be** made available to the public (in the Scottish Government library and/or on the Scottish Government web site).

Are you content for your **response** to be made available?

Please tick as appropriate Yes No

(d) 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

No

7 February 2012

Rail 2014
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Dear Sir/Madam,

Rail 2014 Consultation

Rail Freight Group is pleased to respond to the Transport Scotland Rail 2014 consultation. We note that the consultation relates particularly to the provision of passenger services, with the development of rail freight having been previously considered in 2009. Nonetheless, as passenger and freight services share the same rail network, there are a number of relevant points for consideration.

The 2009 consultation noted that *'The Scottish Government is committed to encouraging the transfer of freight from road to rail where this would be a viable alternative. The movement of freight by rail produces fewer emissions per tonne than road-based distribution, therefore modal shift will support the Scottish Government's target to achieve an 80% reduction in overall emissions by 2050. While the mode of transport for freight is a commercial decision for the freight service provider and customer, the Scottish Government seeks to allow rail to compete with road as a viable option.'* This commitment needs to be placed alongside the ambition for a passenger-centric railway, and consideration given to the interaction between passenger and freight transport.

We recognize the desire for greater integration of the rail industry and in particular between the ScotRail franchise and Network Rail's devolved route. There must however be safeguards for freight services to ensure that timetabling, possession planning, access and charging are managed efficiently, particularly across borders. We are keen to see strategic capacity for freight identified and protected on the network, particularly on congested routes with important freight flows, as this will enable freight operators to grow their business alongside the development of additional passenger services. Network Rail are leading the work in this area, and we hope that Transport Scotland will support these initiatives.

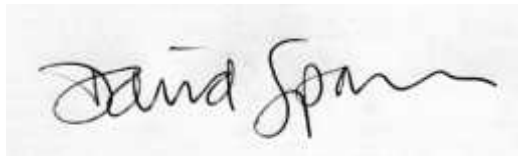
Transport Scotland may also wish to consider whether targeted investment for rail freight can also help to meet their objectives – for example, by enabling freight services to use diversionary routes away from busy passenger flows, or by exploiting longer, or higher gauge trains which can move more goods in each rail path used. The Initial Industry Plan made recommendations for a Scottish Freight Network Fund which we hope will be supported in the next High Level Output Statement.

Successfully integrating freight needs in the 2014 Rail Strategy will help Scottish Government to meet its strategic objectives, and encourage growth and investment in the rail freight sector, alongside the development of the new franchise.

Yours sincerely,

A handwritten signature in black ink that reads "M Simpson". The letters are cursive and fluid.

Maggie Simpson
Policy Manager

A handwritten signature in black ink that reads "David Spaven". The signature is written in a cursive style.

David Spaven
RFG Scottish Representative