

**Cutting Carbon and Congestion**  
**Rail Freight and Mineral Products**  
**working together to build Britain**



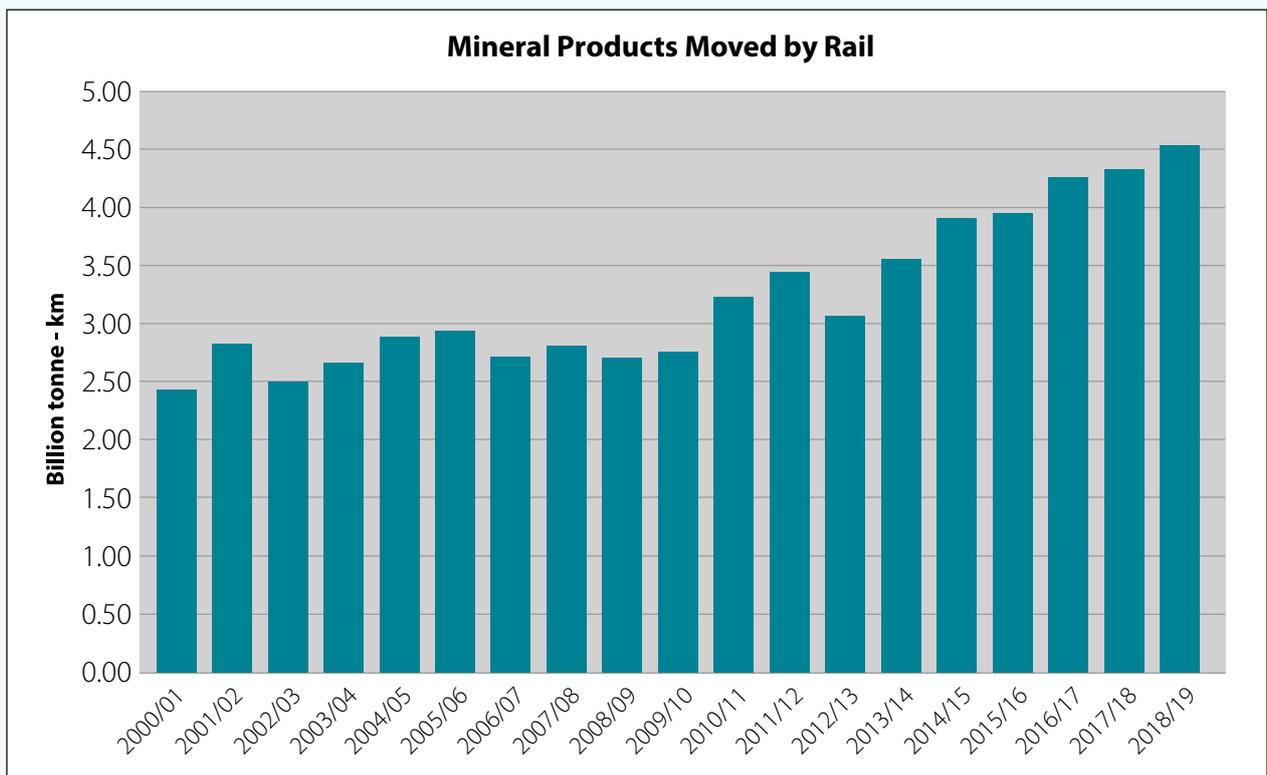
# Introduction

The rail freight of aggregates, cement and other mineral products is a national sustainability success story. Over the last five years the rail freight tonnage of these materials has increased by 21% and is now the largest user of the rail freight network in terms of tonnes carried. This ensures that construction demands are met while carbon emissions and road congestion are reduced.

**The top five aggregates and mineral products moved by train are limestone; hardstones such as basalt, granite, gritstone; cement; sand; marine dredged aggregates.**

*“The rail freight industry is a UK success story. It brings benefits to the UK economy estimated at £1.6 billion per year in productivity gains for UK businesses, reduced road congestion and environmental benefits. Each tonne of freight transported by rail reduces carbon emissions by 76 per cent compared to*

*road and each freight train removes 43 to 76 lorries from the roads - meaning rail freight has real potential to contribute to reducing UK emissions as well as building a stronger economy and improving safety by reducing lorry miles”.* - Government Rail Freight Strategy - Moving Britain Ahead 2016





## More trains carrying more materials

The close partnership between the mineral products industry and the rail freight sector is delivering real economic, environmental and social benefits nationwide. In the last five years, the rail freight of construction and mineral products has continued to increase, reducing road delivery distances.

### Rail Freight of aggregates and cement, 2013 to 2018 changes



## Better for our environment

Using rail freight reduces greenhouse gas emissions and air pollution while ensuring that essential materials are delivered for housing, infrastructure and other developments.

- ✓ Rail freight produces 76% less CO<sub>2</sub> than the equivalent road journey
- ✓ One aggregates train can carry 1,500 tonnes – equivalent to 75 lorries
- ✓ Rail helps improve air quality by reducing long distance lorry movements from quarries and factories into our towns and cities
- ✓ Tonne for tonne, rail freight produces significantly lower NO<sub>x</sub> and Particulate emissions than road freight

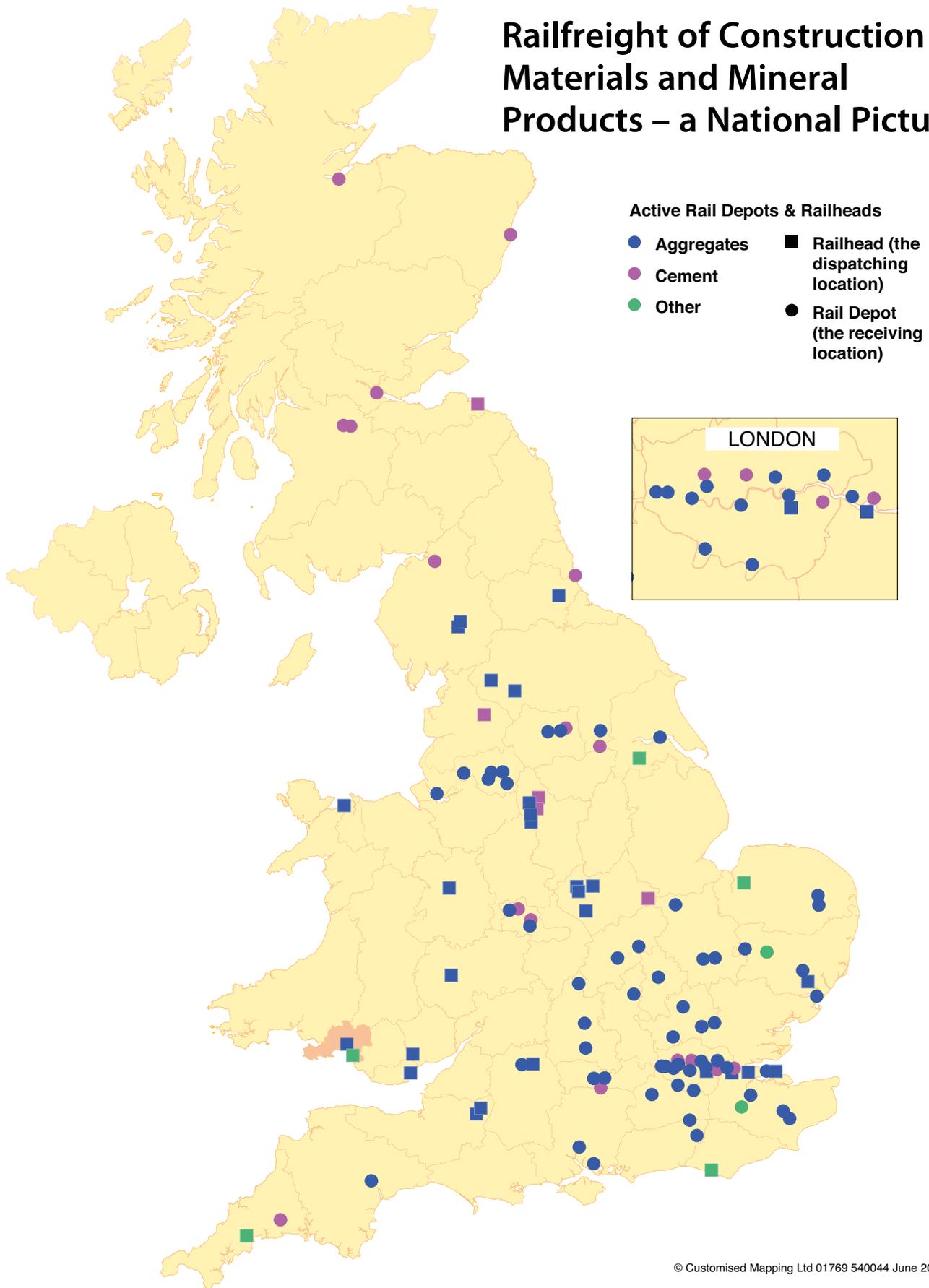
*“We recognise the positive benefits of rail freight for the UK – including its environmental and air quality benefits relative to road freight and its impact on reducing road congestion”*

*Government Rail Freight Strategy  
- Moving Britain Ahead 2016*





# Railfreight of Construction Materials and Mineral Products – a National Picture





# What is the industry doing?

The mineral products industry is working closely with the rail freight industry including Network Rail to increase the use of rail.

✓ **We are increasing the average payload per train:**

By increasing the length of trains and investing in new high payload wagons, we have achieved an 8% increase in loads per train in the last five years.

✓ **We are supporting development of the rail network and terminals:**

By investing in facilities, implementing longer trains and investigating problem areas, so that major routes can routinely accommodate trains of 450m length, with up to 2000t of payload.

✓ **We are promoting rail freight as the preferred solution for supplying major infrastructure schemes.**

By talking to developers, parliamentarians, local and central government officials and other stakeholders to ensure that a rail freight option is considered for all projects.

✓ **We are improving the safety and environmental performance of our rail operations:**

By improving training to ensure that all our staff are aware of the risks of working alongside the railway. By using trains and rolling stock more efficiently.

✓ **We are responsible users of the network, achieving continuous improvement:**

By working to improve performance and punctuality, increase efficiency and optimise and safeguard network capacity.

## Mendip Rail Case Study

Mendip Rail was able to increase the maximum size of aggregates trains from 2600 to 4700 tonnes per train on the outward loaded journey from Whatley Quarry in Somerset to Dagenham following some intensive timetable work that seamlessly threaded this super train across London's busy rail network. The result? more efficient aggregates deliveries into London and the South East of England.



## Arcow Quarry Case Study

The new £6m rail link from Tarmac's Arcow Quarry in Yorkshire has reconnected the quarry to the national rail network for the first time in 50 years, taking 16,000 lorries off the roads in the Yorkshire Dales each year.





# What does industry need in order to keep delivering these benefits?

## PROTECTION IN THE PLANNING SYSTEM FOR TERMINALS AND DEPOTS

- Protection in the planning system for rail-connected terminals and depots close to the city and town centres so that aggregates, cement and other products can be delivered close to our construction customers.
- Support for getting new supply sites such as quarries to be connected to the rail network.
- A regulatory framework and planning guidance which safeguards the operation of these strategically important railheads and depots and effective application of safeguarding policies.

## NETWORK CAPACITY

- Rail freight operators and users need enough capacity for growth on the rail network to create the conditions for further investment in wagons, locomotives, terminals and facilities.

## REALISTIC COSTS

- Reasonable and stable costs for using the rail network, including site rents and track access charges, which incentivise increasing rail freight traffic.
- Recognition that construction products are relatively low-cost commodities and transport costs are a very important share of the costs of supply.

## RECOGNITION OF THE BENEFITS OF RAIL

- Increasing awareness of the sustainability benefits of rail freight in meeting Society's needs for more housing, better infrastructure (transport, energy, water/sewerage) and better public services (including schools and hospitals) while reducing road congestion, greenhouse gas emissions and helping improve air quality and road safety.



Rail Freight Group (RFG) is the representative body for rail freight in the UK. Members include rail freight operators, logistics companies, ports, equipment suppliers, property developers and support services, as well as retailers, construction companies and other customers. Our aim is to increase the volume of goods moved by rail. [www.rfg.org.uk](http://www.rfg.org.uk) [contact@rfg.org.uk](mailto:contact@rfg.org.uk)

The Mineral Products Association is the trade association for the aggregates, asphalt, cement, concrete, dimension stone, lime, mortar and silica sand industries.

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**Mineral Products Association**  
38-44 Gillingham Street, London SW1V 1HU

Tel 020 7963 8000  
Fax 020 7963 8001  
[info@mineralproducts.org](mailto:info@mineralproducts.org)  
[www.mineralproducts.org](http://www.mineralproducts.org)



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