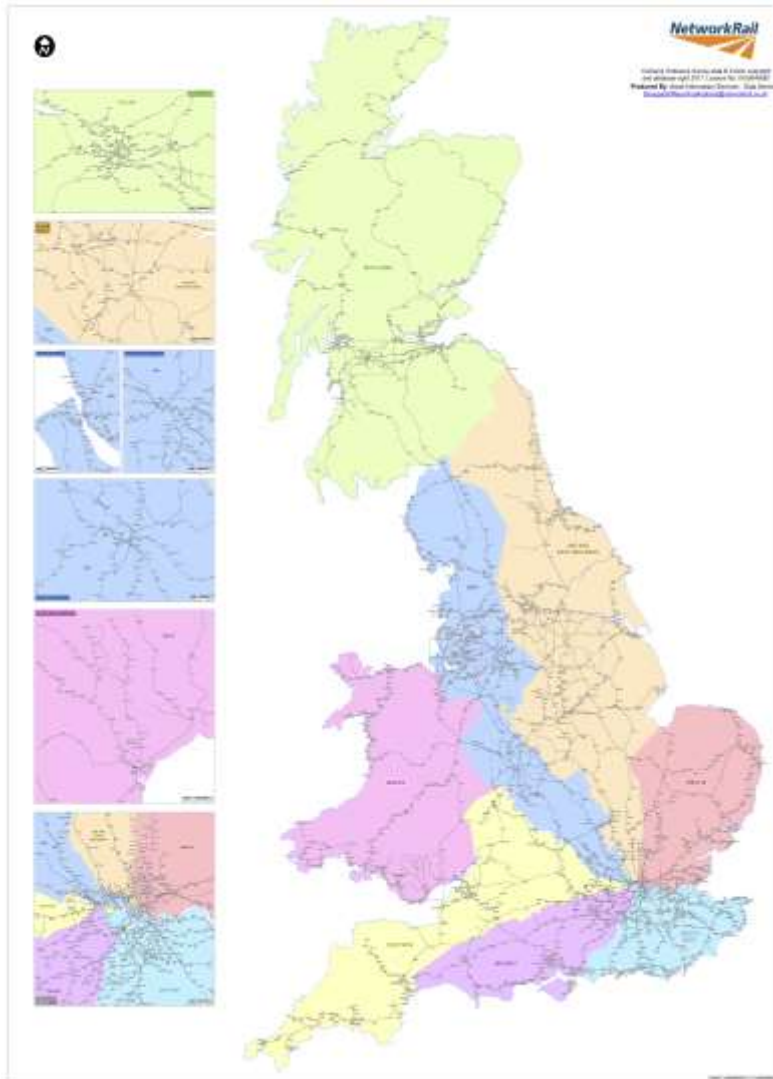


# UK Rail Network and European Connectivity

Friday 12 October 2018

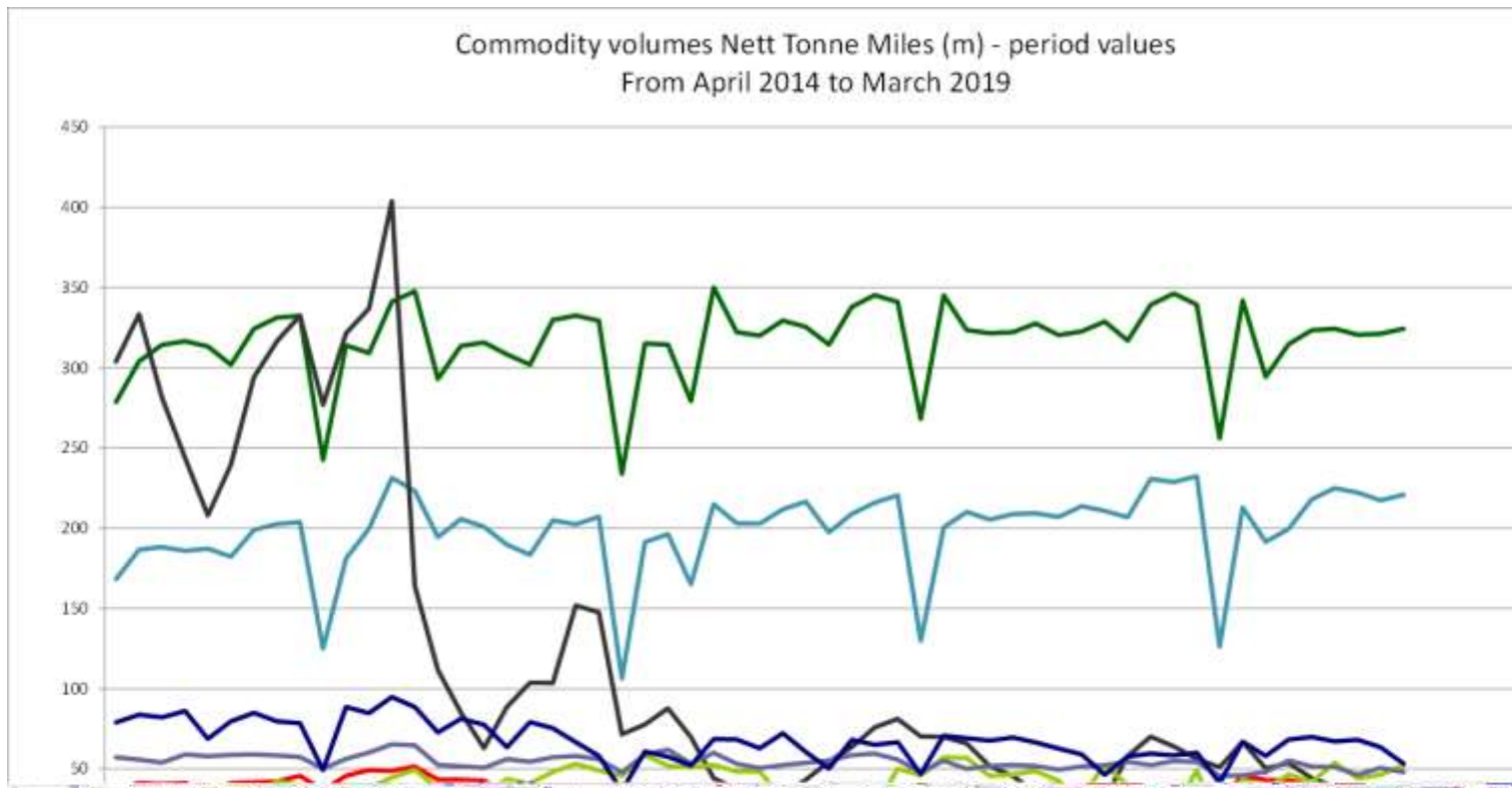
# The UK Rail network



- Network Rail managed as 8 devolved operational routes with multiple customers, freight and passenger
- Freight services operated across all routes
- Freight customer relationships managed by Freight and National Operators (FNPO) Route
- Rail connectivity to Europe achieved via Channel Tunnel (Dollands Moor - Frethun)
- NR is a member of European Rail Freight Corridor (RFC2)

# Commodity volumes

Commodity volumes Nett Tonne Miles (m) - period values  
From April 2014 to March 2019

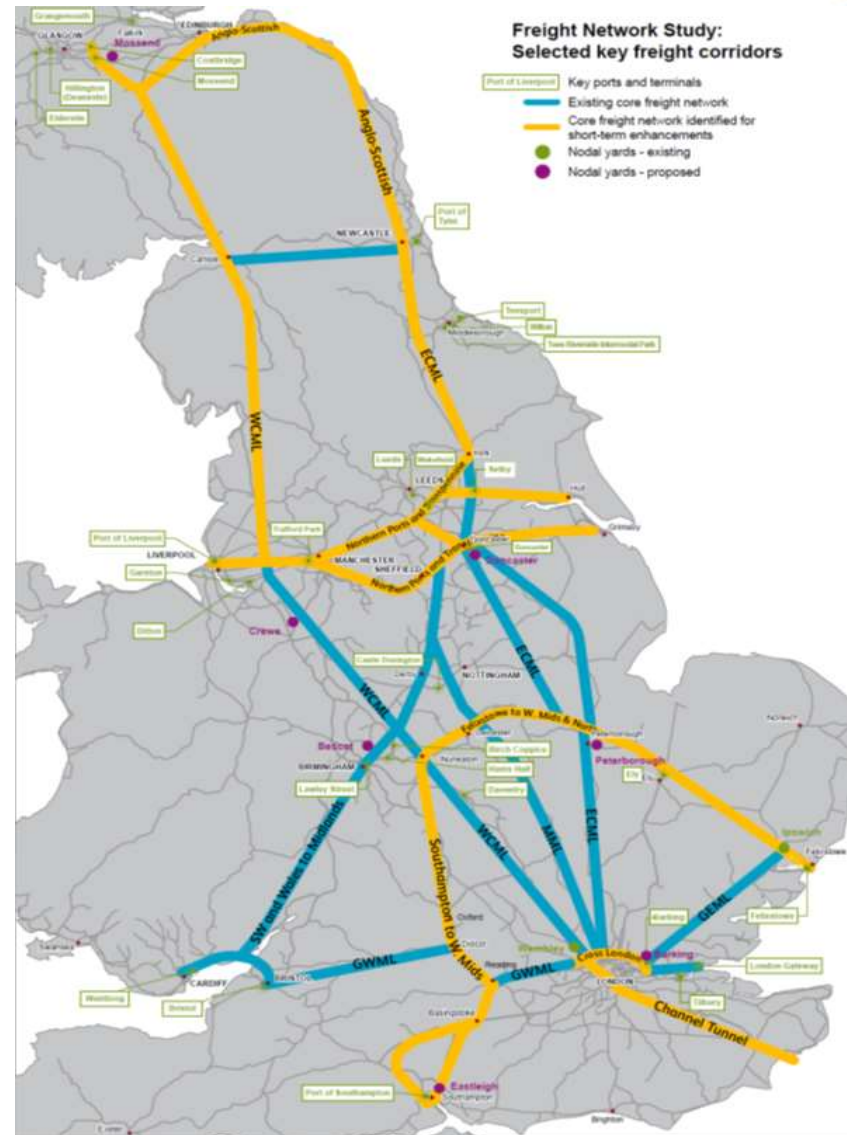


# The Strategic Freight Network in UK

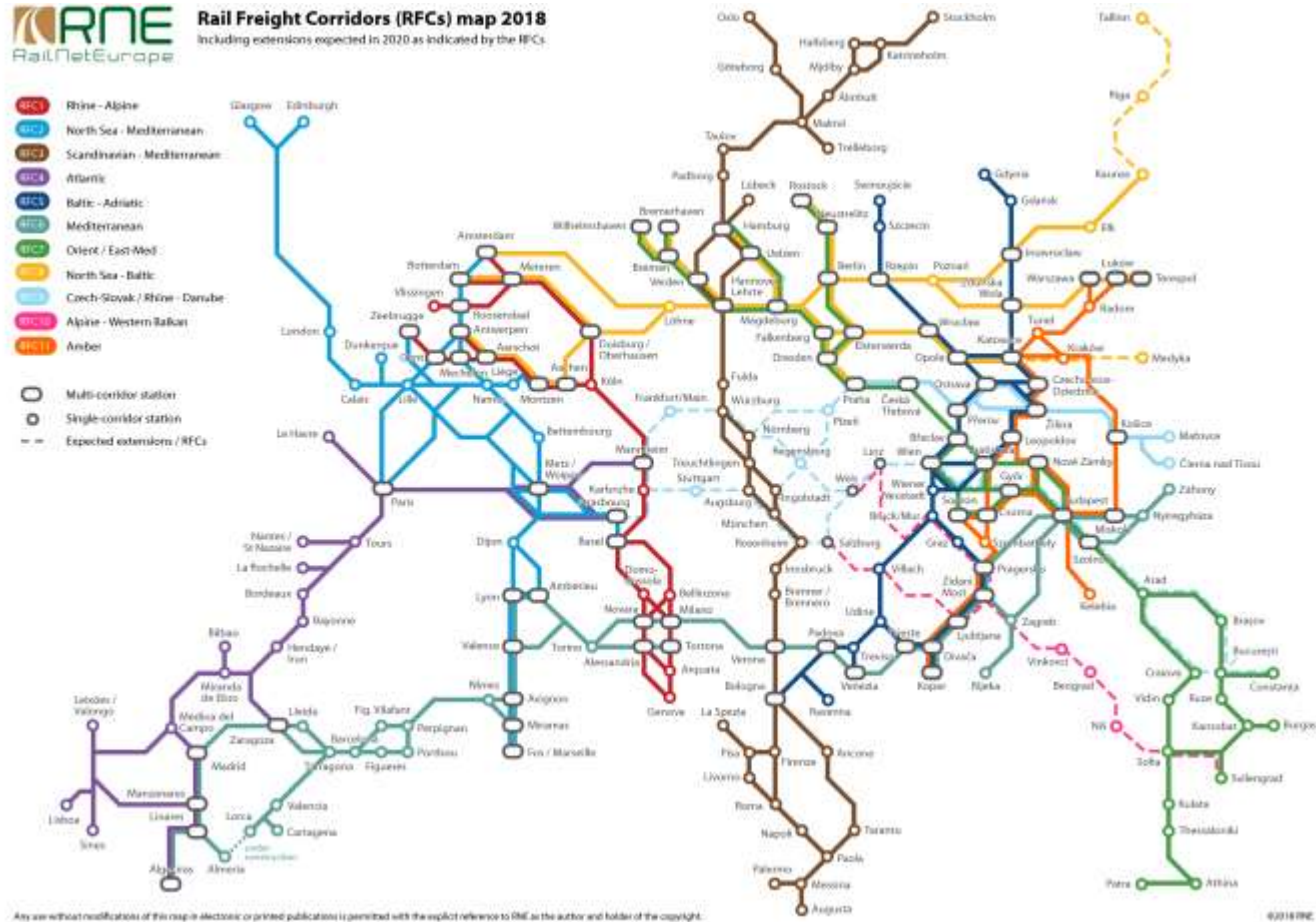
Developing Core Routes with highest capability (includes Channel Tunnel link, WCML, ECML)

## SFN Parameters:

- 775m train length
- W12/W10 loading gauge – maritime containers
- 24/7 access to network (diversionary routes)
- Electrified main lines
- Nodal Yards



# RFC North Sea – Med: part of a European network of RFCs



# RFC North Sea – Med

## *facts and figures*

Runs from the UK and North Sea ports to Basel and Marseille through major industrial areas and down to the gateways of Southern Europe

4662 kilometres of lines

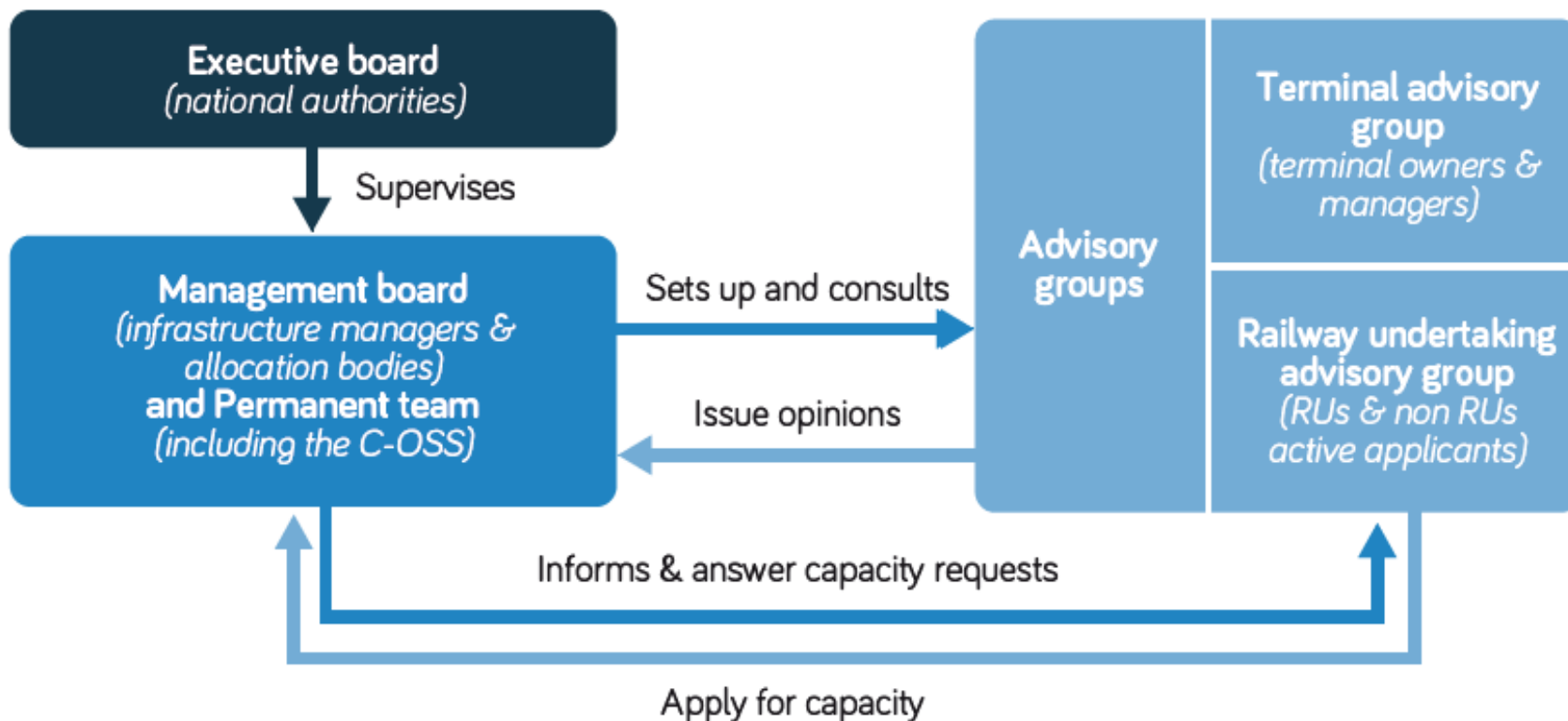
6 countries, 9 IMs/ABs, 118 terminals, > 30 interested RUs

Extensions in 2016 to Great Britain, Amsterdam, Zeebrugge, Marseille, to be in line with the CNC North Sea - Med

34,000 international freight trains/year



# Governance of RFC North Sea - Med



# ***Corridor North Sea – Mediterranean developing freight traffic within the corridor***



## **Easier, a single window for quality paths**

- ▶ Single point of contact: C -OSS
- ▶ High quality paths reserved for international freight: pre-arranged paths
- ▶ Client Orientation

## **Faster, a high level of performance**

- ▶ Train performance measured and analysed
- ▶ Freight friendly traffic management

## **Safer, an optimised network**

- ▶ High quality infrastructure
- ▶ Interoperability
- ▶ Coordination of works (possessions)





- The Brexit deal (or no deal) is likely to influence our future relationships with the Rail Freight Corridor

- Freight services on primary routes and between the UK and EU will remain as a primary focus for the development of the Strategic Freight Network



- Capacity remains protected between Wembley and Dollands Moor for future growth via conventional network
- HS1 freight connectivity gives higher gauge ability to Thameside terminals (Dagenham)