



21 December 06

ORR by e-mail

Dear Sir

ORR's sustainable development and SD and environmental duties consultation October 2006

Thank you for your consultation about this document. GMPTE is pleased to have the opportunity to comment and to work with you to ensure that sustainable development issues gain higher priority with the rail industry.

Our comments below are arranged into general, and then specific themes.

- We appreciate that some of the issues mentioned below are for others in the rail industry to pursue, but as we discussed on 13 December 2006, we feel that ORR could play a major role by influencing others to take up some of these themes.
- Government has said that **sustainable development** and **climate change** are two of its highest priorities. Indeed a climate change bill is proposed for the 2006/7 Parliamentary sessions. The consultation is welcomed as being a significant step forward, but has a lack of ambition both in:
 - Promoting rail as a solution, and
 - Acknowledging that rail is part of the problem by producing increasing absolute amounts of climate change gases and per passenger mile
- Any changes should be **cost-neutral**, and **capacity-neutral** overall to the railway industry. With care there is no reason in theory why this should not be achieved. For instance, measures that require capital investment but lower long term running costs should be arranged so that they do not reduce current capacity.
- The consultation uses **concepts** such as 'pillars' and 'guiding principles'. While this sort of language is well understood within the sustainable development industry, it will create antagonism within the railway industry (see article in December Modern Railways) amongst people who already support the principles behind sustainable development such as using less fuel or producing less noise. It would be sensible to repackage the proposals for this audience.
- While there are some 'good news' stories, the rail industry is well **behind the pace** of other sectors. For instance the **bus industry** moved to ultra-low sulphur diesel many years ago, a significant proportion is now using 5% bio diesel. In contrast, the rail industry still almost exclusively uses gas oil.

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- There still seem to be a general view in the industry that **rail is always better for the environment** than the alternatives. However for some areas including climate change gas emissions, air quality and noise this is **often not true** – particularly outside London and outside peak travel times, and the industry often uses inappropriate figures¹. There is a need to collate credible statistics, and we have started this process with PTEG.
- The UK rail industry is **over-dependent on fossil fuel**, which is of uncertain price and long term supply. We have far less route mileage electrified than our main competitors – resulting in dependence on oil, and traction current is mainly derived from fossil fuel, exposing it to many of the same risks.
- ORR should seek to influence the paper being prepared for **DfT on future fuels** for Summer 07 – this could include both type (diesel v electric) and supply (such as biofuels v fossil) considerations.
- ORR should consider accreditation to an Environmental Management System – for instance ISO 14001. This would ensure that ORR had in place environmental policies, training and a process of continual improvement. It would also insure through external audit that ORR could demonstrate these to its partners.

Specific Comments

Energy

- This is the clearest area where the rail industry could make a big impact on Government energy and climate change objectives and produce cost savings. This should be a combination of:
- Requiring **operators** to produce **energy plans** that include
 - Clear targets on energy use,
 - Driving techniques
 - Insistence on using **electric vehicles** on routes that are already electrified²
 - Purchase **low-carbon electricity** for areas (such as depots or stations) where this is under operator control
- Requiring **Network Rail** to produce an **energy plan** that includes
 - Moving towards **renewable sources for traction current**
 - Identifying opportunities in the estate for **electricity generation** – particularly wind and hydro, but also solar at stations.
 - Regenerative braking – this should be compulsory for new stock

¹ Please contact peter.black@gmpte.gov.uk for discussion on this point if required.

² There is an increasing trend to use diesel units on routes that are completely electrified. This is inefficient in both energy terms, and wasteful of fossil fuel.

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Answers to specific questions

A- proposed objectives

Suggest that (c) is too woolly and should be modified 'to ensure' (rather than 'promote') that best practice is applied across the industry

Suggest an additional objective that (e) to ensure that the rail industry contributes fully towards Government objectives on sustainable development in general, and on climate change, air quality and noise in particular'.

C – additional proposals

See comments on energy above, also see appendix on suggested environmental requirements for replacement franchises

D/E – Proposed KPIs

Publication of these should be compulsory, and externally audited. This should not be an onerous process, but is essential if KPIs are to be credible

F/G – Widening current ORR environmental guidance to include SD

We welcome this. Publication of an externally audited report is important for credibility.

H – Network Code part E

All track access applications, especially for new services should take account of the traction source. Most new services use diesel traction despite most route mileage being electrified. Where new rolling stock is ordered for these services, it should either be electro-diesel or otherwise easy to change the traction to ensure the environmental advantages of electric traction are maximised.

I – ORR Research

There is a significant amount of research available, particularly from Europe. Therefore there is less need for original research, but a need for ORR to collaborate with TOCs to collate existing research and spread good practice. Many European railways have already solved many of the SD challenges we are now considering.

J/K/L Incentives

Currently there is almost no incentive to improve rail environmental performance. This area requires significant more work by ORR and the rest of the industry. It is important that climate change and pollution incentives are related to passenger miles, to avoid clean and efficient



trains carrying around a lot of 'fresh air'. Low mass vehicles are essential to avoid long-term track damage and fuel cost burdens on the industry³.

M Environmental Charge

This idea is fully supported and should be introduced in CP4 as long as it is cost-neutral overall to the industry. However we feel that more work is needed to identify an efficient mechanism. We would be willing to play a significant role in defining such a charge.

N/O on train metering

This is desirable, and could be linked to VTACs. There seems no reason in principle why metering should not be compulsory for new stock. Older stock should be dealt with by differential charges that would be cost-neutral overall. Given the modest costs of metering, this would encourage quick retrofitting of meters.

These comments are meant to be taken in a positive sense, and should not take away from the fact that we see the consultation as a very positive development.

If you would like to discuss any of these comments or work with us on potential solutions, please let me know.

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- ³ In the case of the replacement TransPennine trains currently being delivered, opportunities are still being lost. Siemens have group policies to meet customer environmental requirements; they have done so for orders delivered to other countries, but this option was not activated in the UK, and the units are very heavy resulting in excessive diesel use and track damage which will increase railway operating cost for several decades into the future as well as increasing climate change gas emissions.



Replacement Franchises – suggested environmental requirements

This was submitted to DfT in response to consultation on XC, EM and WM franchises.

Franchisees should be required to demonstrate a commitment to, and have a plan for the following items including clear lines of responsibility.

	Item	Reason/explanation
1	Accreditation to ISO 14001 Environmental Management system within 18 months of assuming the franchise	ISO 14001 is an industry- standard, which requires elements such as an Environmental Policy. Requirement to accredit in less than 18 months would probably result in a poor system, longer and it would not be an urgent item for the franchisee
2	Annual publication of the environmental performance of the franchise including figures on climate change gases (both from diesel and generated electricity), waste production and local air pollutant emissions and noise, and plans to reduce them.	ISO14001 does not require publication. Ways that franchisees could reduce impacts might be for instance by purchasing more energy efficient trains, reducing empty mileage, or greener electricity, or innovative treatment of wastes arising from units plus buildings/depots, maybe above and beyond legal compliance.
3	Each Franchisee should host an annual forum to discuss the environmental record and potential for improvements with stakeholders.	This would allow stakeholders direct influence on environmental decision making as well as allowing them to make direct contributions.
4	Strategy for minimising energy consumption where practicable including using renewable sources	Requiring individual strategies will ensure that effort is focussed on the major environmental effects of rail.
5	Strategy for minimising waste including waste segregation and recycling, if reasonably practicable	
6	Strategy for minimising mains water usage where applicable including using alternative sources such as rain water collection or recycling coach cleaning water	
7	Strategy for encouraging staff to travel by less-polluting modes (for example, by developing a staff travel plan);	

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