

ASLEF

> No Delays

Using government figures, we estimate it would cost £9.3 billion to make all UK lines able to be used for electrically-powered trains. No train operator, public or private, is going to invest in electric trains until the infrastructure is in place: so this is the priority. It cannot be left to the short-termism of the free market. It needs to be driven and controlled by the government in the public interest.

Besides, compare that with the £6.3 billion subsidies the tax-payer handed to private franchises last year – or the £7.5 billion that is spent on UK roads annually – and it doesn't seem extreme.

We don't need reviews or examinations or studies – we need to prepare UK rail for its next major step forward – as significant as the move from steam to diesel.

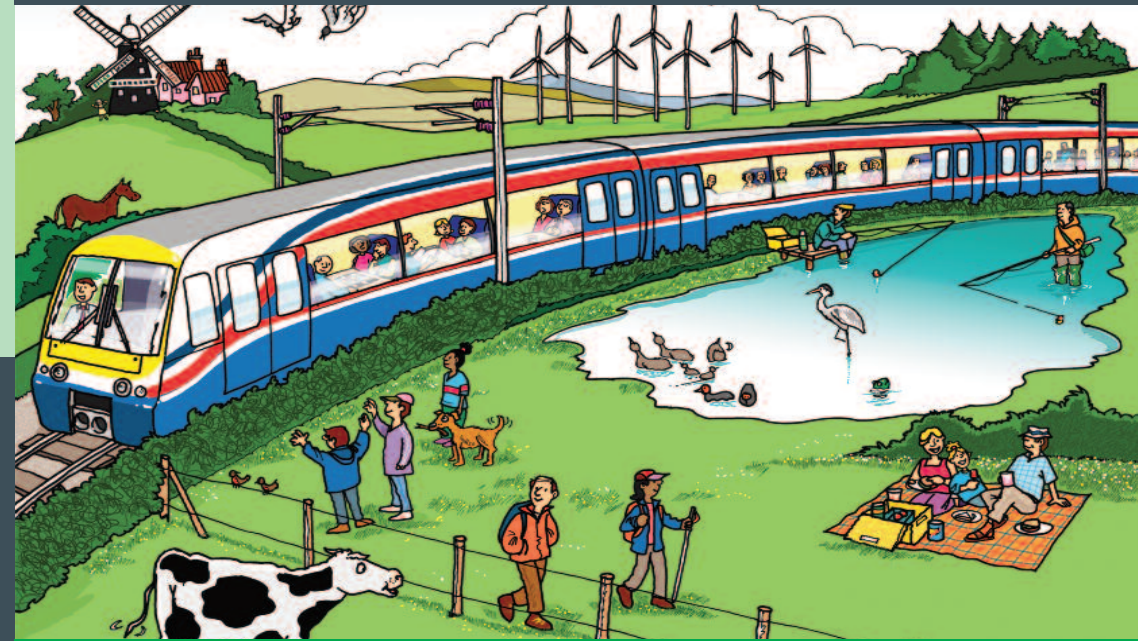
> What you can do?

- > Sign the union's petition on the Number 10 web site <http://petitions.number10.gov.uk/Electrification>
- > **BACK** transport, environmental and political groups that back the **ASLEF** campaign
- > **RAISE** the issue when you're in contact with your MP or other opinion formers
- > **ASK** your rail company when it intends to move to cleaner, more efficient power for its trains.

**LESS THAN A THIRD OF THE UK'S
RAIL TRACK IS ELECTRIFIED
IT'S SHOCKING!**

RAILWAYS PAST STEAM

RAILWAYS PRESENT DIESEL



RAILWAYS FUTURE ELECTRICITY

IT'S TIME TO MAKE THE SWITCH!



WATTS THE DIFFERENCE! RAIL'S ELECTRIFYING!



> **WHY** does ASLEF want to see the complete electrification of the UK rail network?

Because...

- > It would make for a railway that is cleaner for both driver and passenger
- > It would cut down on the emissions that cause global warming
- > By cutting reliance on oil, it would ensure there will be a rail network in the future.

> **HOW** do we see this happening?

By involving a wide coalition of groups who share some of our objectives. In particular this must involve...

- > Environmental campaigners
- > Those with concerns about oil dependency
- > Other concerned trade unions
- > Passenger groups.

> **WHAT** other issues do we see as part of this campaign?

In pursuing electrification of rail, we also need to take into account...

- > The way that the additional electricity demand will be generated
- > Who is to provide funding for such a major project.

> **WHO** is the campaign aimed at?

Directly at the Department for Transport. The department concedes that 'Electric trains are cheaper to operate than diesels, require less maintenance, and emit between 20%-35% less carbon', and 'Electric trains are zero emission at point of use – improving local air quality', and they offer 'additional carrying capacity and improved passenger comfort.'

> **WHEN** do we think the process should start?

About a quarter of a century ago Thatcher stopped the public British Rail from continuing with its plan to string-up 250 route-miles of overhead lines every year. Today's government sees 'great potential for a rolling programme of electrification' – and now we want to see action.