



## ASLEF Political Update – October 2009

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## **Railways: Freight**

**Mr. Wallace:** To ask the Minister of State, Department for Transport how much funding his Department has allocated to encouraging use of railways to carry freight in 2009-10.

**Paul Clark:** The Department for Transport provides two types of grants to encourage modal shift from road to rail and water:

Freight Facilities Grant (FFG) which helps to offset the capital costs of rail or water freight handling facilities.

Rail Environmental Benefit Procurement Scheme (REPS) which assists companies with the operating costs associated with running rail freight transport instead of road where rail is more expensive than road.

Funding for both is provided by the multi-modal Sustainable Distribution Fund (SDF). The total SDF budget for 2009-10 is £30.4 million, of which £7 million is capital funding.

In addition to grants, the Government have in the last two years announced record levels of rail freight investment to support continued growth including £200 million towards the development of a Strategic Rail Freight Network and over £200 million of funding towards the provision of infrastructure enhancement for freight through the Productivity Transport Innovation Fund.

## **Railways: Greater Manchester**

**Ian Stewart:** To ask the Minister of State, Department for Transport for what reasons services on some routes into Greater Manchester are to be withdrawn; and if he will make a statement.

**Chris Mole:** The Department for Transport is not aware of any plans to withdraw rail services on any routes into Greater Manchester.

With effect from 3 October 2009, services were withdrawn on the Oldham Loop route within Greater Manchester in order to facilitate the conversion of the route to Metrolink tram operation, due to commence in October 2011. The conversion represents a multi-party investment by local and national stakeholders of around £540 million, of which £240 million is being provided by central Government.

**Mark Hunter:** To ask the Minister of State, Department for Transport what assumptions on economic growth in Greater Manchester his Department used in determining the number of additional rail carriages to be allocated to rail operators serving Greater Manchester. [289488]

**Chris Mole:** The High Level Output Specification of July 2007 assumed a compound annual growth rate in peak passenger demand on regional services of 2.3 per cent. from 2006 to 2017.

### Rolling Stock

**Jim Dobbin:** To ask the Minister of State, Department for Transport by what date he expects the 1,300 additional rail carriages announced in the 2007 Rail White Paper to be in operation. [289495]

**Chris Mole:** On 23 July the Government announced a major £1.1 billion programme of rail electrification. The Great Western Main Line between London and Swansea will be electrified by 2017, and the line between Liverpool and Manchester via Newton-le-Willow will be electrified by 2013.

This programme of electrification means that there will now be far less need for diesel trains and a greater requirement for electric trains. The Government will publish a new rolling stock plan this autumn, taking account of these changes circumstances and setting out a revised strategy.

### Rolling Stock: Expenditure

**Jim Dobbin:** To ask the Minister of State, Department for Transport how much money has been spent on new rolling stock in each of the last five years; and how much money has been spent on rolling stock for (a) Northern Rail and (b) each of the commuter rail operators serving London and the South East. [289494]

**Chris Mole:** The following table sets out the numbers and approximate value of the rolling stock for commuter operators serving London and the south-east.

<i>Train operator</i>	<i>Class</i>	<i>Ordered</i>	<i>Number of vehicles</i>	<i>Approximate value (£ million)</i>
Chiltern Railway	168/2	May 2005	6	7.5
SET	395	June 2005	174	245
South West Trains	450	February 2006	68	75
TfL	378	August 2006	152	180
Southern	377/5	May 2007	48	60
London Midland	350/2	August 2007	148	190
London Midland	139	November	2	0.8

		2007		
TfL	378	November 2007	36	45
London Midland	172	December 2007	69	90
Chiltern Railway	172	January 2008	8	11
TfL	172	January 2008	16	23
Southern	377/5	March 2008	44	55
TfL	378	April 2008	28	34
NXEA	379	April 2009	120	168

There has been no new rolling stock procured by Northern Rail in the last five years, however Trans Pennine Express introduced a new fleet of class 185 diesel multiple units which entered service in 2005-06.

<i>Train operator</i>	<i>Class</i>	<i>Ordered</i>	<i>Number of vehicles</i>	<i>Approximate value (£ million)</i>
TPE	185	September 2003	153	250

## Rolling Stock

**Jim Dobbin:** To ask the Minister of State, Department for Transport how many of the 1,300 additional rail carriages announced in the 2007 Rail White Paper will be allocated to each rail operator. [289496]

**Chris Mole:** So far there have been 543 new rail carriages ordered by the following Train Operators.

<i>TOC</i>	<i>Type</i>	<i>Class</i>	<i>No of Vehicles</i>
Southern	EMU - DV	377	48
London Midland	EMU	350/2	148
London Midland	DMU	172	69
Chiltern	DMU	172	8
Southern	EMU -DV	377	44
Virgin West Coast	EMU	390	106
NXEA	EMU	379	120

On 23 July, the Government announced a major new electrification programme which radically affects the requirements for train rolling stock over the next decade.

In particular, there will be far less need for diesel trains and a greater requirement for electric trains. The Department will publish a new rolling stock plan in the autumn, setting out a revised strategy.

### **Crossrail Line: Finance**

**Norman Baker:** To ask the Minister of State, Department for Transport how much has been (a) spent on and (b) committed to the Crossrail project by (i) the Government and (ii) the private sector; and what estimate he has made of the proportion of the final cost of the project each such figure represents. [293275]

**Mr. Khan:** Crossrail Ltd. (CRL) is delivering Crossrail on behalf of both Project Sponsors (the Department for Transport and Transport for London) and has spent £401 million in relation to the construction of Crossrail (excluding recoverable VAT on land and property purchases) since the granting of Royal Assent on 22 July 2008. In line with undertakings given to the House, expenditure from this date is reported annually, and I refer the hon. Member to the first of these statements, made to the House on 16 July 2009, *Official Report*, columns 80-81WS.

The profile of direct expenditure by private sector partners is a commercial matter for those partners.

The Crossrail funding package, announced by the Prime Minister in October 2007, is designed to strike a fair balance in securing financial contributions from all those who will benefit from the scheme—Government, businesses and passengers.

Central Government, through the Department for Transport, have committed £5.1 billion of direct funding to Crossrail, which amounts to approximately one third of the funding package, in line with the estimated costs of construction of £15.9 billion.

Private sector commitments to Crossrail include a number of commercial agreements with private sector companies to provide contributions to Crossrail, given the benefits which will flow to businesses as a result of the scheme.

These include agreements with Canary Wharf Group, City of London, Berkeley Homes Group and BAA, as well as wider contributions being made through Business Rate Supplements, the planned Community Infrastructure Levy and Section 106 developer contributions. Such commitments constitute approximately one third of the Crossrail funding package.

## **Manchester-Burnley Railway Line**

**Mr. Gordon Prentice:** To ask the Minister of State, Department for Transport what progress has been made in reinstating the Todmorden Curve; and what estimate he has made of the cost of that work. [294137]

**Chris Mole:** Burnley borough council has commissioned Network Rail to carry out a study for the chord (and any other infrastructure changes required) which is due for completion by the end of the year. The study will confirm the expected capital cost, which is currently estimated at £5 million.

## **East Coast Railway Line**

**Norman Baker:** To ask the Minister of State, Department for Transport how many new diesel trains the Secretary of State intends to procure for the new company issuing services on the East Coast Main Line; and when the (a) first and (b) last of these orders are likely to be (i) placed and (ii) delivered. [294049]

**Chris Mole** [*holding answer 19 October 2009*]: The Department for Transport does not intend to procure any diesel trains for services on the East Coast Main Line.

However, as part of the Intercity Express Programme, the Department is procuring new electric and bi-mode (electric and diesel) Super Express Trains to operate services on the East Coast and the Great Western Main Line from 2014.

This follows the electrification announcement by the Secretary of State in July 2009. Bi-mode trains utilise the electric wires where available and continue beyond the wires using the diesel engine. An announcement on the placing of orders for Super Express Trains will be made in due course.

## **Rail Services**

**Mr. John Grogan (Selby) (Lab):** If he will hold discussions with train operating companies on proposals to increase the number of rail services operating on Boxing day 2009. [294794]

**The Parliamentary Under-Secretary of State for Transport (Chris Mole):** I understand from Network Rail that it plans to enable around 50 per cent. more rail services to run on Boxing day 2009 to reflect changing travel demands, and I welcome this. As my hon. Friend is aware, Boxing day service provision is a matter for the train operating companies and Network Rail, as the owner and operator of the national network.

**Mr. Grogan:** The almost full level of service on Boxing day in every other EU country means that people can visit family and friends, attend sporting fixtures or go shopping in the sales. When I met Lord Adonis this spring he promised to contact the train operating

companies on this matter. Should not the Government take a more active role in promoting a comprehensive Boxing day service in future?

**Chris Mole:** I congratulate my hon. Friend on the way that he has advocated the development of services on behalf of the public, but I must advise him that his international comparisons suggesting that this country is unusual in providing a relatively low level of service are misleading. Although Boxing day is a public holiday in England and Wales, by and large it is not in many continental European countries. I know that he understands that the seasonal break is an important time for Network Rail to take possession of busy lines to undertake essential maintenance. Although that will mean that there will be no access to destinations such as Manchester international airport this year, there is evidence of growth in travel over the Christmas and new year period, with 23,000 more trains running in 2008 than in 2007.

**Miss Julie Kirkbride (Bromsgrove) (Con):** The Minister gave the House an interesting answer when he said that services had increased by 50 per cent. So that we can understand that figure, will he say to what extent that represents the normal service on any other working day of the year?

**Chris Mole:** The 50 per cent. figure represents the increase over previous years that is planned for this year in the 2009 timetable.

**Mr. Tom Watson (West Bromwich, East) (Lab):** To travel on a bank holiday, British citizens need to know the train operators' timetables, but the data are licensed as the companies' intellectual property. Does not my hon. Friend think that the timetable data belong to the people, and that we should make them available for free?

**Chris Mole:** My hon. Friend's question would be better directed at the Association of Train Operating Companies, which owns the intellectual property behind the timetable.

**Norman Baker (Lewes) (LD):** Is it not symptomatic of the culture and mindset that persists in the railway industry these days that Boxing day, public holidays and Sundays are somehow not regarded as days on which people travel, as they were 50 years ago? When are we going to get the seven-day railway that Network Rail promised us? Is it not time that, instead of thousands of people being shoved on to bus replacement services, we had guaranteed rail services on Sunday? To give Network Rail an incentive and passengers a chance, should not Network Rail give a third off the ticket price to those who are forced on to buses?

**Mr. Speaker:** Order. Front Benchers have got to learn the habit of asking one question, not a quartet of questions.

**Chris Mole:** This Government are the first Government to assert the notion of the seven-day railway, and in doing so, we have had constructive dialogue with Network Rail about

the scheduling of maintenance works. Of course, one of the challenges we face now is that we are investing more in our railways than ever before to ensure that they are properly maintained. To undertake those works, the railway must be possessed by Network Rail, which will judge the best time to do the work, which is inevitably a Sunday.

### **First Great Western**

**Mr. Sharma:** To ask the Minister of State, Department for Transport if he will take steps in collaboration with First Great Western to relieve congestion through (a) bringing into service as soon as possible new trains ordered for 2011 and (b) other measures. [294998]

**Chris Mole:** On 23 July the Government announced a major £1 billion programme of rail electrification on the Great Western Main Line. This radically affects the requirements for rolling stock over the next decade.

Long-distance services will now be operated by a new fleet of predominantly electric-powered Super Express Trains, offering faster journeys as well as improved capacity and passenger comfort. Electric trains will also be provided for commuter services. Following the procurement of new Thameslink rolling stock, Great Western electrification will allow four-carriage electric trains currently operating Thameslink services to replace three-carriage diesel trains currently operating on the Great Western Main Line. In addition, once completed, Crossrail will provide significantly increased capacity on Great Western services into London.

In view of Great Western electrification, the procurement by the Government of new diesel trains, some of which would have entered service on the Great Western Main Line has been superseded. The Government will publish a new Rolling Stock Plan in the autumn, taking account of the changed circumstances.

### **Railways: East Midlands**

**Graham Stringer:** To ask the Minister of State, Department for Transport what plans he has to improve the East Midlands peak time train service between Manchester and (a) Merseyside and (b) South Yorkshire. [295582]

**Chris Mole** [*holding answer 26 October 2009*]: On 23 July the Government announced a major £1.1 billion programme of rail electrification, including the electrification by 2013 of the line between Liverpool and Manchester via Newton-le-Willows.

Electrification of the Liverpool-Manchester route via Newton-le-Willows will enable the operation of high-capacity four-carriage electric trains transferred from the cross-London Thameslink route. These trains will be completely modernised before they are transferred, including the installation of air-conditioning.

This additional capacity on the Liverpool-Manchester line running via Newton-le-Willows will relieve pressure on the other Liverpool-Manchester line running via Warrington.

The diesel trains currently operating on the Liverpool-Manchester line via Newton-le-Willows will be transferred onto other routes, delivering much needed additional capacity.

In the meantime, the Department for Transport is in discussion with train operating companies about delivering additional capacity. This includes discussions with Northern Rail about a first phase of additional rolling stock. The Government will publish an updated rolling stock plan taking account of electrification and setting out a revised strategy this autumn.

## ***Railways***

### ***Question***

*Asked by Lord Laird*

To ask Her Majesty's Government whether they encourage the building or rebuilding of railway lines over the construction of motorways for environmental reasons.

**The Secretary of State for Transport (Lord Adonis):** The Department for Transport's overarching approach to transport planning is set out in our 2008 publication, *Delivering a Sustainable Transport System*. In this context, the department takes account of a wide range of environmental impacts alongside economic and social concerns to determine the most appropriate solution for particular transport problems.

For large passenger flows between major cities, rail is far more energy efficient than road transport. It is also this Government's policy not to build motorways on new alignments but rather to make best use of the existing motorway network.

## ***Railways: Diesel Vehicles***

### ***Question***

*Asked by Lord Bradshaw*

To ask Her Majesty's Government further to the Written Answer by Lord Adonis on 5 October (WA 477—8), whether there will be sufficient diesel trains to serve those lines which will not be electrified by 2025; and how many trains will be required for that purpose.

**The Secretary of State for Transport (Lord Adonis):** There will be sufficient trains to serve those lines which will not be electrified by 2025. As announced in the rail electrification document of July 2009 there will now be less need for diesel trains and a greater requirement for electric trains. It was also announced that the Government would publish a new rolling stock plan taking account of the changed circumstances and setting out a revised strategy in the autumn.

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