



A sustainable railway

ATOC

Train companies are committed to creating a sustainable Britain

As companies whose core purpose is delivering a key public service over the long term, train companies are committed to helping create a sustainable Britain – a country where the economy is resilient and attractive to business, the environment is greener and local communities are stronger.

Through the Initial Industry Plan (IIP), train companies have an ambition to deliver a railway that contributes towards a lower carbon economy, working with Network Rail to reduce the industry's CO2 emissions per passenger kilometre by 25 per cent by March 2019.

Since privatisation, the commercial activities of train companies have helped turn around a declining railway into one which is booming. More and more people are choosing to travel by train. Rail's modal share of the domestic transport market grew by over 45% since 1997-98, according to the most recent Department for Transport figures.

The successful railway which private train operators have helped to create is supporting the economy by ensuring people can move between major economic centres efficiently. It is enriching communities by making it easier for people to move around for work or leisure, and it is driving investment in a cleaner, more energy efficient network.

There is more to do, however. This document provides a brief outline of some of the work train companies are doing to support economic, social and environmental sustainability, and what they plan to do over the coming years.



Building a stronger economy

Good transport infrastructure is essential to a healthy economy. Train companies are improving the contribution the railway makes to the UK's economic competitiveness by attracting more passengers, increasing capacity and cutting journey times.

This is making it easier for people to get to work and home again, and to travel between cities looking for business opportunities. Operators and their industry partners are also making the railways more efficient, by cutting unit costs and running the rail network more intensively.

Train companies have been making it easier for passengers to do business on the move, with Wifi now available at over 200 stations, and operators having spent £10m installing wireless internet on trains.

A report by the RAC- *"On the Move - making sense of car and train travel trends in Britain"* shows that rail passenger mileage is increasing across all occupation types, with the biggest increases being seen among professionals.

Train companies are also helping people get back to work through the provision of the Job Centre Plus Travel Discount card. The card is available to eligible people in England, Wales and Scotland who have been out of work for 13 weeks or more. It offers jobseekers a 50% discount on a range of train tickets, including Season tickets, for up to three months, to help them travel to interviews, to the Jobcentre, or to and from training. Between 2002 and 2012, 6.5million rail journeys were made using the Railcard, saving jobseekers a total of £11.2 million.



Supporting stronger communities

By focussing on our customers, making it easy for people to access the railways and acting as responsible employers, train companies are helping to support communities.

A recent report by the RAC – “*On the Move - making sense of car and train travel trends in Britain*” said that: “Rail travel growth is remarkably evenly spread across the population of Great Britain.

“It is striking that it has resulted from a larger proportion of the population using rail services over time, rather than more intensive use of existing users.”

Train companies are encouraging all groups of people to use the railway. Northern Rail has a Community Ambassadors Scheme where staff work with Black and Minority Ethnic and socially excluded community groups to promote the use of rail.

By involving local people in station adoption schemes, train companies are helping to put stations at the heart of the communities they serve. These schemes encourage the public to help with gardening projects, creative community projects and take part in station health checks.



Door to door

Good connections with other forms of transport are vital to making rail travel an attractive choice for passengers. According to the latest survey by the independent passenger watchdog, three quarters of people say they are satisfied with connections to other forms of transport.

By increasing the provision of cycle parking spaces by 120% since 2008, train companies are encouraging more passengers to cycle to stations.

Railcards

Train companies offer discounted travel to 3.5 million railcard holders in Britain, including 16-25s, the over 60s, those serving in the armed forces and passengers with a disability.

An analysis of passengers using a Senior Railcard – which offers discounted train travel to those aged 60 and over – suggests a growing trend of older people embracing a more active retirement.

The figures, published by the Association of Train Operating Companies (ATOC), show that over the last six years:

- the number of people using a Senior Railcard has increased by almost 50% to hit a record 1.1million last year
- journeys made with a Senior Railcard have risen by 74%, to more than 25million in 2012
- the average distance travelled with a Senior Railcard is now 71 miles, 15% further than in 2006

Responsible employers

Train companies employ around 50,000 people across Britain.

All TOCs are investing in developing and training their staff. For example, since the start of its franchise, South Eastern has spent a total of £13 million on staff training and development.

The railways are being made safer. In 2012, for the fifth year in succession, there were no passenger or workforce fatalities in train accidents.

Accessibility

Under the Access For All scheme, £370m is being spent on making 154 of the busiest stations more accessible by 2015, including lifts, accessible toilets and reducing gaps between train and platform. More than 1,000 stations have already received grants for smaller scale access improvements under the programme.

Stations Made Easy is an online guide showing passengers how to get around when travelling by train. It makes it easier for elderly and disabled people and parents with young children, to plan their train travel.

Passenger Assist, launched by operators in 2012, is a free service for disabled passengers and others who require assistance with any part of their train journey.

Staff can help plan journeys, book tickets, make reservations, and assist at stations and on trains with anything from changing platforms to finding reserved seats. ATOC, on behalf of train operators is working with partnership organisations to examine the provision of assistance for those who do not wish to book in advance.



Improving the environment

Train companies are working hard to reduce their environmental impact and use less energy, setting and meeting tough targets to cut their carbon emissions.

On our trains

Official statistics from the Office of Rail Regulation show that CO2 emissions have reduced by 12.6g per passenger km since 2005. Train companies are working hard to ensure that rail remains one of the greenest forms of transport and to minimise the impact of rail on the environment.

For some time, operators have been delivering technology which allows the energy that is generated when an electric train brakes to be captured and either reused to power on-board systems, power nearby trains or be fed back into the National Grid. Known as 'regenerative braking' this can achieve energy savings of up to 20 per cent.

Since 2010, the number of regenerative enabled units available for operation on the network has increased 54% to 1,010.

Train operating companies are committed to reducing their environmental impact in terms of carbon emissions, noise levels and waste reduction.

Train companies have begun to both train their drivers to drive efficiently and to equip their trains with automated driver advisory systems which use detailed knowledge of a route and the train's current status to provide the driver with bespoke advice on energy efficient driving, whilst maintaining timetabled performance – such training or systems can save approximately 10% of energy consumed.



Some train companies have been experimenting with diesel fuel additives that can improve engine efficiency – such additives can save up to 4% of fuel consumed.

ATOC and operators are fully engaged with legislation to reduce noise levels from new rolling stock. Where localised noise issues do exist, train companies are working with the community to resolve these as quickly as possible.



At our stations

Many operators have installed energy efficient lighting at stations and in their offices, which is triggered by motion sensors. In the case of South West Trains, the fitting of energy efficient lighting has reduced station energy consumption by up to 40%. Merseyrail is harvesting rainwater and recycling it to use in lavatories and sinks.

Many new or refurbished stations are using technologies such as photovoltaic cells on windows to harness solar power to provide a proportion of the electricity for the station.

Britain's train companies are working hard to recycle as much of their waste as possible. For example, Southeastern is recycling up to 68 tonnes of unwanted newspapers every month. Network Rail has achieved a 54.6% recycling rate at its 17 managed stations, up from 28.8%.

Looking ahead: reducing rail's carbon footprint

Movement of trains accounts for around 88% of the industry's direct CO2 emissions.

Train companies, working with Network Rail and industry partners, have identified a series of measures to reduce their impact on the environment, including:

- Further electrification of routes. Alongside the government's plans to decarbonise energy generation, the combined effect is forecast to reduce the absolute level of annual traction carbon emissions by the end of CP5, even after allowing for expected growth in passenger demand
- Further energy-efficient driving
- Technology to reduce energy consumption when rolling stock is not in use
- Weight reduction of new trains

Combined with the impact of decarbonisation, these measures have the potential to cut emissions per passenger kilometre by 37 per cent by 2019.





Association of Train Operating Companies

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