

Freight on Rail

on track for sustainability

HOME | WHO WE ARE | HOT TOPICS | **FACTS & FIGURES** | PRESS RELEASES | NO MEGA TRUCKS | CONSULTATIONS | CONTACT

- who are we?
- hot topics
- column
- facts & figures
- press releases
- no mega trucks
- consultations
- contact
- publications
- guidance
- reports
- case studies
- industry links
- events
- photos

Useful Facts and Figures - Environmental Arguments for Rail Freight

Transport is the fastest growing source of climate change. Road transport alone account for 26% of UK emissions. HGV traffic has grown by 20% with a 14% rise in CO2 emissions.

HGVs are responsible for 23% of carbon dioxide emissions from all domestic transport and road freight now account for 8% of UK carbon dioxide emissions.

92% of domestic transport emissions are from road modes
- *Carbon Pathways DfT 2008*

Transport overall is responsible for 28% of carbon dioxide emissions in UK
- *Carbon Pathways DfT 2008*

Per tonne carried, rail produces 70% less carbon dioxide than road transport
- *DfT Logistics Perspective Dec 2008 P8 paragraph 10*

Energy efficiency is directly related to carbon dioxide emissions, rail is significantly more energy efficient than other modes with the exception of shipping. Per tonne carried, road transport will requires between 4 to 7 times more energy than rail. - *The case for rail, Railfuture 2004*

The Government committed to increasing the target to cut greenhouse gas emissions to 80% instead of 60 per cent target by 2050.

- *Secretary of State for Climate Change and Energy 16th October 2008.*

The health impacts of traffic pollution cost £11.1bn each year.

Source: *Environmental Transport Association*

Rail overall produces 1.7% of the total UK emissions of Carbon dioxide compared to 21% from road transport

- *Carbon Pathways DfT 2008*

[Back to Facts and Figures](#)



[home](#) | [who are we?](#) | [hot topics](#) | [facts & figures](#) | [publications](#) | [press releases](#) | [consultations](#) | [case studies](#) | [contact](#) | [links](#) | [events](#)

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