

Runways to railways: unlocking the potential of the Channel Tunnel

International rail has the potential to offer a viable alternative to short haul flights, but with international rail connectivity outside the scope of the Government's programme of rail reform, it risks being overlooked.

Our upcoming report looks at which barriers are currently preventing the growth of international rail passenger numbers and what can be done to ensure international rail reaches its full potential.

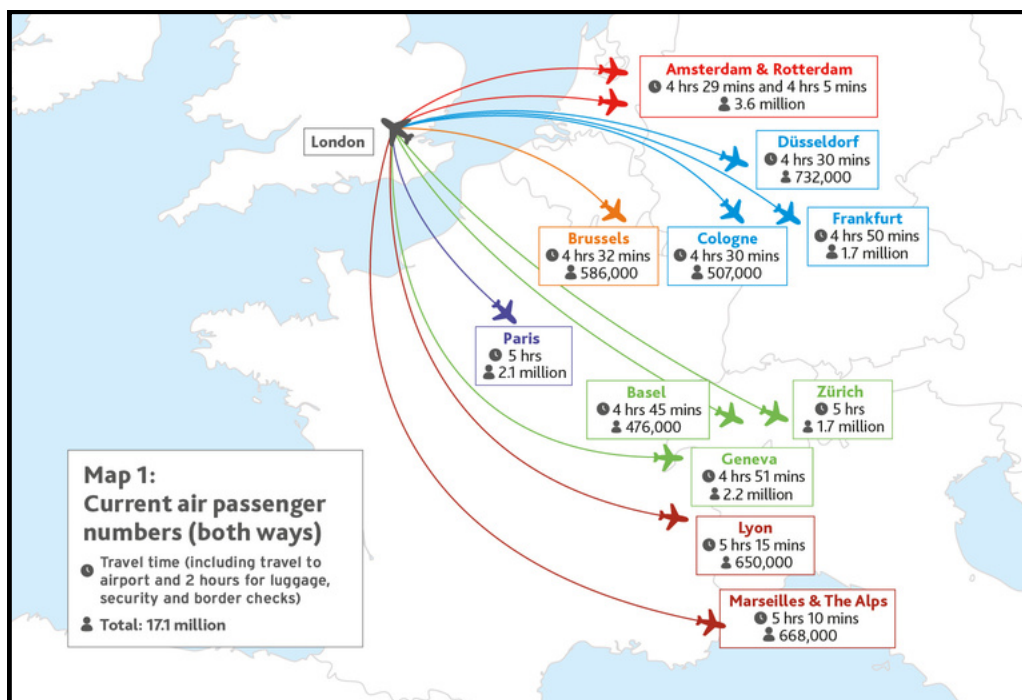


There are **17million** journeys by plane annually between London and cities in mainland Europe that could be easily reached by train

(see Map 1)



Of the train paths available in the Channel Tunnel, less than **50%** of the passenger capacity and **10%** of freight capacity is currently being used

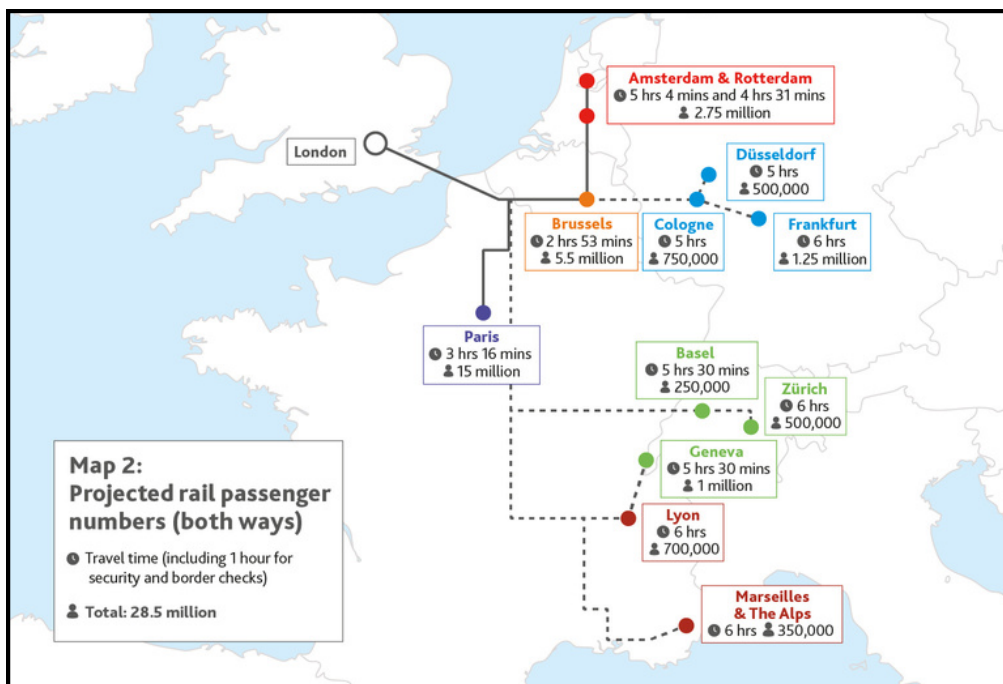


Our report found that by introducing additional direct services from the UK to European cities, millions more people could travel to continental Europe by rail, boosting economic growth across the UK and offering a viable and popular alternative to short-haul flights.



By 2040 **28.5 million**
people per year could
be travelling by rail to
Europe - **2.5 times**
the current number

When rail's travel time
is comparable to that
of air travel, it can
achieve a **50%**
share of the market



Recommendations for Government

- Develop an international rail strategy with targets to increase passengers and freight.
- Work with the ORR to reduce the entry barriers to prospective new operators.
- Reopen Ashford and Ebbsfleet and deploy Stratford International.
- Work with the EU, European governments and industry to enable direct services to more European cities.
- Work with EU partners to streamline security and border control checks.
- Work with operators and the EU on better integrated connections and ticketing for onward travel.
- Improve UK rail connectivity and pricing, encourage businesses to adopt 'rail first' policies and tax aviation fairly.