



20 October 2017

Railway Industry Association

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RIA Chief Executive sets out seven challenges for Government on rail supply

20 October 2017: Rail Minister Paul Maynard MP spoke this morning at the Railway Industry Association's (RIA) Annual Conference where he responded to seven challenges set out by the supply chain:

- 1) On short term funding, the Government should bring forward £500 million from the next funding period, Control Period 6 (CP6), to make up for a shortfall in CP5, the current funding period;
- 2) The Government should work with Network Rail to get rid of 'boom and bust' cycles caused by the current funding structure;
- 3) The Government should work closely with the Rail Supply Group to deliver a Sector Deal to transform the rail industry over the next 20 years;
- 4) On Brexit, the rail supply sector should inform the Government's approach on challenges to the industry, such as standards, the provision of skilled labour and frictionless trade, and to be part of trade deal opportunities when bilateral negotiations take place with non EU and EU countries;
- 5) The Government must continue to promote major projects, publicly, including HS2, Crossrail, Crossrail 2, Northern Powerhouse and East-West Rail
- 6) The Government should keep an open mind on electrification, where this would be the most cost-effective approach for intensely used parts of the railway;
- 7) The Government should commit to the recommendations of the Hansford Review on contestability and increasing private investment in the UK railway.

Darren Caplan, Chief Executive at the Railway Industry Association said "Whilst we applaud the Statement of Funds Available and the 25% increase in the Control Period 6 settlement, we urge the DfT to bring forward £500 million from CP6 to bridge the funding shortfall to March 2019, and to avoid cancellations and delays on the rail network.

"We also urge the Rail Minister Paul Maynard to announce the CP6 enhancements budget as soon as possible so rail suppliers can plan for the future.

"Finally, we urge the Government, Network Rail and the rail supply sector to collaborate early in the New Year on how the Control Period system can be improved to avoid the 'boom and bust' cycles which make rail investments less cost effective than they could otherwise be".

On the issue of funding, Rail Minister Paul Maynard said “The case on bringing forward funding from CP6 to CP5 has been made loud and clear by RIA, Network Rail and others and has been heard. Watch this space!”

ENDS

Notes to Editors

1. **About the Railway Industry Association:** The Railway Industry Association (RIA) is the representative body for UK-based suppliers to the UK and world-wide railways. It has some 200 companies in membership and the sector employs 240,000 people and contributes annually £11 billion Gross Value Added (GVA). It is also a growing industry with the number of rail journeys expected to double over the next 25 years and freight set to grow significantly too. RIA’s membership is active across the whole of railway supply, covering a diverse range of products and services and including both multi-national companies and SMEs (60% by number). RIA works to promote the importance of the rail system to UK plc, to help export UK expertise around the globe and to share best practice and innovation across the industry.
2. RIA’s Annual Conference was held on Friday 20 October 2017 at Oulton Hall, Leeds with participation from Rail Minister Paul Maynard MP, Shadow Transport Secretary Andy McDonald MP, Liberal Democrat Transport Spokesperson Baroness Randerson, Network Rail Chief Executive Mark Carne, Paul Plummer Rail Delivery Group Chief Executive, Darren Caplan, Rail Industry Association Chief Executive, Philip Hoare, Managing Director – Transportation, Atkins, Neil Robertson, Chief Executive, NSAR, David Tonkin, Chairman, RIA, Elaine Clark, General Manager, Rail Forum East Midlands, John Dickie, Director of Strategy and Policy, London First, David Hoggarth, Director, Rail North, Amanda White, Head of Rail, Transport for Greater Manchester