Branchliner- Kinbrace Timber by Rail

Frank Roach HITRANS December 2015

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Background

- HRP THC FCS set up Kinbrace Lineside Loading project in 2002 with ERDF, Jones, rail industry support
- Ultimately could not compete with road cost
- HTTG forecast data
- 3 applications to STTS for funding to kickstart rail- finally Branchliner award for research into viability
- Freight Grants – A897 reclassified as not an A road for grant purpose£2.35 per lorry mile v standard A road's £0.82 per lorry worth up £8/tonne to Inverness
- 08/01/15 windblow!

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Kinbrace

Top of site is c. 464m from level crossing

Footprint of area c. 285m long

Kinbrace

118 miles from Inverness

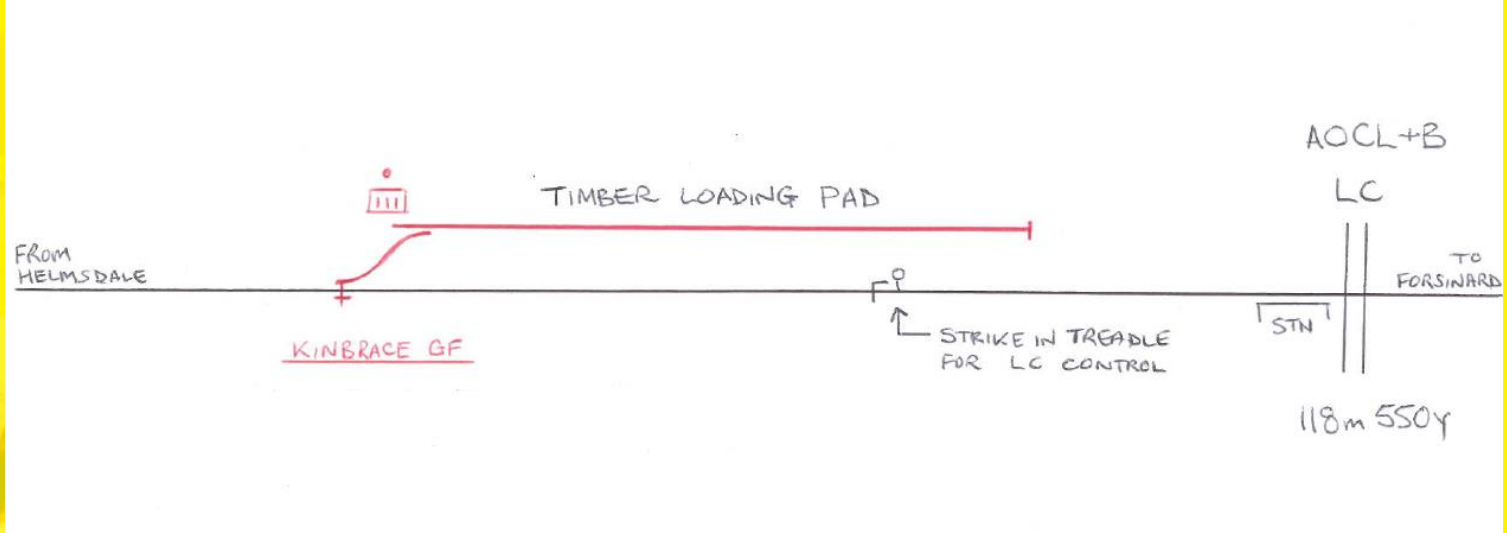
8 miles from Forsinard

Branchliner £30k in funding

HITRANS with support from Confor, UKFPA, FCS and HTTG has engaged separate consultants to cover the following Work Packages:

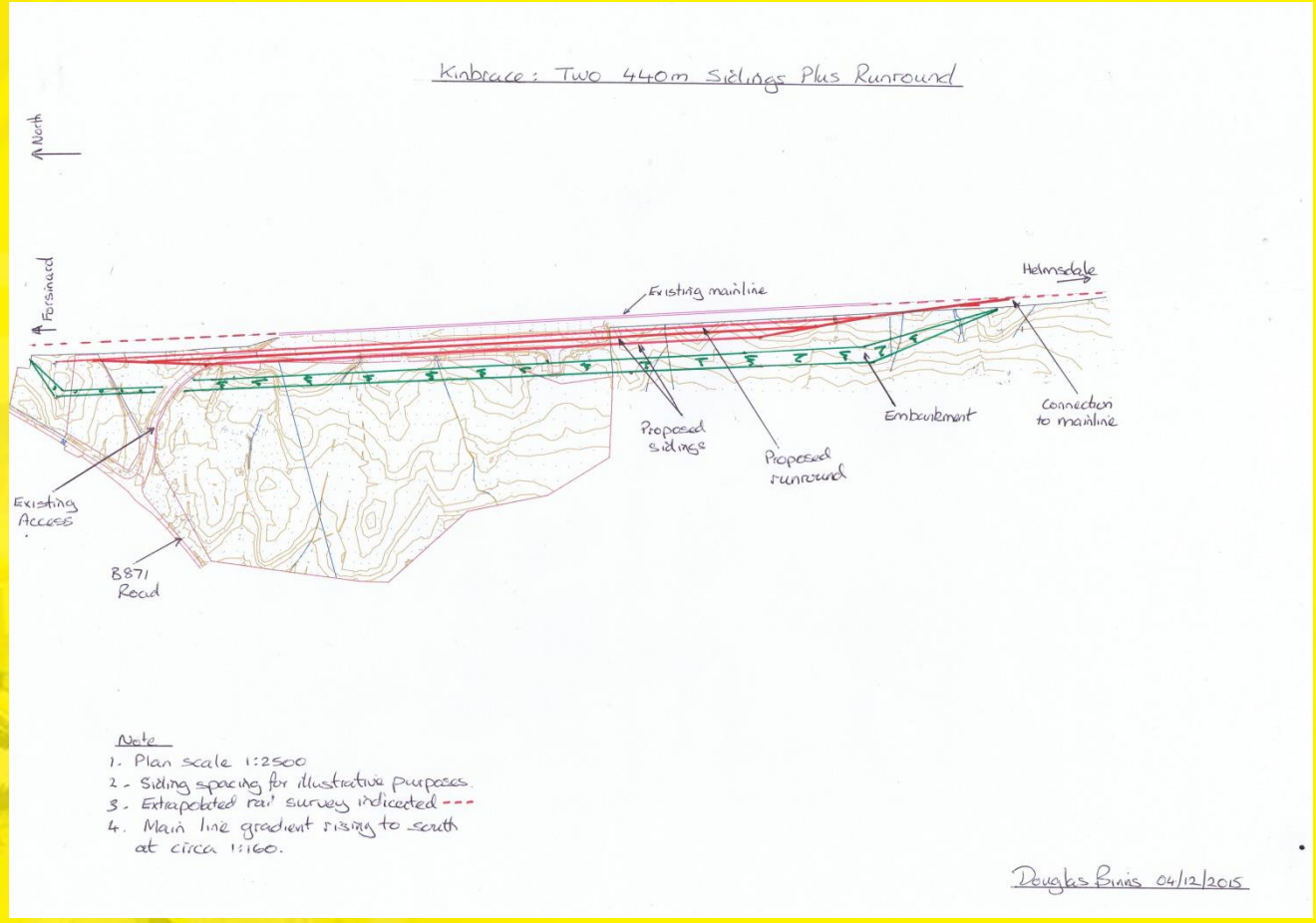
- WP1 Civil engineering: terminal design, improvements
- WP2 Rail operations: procurement, wagons, haulage, pathing, possessions
- WP3 Road logistics: trip to and from terminals, roadspace allocation
- WP4 Product supply: harvesting, loading to rail, off loading
- WP5 Facilitation: promoting and establishing the alliance
- WP6 Economic case: establishing the value of timber to the Highland economy
- WP7 Environmental assessment: impact of mode shift

Basic Siding



- Released by Annetts Key under RETB regulations
- Siding use managed by local operating instructions (to be agreed)
- Depending on site footprint there is potential to create a 2nd siding/run-round facility off the single connection
- Forsinard to Helmsdale section token
- Train requires to run round at Forsinard and load on return
- Possible high level estimate for connection (excluding PM, Property, Contingency etc)
    - Circa £1.6m +60%

Layout


Kinbrace: Two 440m Sidings Plus Runround
North
Forsinard
Existing mainline
Helmsdale
Proposed sidings
Proposed runround
Embankment
Connection to mainline
Existing Access
B871 Road
Note
1. Plan scale 1:2500
2. Siding spacing for illustrative purposes.
3. Extrapolated rail survey indicated ---
4. Main line gradient rising to south at circa 1:160.
Douglas Binns 04/12/2015

Terminal throughput and estimated costs +/- 50%

Generic wagon type	conventional		intermodal
Wagon model	KFA	KSA	IKA Megafret twin
Timber payload per wagon	c.40t	c.45t	c.52t
Wagon tare weight	26t	28t	39t
Containers (2) tare weight	-	-	8t
Total wagon weight	c.66t	c.73t	c.99t
WAGON WEIGHT PER AXLE	(RA4) c.16.5t	(RA5) c.18.25t	(RA3) c.12.41t
Wagon length*	20.76m	23m	36.44m
PAYLOAD PER METRE	c.1.9t	c.2t	c.1.4t
Maximum no. of wagons within 1,230t GTL	18	16	12
Total train length (excluding loco)	374m	368m	437m
TOTAL TRAIN PAYLOAD	c.720t	c.720t	c.624t
ANNUAL THROUGHPUT (4 trains pw, 40 weeks pa)	c.115,200t	c.115,200t	c.99,840t

Item	Cost (£k)
P. Way	868
Culverts	71
Earthworks	2660
Fencing	21
Total	3620

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Current thinking

- Alliance of owners to purchase rail service- pooling resources
- Requires roadspace allocation measures- and trust
- Lineside first, then temporary connection to sidings (NICS), then permanent connection.
- Delivery to Inverness for Norbord/Jones/Gordon's etc
- Key milestone- Data Change possible during signalling shutdown summer 2016. HITRANS to be Network Rail client initially
- Radio coverage checked/ passenger loop benefit?

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