

Illustrative Electrification Scenarios (track miles that might be electrified)

Source: Analysis based on data provided by Network Rail

Control Period	Low	Medium	High
CP4 & CP5	1,900	1,900	1,900
CP6	2,100	2,100	2,100
CP7	0	1,800	1,800
CP8	0	0	1,100
TOTAL	4,000	5,800	6,900
% Electrified	62%	71%	77%

Comparison of Diesel and Electric Rolling Stock Costs per Vehicle Mile

Source: TOC and ROSCO sources, for new EMU and DMU vehicles, assuming similar annual mileages, at February 2013 price levels

Cost per Vehicle Mile (£)	Diesel	Electric	Saving (£)	Saving (%)
Maintenance Cost	£0.80	£0.44	£0.36	45%
Capital Lease Cost	£1.43	£0.97	£0.47	32%
Maintenance and Leasing Costs Total	£2.23	£1.41	£0.83	37%

Comparison of Other Diesel and Electric Costs per Vehicle Mile

Source: TOC and ROSCO sources, for new EMU and DMU vehicles at February 2013 price levels

Cost per Vehicle Mile	Diesel	Electric	Saving (£)	Saving (%)
Energy Cost	£0.47	£0.25	£0.22	47%
Track Maintenance Cost	£0.071	£0.068	£0.003	4%
Electrification Fixed Equipment Maintenance Cost	£0.00	£0.012	-£0.012	n/a
'Other Costs' Total	£0.54	£0.33	£0.21	39%

Projected Annual Rolling Stock Related Cost Savings from Electrification, by 2043

Note: These savings have been calculated from data at February 2013 price levels. The annual savings have been presented as a % of the total annual Rolling Stock Related Base Costs for maintenance, capital lease and energy.

Annual Rolling Stock Savings from Electrification	£ pa (millions)	% of Total Rolling Stock Related Costs
Annual Savings by 2043 (Low Scenario)	£346	14%
Annual Savings by 2043 (Medium Scenario)	£438	18%
Annual Savings by 2043 (High Scenario)	£479	20%