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MEETING WITH TOM HARRIS,
UK RAIL REVIEW EXPERT CHALLENGE PANEL MEMBER
Monday 1 July: 15:45 – 16:30

Key Message	The Williams Review provides an opportunity for meaningful change to the rail industry in Scotland for the benefit of passengers, freight and wider communities.
Who	Tom Harris, Member of UK Rail Review Expert Panel, and author of a report on rail for Reform Scotland. Mr Harris has criticised proposals to nationalise the rail industry, and advocates instead greater integration and devolution of powers to a new body, answerable to Scottish Ministers.
What	Meeting to discuss progress to date on the Review and next steps.
Why	To seek Mr Harris' perspective on the Review and to inform him of our approach.
Where	Atlantic Quay, 7/5, 5 Atlantic Quay 150 Broomielaw Glasgow G2 8LU
When	Date: 1 July 2019 Time: 15:45 – 16:30
Supporting Officials	Name: Bill Reeve, Director TS Rail Policy [REDACTED]
Alternative contact	Name: [REDACTED], TS Rail Policy [REDACTED]
Briefing	Annex A: Discussion points Annex B: Background on discussion points [REDACTED]

DISCUSSION POINTS

Item 1: Key Message:	Welcome

Item 2: Key Message:	Key themes emerging from the evidence phases and progress to date
	I am satisfied to date with the degree of access to Keith Williams and the Review team.
Discussion:	<ul style="list-style-type: none"> • It is important that Scotland's views, and evidence submitted are appropriately considered and inform the final recommendations. • The Scottish Government position is that the full devolution of rail powers will enable a flexible and responsive approach to structuring Scotland's railways, best suited to Scotland's needs and a whole railway system which is fully accountable. • What are your indications of where the Review will focus?
	Background briefing for this item is set out in Annex B

Item 3: Key Messages:	Potential changes to the current franchising model
	Keith Williams is on record as stating that the current franchising model isn't fit for purpose; what matters now is what will be put in its place.
Discussion:	<ul style="list-style-type: none"> • The Scottish Government thinks that it should have the flexibility to consider as wide a range of options as is possible for the delivery of rail passenger services as a result of the Review. • What are your views? • Do you see any barriers to change?
	Background briefing for this item is set out in Annex B

Item 4: Key Messages:	Williams Review team recommendations – update, including a strategic, coordinating body or bodies and further devolution
	<ul style="list-style-type: none"> • Crucial to ensure that, as a minimum, any recommendations do not seek to dilute or diminish the current devolution settlement. That would be wholly unacceptable to Scottish Ministers. • We see merit in the coordination of rail services. Transport Scotland has a good track record of overseeing the alignment of infrastructure and rail services, but this is constrained by current structure, in particular the lack of accountability of Network Rail and the inability to bring forward legislation to make meaningful change. • Two key features must apply to any new arrangements so they can be focused on the passengers' interests: <ul style="list-style-type: none"> ○ flexibility to allocate available funding across the whole system as economic cycles and demand patterns evolve; and

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Discussion:	<ul style="list-style-type: none"> ○ infrastructure and operations managed in an integrated manner that connects efforts of all staff to the interests of customers, and to the management of revenue and cost. ● For Scotland's railways to reach their full potential, full devolution is needed. ● While advantages exist in retaining a GB wide approach in some areas, such as safety, we would not accept a body set up primarily to deliver rail services in England and Wales constraining the approach in Scotland.
	<ul style="list-style-type: none"> ● How would you see a strategic, coordinating body delivered in Scotland and what would be the role of Network Rail in Scotland? ● We have a system of economic regulation which is resource hungry and has on a significant number of occasions in Scotland created misaligned incentives through a strong desire for uniformity in an increasingly devolving railway. [REDACTED] ● What is your current thinking on regulation?
	<p>Background briefing for this item is set out in Annex B</p>

Item 5:	Our vision for rail in Scotland
Key Messages:	There is a well-rehearsed argument for further devolution of rail powers to Scotland; but it is important that the Review facilitates such change.
Discussion:	<ul style="list-style-type: none"> ● Devolution would allow Ministers the flexibility to consider all options for the delivery of services in Scotland. ● The review has already examined a number of aligned and integrated models internationally. Whatever model is recommended must deliver the flexibility for Scotland's elected representatives and its Government to determine what is best for Scotland's railways, based on the will of its people and its socio economic needs. <p>[REDACTED]</p> <ul style="list-style-type: none"> ● You have written about the need to devolve rail powers to Scottish Ministers. Is that a view that you still hold?
<p>No further briefing is provided</p>	

BACKGROUND BRIEFING

2. Key Themes emerging from the evidence phases

[Redacted text]

3. Potential changes to the current Franchising model

[Redacted text]

[Redacted text]

4. Williams Review team recommendations – Update

[Redacted text]

[Redacted text]

5. Described above.

6. Reporting arrangement to the SofS for Transport and the Scottish Government

[Redacted text]

[Redacted text]