

| Date | Engagement Type | Organisation/ Individual met with | Agenda/Pre Meeting Briefing/ Notes, Action Points | Exemptions Apply | Details |
|-----------------------------|-----------------|------------------------------------|---|--|--------------|
| 1. 15 January 2020 | Meeting | Bert Greonewegen and Dominic Booth | Agenda – Yes listed as Items within the pre meeting briefing Pre Meeting Briefing – Yes Notes & Action Points - Yes | Section 30(b)(ii) - Substantial inhibition to free and frank provision of views Section 33(1)(b) - Substantial prejudice to commercial interests Section 38 (1)(b) – Third party data | Appendix 1.0 |
| 2. 05 March 2020 | Meeting | Abellio representatives | Agenda – Yes listed as Items within the pre meeting briefing Pre Meeting Briefing – Yes Notes & Action Points - Yes | Section 30(b)(ii) - Substantial inhibition to free and frank provision of views Section 33(1)(b) - Substantial prejudice to commercial interests Section 38 (1)(b) – Third party data | Appendix 2.0 |
| 3. 19 March 2020 | Meeting | Alex Hynes | Agenda – Yes listed under the What section within the pre meeting briefing Pre Meeting Briefing – Yes Notes & Action Points - Yes | Section 30(b)(ii) - Substantial inhibition to free and frank provision of views Section 33(1)(b) - Substantial prejudice to commercial interests Section 38 (1)(b) – Third party data | Appendix 3.0 |

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| 4. 15 April 2020 | Meeting | Conference call - Alex Hynes | Agenda - Yes listed as Issues within the information supplied for the meeting Pre Meeting Briefing – Yes Notes & Action Points - No | Section 30(b)(ii) - Substantial inhibition to free and frank provision of views Section 33(1)(b) - Substantial prejudice to commercial interests Section 38 (1)(b) – Third party data | Appendix 4.0 |
| 5. 24 June 2020 | Meeting | Conference Call - Bert Groenwegen & Dominic Booth | Agenda – Yes contained within the Background/Purpose section of the pre meeting briefing. Pre Meeting Briefing – Yes Notes & Action Points - Yes | Section 30(b)(ii) - Substantial inhibition to free and frank provision of views Section 33(1)(b) - Substantial prejudice to commercial interests Section 38 (1)(b) – Third party data | Appendix 5.0 |
| 6. 27 July 2020 | Visit | Shields Road Depot | Agenda – Yes contained within the event programme Pre Meeting Briefing – Yes Notes & Action Points – n/a | Section 30(b)(ii) - Substantial inhibition to free and frank provision of views Section 33(1)(b) - Substantial prejudice to commercial interests Section 38 (1)(b) – Third party data | Appendix 6.0 |

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|----------------------------|---------|---|--|--|--|
| 7. 19 August 2020 | Meeting | Conference Call - Abellio - Bert Groenewegen, Dominic Booth & Alex White | | | Refer to FOI Reply 2021/00232197 |
|----------------------------|---------|---|--|--|--|

From the above table you will see that some information has been redacted in line with FOISA.

Section 17 – Information not held

While our aim is to provide information whenever possible, in this instance the Scottish Government does not have post meeting action points notes for the meeting that took place 15 April 2020 because there were no post meeting action points compiled for this meeting.

To note there would not normally throughout the course of Ministerial business be notes / action points taken from a site visit such as the one undertaken on 27 July hence why no notes / action points available.

This is a formal notice under section 17(1) of FOISA that the Scottish Government does not have some of the information you have requested.

Section 30(b)(ii) - Substantial inhibition to free and frank exchange of views

An exemption section 30(b)(ii) of FOISA (substantial inhibition to free and frank exchange of views) applies to some of the information requested. The reasons why this exemption has been applied is outlined in Appendix A.

Section 33(1)(b) - Substantial prejudice to commercial interests

An exemption section 33(1)(b) of FOISA (Substantial prejudice to commercial interests) applies to some of the information requested. The reasons why this exemption has been applied is outlined in Appendix A.

Section 38 (1) (b) – Third party data

An exemption under section 38(1)(b) of FOISA (personal information) applies to some of the information requested because it is personal data of a third party, i.e. names and contact details of individuals and companies, and disclosing it would contravene the data protection principles in Article 5(1) of the General Data Protection Regulation and in section 34(1) of the Data Protection Act 2018.

This exemption is not subject to the ‘public interest test’, so we are not required to consider if the public interest in disclosing the information outweighs the public interest in applying the exemption.

For ease, the information that has been redacted in line with section 30 (b)(ii) and Section 33(1)(b) has been clearly marked as follows: -

Section 30(b)(ii)

Section 33(1)(b)

The remaining information that has been redacted is that which falls into the exemption of section 38 (1) (b) – third party data.

Your right to request a review

If you are unhappy with this response to your FOI request, you may ask us to carry out an internal review of the response, by writing to the Chief Executive, Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF, and via email at ceo@transport.gov.scot. Your review request should explain why you are dissatisfied with this response, and should be made within 40 working days from the date when you received this letter. We will complete the review in accordance with FOISA as soon as possible, and not later than 20 working days from the day following the date we receive your review request.

If you are not satisfied with the result of the review, you then have the right to appeal to the Scottish Information Commissioner.

More detailed information on your appeal rights is available on the Commissioner's website at:

<http://www.itspublicknowledge.info/YourRights/Unhappywiththeresponse/AppealingtoCommissioner.aspx>.

Appendix A

Section 30(b)(ii)

An exemption under section 30(b)(ii) of FOISA (free and frank provision of views) applies to some of the information requested. This exemption applies because disclosure would, or would be likely to, inhibit substantially the free and frank exchange of views. This exemption recognises the need for officials and a member of a third party to have a private space within which to provide free and frank views to Ministers before the Scottish Government and member of a third party reaches a settled public view.

Disclosing the content of free and frank exchange of views regarding pre meeting briefing and post meeting notes/actions would inhibit the exchange of views in future between officials and Ministers in relation to areas of future policy making. This exemption is subject to the 'public interest test'.

Therefore, taking account of all the circumstances of this case, we have considered if the public interest in disclosing the information outweighs the public interest in applying the exemption. We have found that, on balance, the public interest lies in favour of upholding the exemption. We recognise there is a public interest in disclosing information as part of open, transparent and accountable government, and to inform public debate. However, there is a greater public interest in allowing a private space within which officials can exchange full and frank views, as part of the process of exploring and refining the Government's and third party's decision making process. This private thinking space is essential to enable all options to be properly considered, based on the best available advice, so that good policy decisions can be taken. Disclosure is likely to undermine the full and frank discussion of issues between Ministers and officials, which in turn will undermine the quality of the decision making process, which would not be in the public interest.

Section 33(1)(b)

An exemption under section 33(1)(b) of FOISA (substantial prejudice to confidentiality of commercial information) applies to some of the information you have requested.

This exemption applies because disclosure of this particular information would, or would be likely to, prejudice substantially the confidentiality of Abellio ScotRail's commercial information and thus cause substantial harm to its commercial interests.

Disclosing this information would be likely to give Abellio ScotRail's suppliers an advantage in future work tendering exercises and harm its commercial business. This exemption is subject to the 'public interest test'. Therefore, taking account of all the circumstances of this case, we have considered if the public interest in disclosing the information outweighs the public interest in applying the exemption. We have found that, on balance, the public interest lies in favour of upholding the exemption. We recognise that there is a public interest in disclosing information as part of open and transparent government, and to help account for the expenditure of public money. However, there is a greater public interest in protecting the commercial interests of companies which enter into Scottish Government contracts, to ensure that our suppliers are always able to obtain the best value for public money.

Appendix 1.0 – Meeting January 2020

MINISTERIAL ENGAGEMENT BRIEFING: MICHAEL MATHESON

| | |
|---|---|
| Engagement title | Meeting with Bert Groenewegen, Finance Director at NS and Dominic Booth, Managing Director at Abellio UK |
| Engagement timing | Date: 15 January 2020 Time: 16:00 – 16:45 hours |
| Venue and full address | Scottish Parliament Room T3.03 |
| Background/Purpose include invitation history | Follow-up meeting to the call which took place on 18 December 2019 to discuss the decision not to rebase the ScotRail franchise. |
| Relevance to core script | Opportunity to discuss Abellio position regarding the remaining 2 years of the ScotRail franchise and potential outcomes post-March 2022. |
| Attendees | [REDACTED] [REDACTED] |
| | Annex A – Suggested topics and discussion points Annex B – Biographies |
| Official Support | [REDACTED] [REDACTED] [REDACTED] |

Annex A

| | |
|--|--|
| Item 1: Key Message: | Welcome and Introductions <ul style="list-style-type: none"> • Thank [REDACTED] and [REDACTED] for agreeing to meet following the conversation (by phone) on 18 December and [REDACTED] subsequent letter of 24 December 2019. <p>[REDACTED] [REDACTED] [REDACTED] [REDACTED]. Section 30(b)(ii)</p> |
| Item 2: Key Messages: | Remaining 2 years of contract <ul style="list-style-type: none"> • [REDACTED] • [REDACTED] • [REDACTED] • [REDACTED] • [REDACTED] • [REDACTED] <p>[REDACTED]Section 30(b)(ii)</p> |
| Discussion: | Suggested Questions: [REDACTED] [REDACTED] Section 30(b)(ii) |
| Item 3: Key Messages: | What happens post 2022 <ul style="list-style-type: none"> • There is an exciting future to look forward to regarding Scotland's railway. • [REDACTED]and [REDACTED]have the knowledge and expertise to reach stability of service delivery and play a part in the full benefits realisation of the Scottish Government's investment in rail. • In our view, the right solution for the railway in Scotland is the full devolution of powers over both track and train. • We await the publication of the UK Government's White paper on rail reform. In the interim however, my officials have been working on the options that are available to me to deliver a fully integrated railway which is aligned with this Government's priorities. |
| Discussion: | Suggested Questions: [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] Section 30(b)(ii) |
| Item 4: | Abellio ScotRail Financial Position <ul style="list-style-type: none"> • [REDACTED] |

| | |
|----------------------|--|
| Key Messages: | [REDACTED] [REDACTED] [REDACTED]Section 33(1)(b) |
| | Suggested Questions: [REDACTED] [REDACTED]Section 30(b)(ii) |
| Discussion: | |

Biographies

[REDACTED]

[REDACTED]

[REDACTED]

From[REDACTED]

Sent: 24 January 2020 18:39

To: [REDACTED]

Cc: Cabinet Secretary for Transport, Infrastructure and Connectivity

<CabSecTIC@gov.scot>

Subject: Official (Commercial) Sensitive - Note of meeting between Cabinet Secretary and [REDACTED]- 15th January

Hi [REDACTED]

Mr Matheson is content with below note.

Many thanks

[REDACTED]

[REDACTED]

All e-mails and attachments sent by a Ministerial Private Office to any other official on behalf of a Minister relating to a decision, request or comment made by a Minister, or a note of a Ministerial meeting, must be filed appropriately by the recipient. Private Offices do not keep official records of such e-mails or attachments.

Scottish Ministers, Special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See www.lobbying.scot

From: [REDACTED]
Sent: 22 January 2020 11:07
To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>
Subject: Official (Commercial) Sensitive - Note of meeting between Cabinet Secretary and [REDACTED]- 15th January

Hi [REDACTED]

We spoke about this yesterday. Please see attached a bullet point note of the meeting on the 15th January. You had suggested that Mr Matheson may wish to comment on this before it is stored as a record of the meeting.

Thanks.

[REDACTED]

Note of meeting between Cabinet Secretary and NS/Abellio (Bert Groenewegen and Dominic Booth)

Key points made by the Cabinet Secretary

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]Section 30(b)(ii)
[REDACTED]Section 33(1)(b)

- Laid out a vision for a more integrated, devolved railway for Scotland.

[REDACTED]Section 30(b)(ii)

Key points made by NS/Abellio

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]Section 30(b)(ii)

Action points

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]Section 30(b)(ii)

Appendix 2.0 – Meeting 5 March 2020

MINISTERIAL ENGAGEMENT BRIEFING: MICHAEL MATHESON

| | |
|---|--|
| Engagement title | Meeting with [REDACTED] [REDACTED] |
| Engagement timing | Date: 5 March 2020 Time: 14:15 – 15:00 hours |
| Venue and full address | Scottish Parliament Room T3.03 |
| Background/Purpose include invitation history | Follow-up to the meeting which took place on 15 January 2020 to discuss the decision not to rebase the ScotRail franchise and Abellio's subsequent commitment to deliver successfully across remaining term of contract (to March 2022). Also an opportunity to meet [REDACTED] |
| Relevance to core script | Opportunity to review progress made between TS and Abellio since previous meeting on ScotRail's Business Plan covering the remainder of the contract [REDACTED] Section 30(b)(ii) |
| Attendees | [REDACTED] [REDACTED] [REDACTED] |
| | Annex A – Suggested topics and discussion points Annex B – Biographies |
| Official Support | [REDACTED] [REDACTED] |

Annex A

| | |
|--|--|
| Item 1: Key Message: | Welcome and Introductions <ul style="list-style-type: none"> • Thank [REDACTED] and [REDACTED] for agreeing to meet following the previous constructive meeting on 15 January and to receive an update on progress made on the development of ScotRail's Business Plan. • Acknowledge the continued operation of the ScotRail franchise contract and the positive press generated by them in January/February. • Stress how important maintaining a positive working relationship in the delivery of rail services for the remainder of the contract is for everyone. • Specifically improving operational performance so that it rises above the thresholds and helps to drive-up patronage and revenue particularly on the inter-city routes. • Use the opportunity to re-emphasise the opportunity on the long-term future for Scotland's railways. |
| Item 2: Key Messages: | Remaining 2 years of contract <ul style="list-style-type: none"> • [REDACTED] • [REDACTED] • [REDACTED] • [REDACTED] • [REDACTED] • [REDACTED] <p style="color: red;">Section 30(b)(ii)</p> |
| Discussion: | Suggested Questions: [REDACTED] [REDACTED] [REDACTED] <p style="color: red;">Section 30(b)(ii)</p> |
| Item 3: Key Messages: | What happens post 2022 <ul style="list-style-type: none"> • There is an exciting future to look forward to regarding Scotland's railway. • [REDACTED] and [REDACTED] have the knowledge and expertise to reach stability of service delivery and play a part in the full benefits realisation of the Scottish Government's investment in rail. • In our view, the right solution for the railway in Scotland is the full devolution of powers over both track and train. • We await the publication of the UK Government's White paper on rail reform. In the interim however, my officials have been working on the options that are available to me to deliver a fully integrated railway which is aligned with this Government's priorities. <p style="color: red;">[REDACTED]Section 30(b)(ii)</p> |
| | Suggested Questions: |

| | |
|----------------------|---|
| Discussion: | [REDACTED] [REDACTED] [REDACTED] [REDACTED] Section 30(b)(ii) |
| Item 4: | Abellio ScotRail Financial Position |
| Key Messages: | [REDACTED] [REDACTED] Section 33(1)(b) |
| | Suggested Questions: [REDACTED] |
| Discussion: | [REDACTED] Section 33(1)(b) |

Biographies

[REDACTED]

[REDACTED]

[REDACTED]

Rail Directorate

Buchanan House, 58 Port Dundas Road, G4 0HF
Direct Line: [REDACTED]

**Internal Meeting Note**

Cabinet Secretary meeting with NS & Abellio UK Senior Management

Scottish Parliament, Edinburgh – 5th March 2020 (14:15-15:00)

Attendees:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

| Item | Notes |
|-------------------|--|
| Introductions | [REDACTED] opened discussion by stating he took a lot of reassurance from the last meeting in January, and from his perspective the atmosphere of positivity in relation to ScotRail services has remained over the last two months. |
| ASR Business Plan | [REDACTED] confirmed that the engagement process in development of the Business Plan has gone well, with the full plan provided to TS on Friday 28 th . It was recognised there were a suite of topic specific meetings leading up to the formal issue of the Business Plan. [REDACTED] Section 30(b)(ii) [REDACTED] stated his interests in delivering a position to drive forward benefits that delivers for passengers. [REDACTED] Section 30(b)(ii) [REDACTED] Section 30(b)(ii) |

| | |
|---------------------------------|---|
| | [REDACTED]Section 30(b)(ii) |
| Decarbonisation & Fleet | <p>[REDACTED] flagged the opportunity to maintain a positive programme of announcements on rail matters across Scotland, with decarbonisation plan due to be launched in the coming weeks.</p> <p>[REDACTED]Section 30(b)(ii)</p> <p>[REDACTED]stated he is keen to see a pace of change in taking forward early deployment opportunities; that electrification is very high on our agenda, also well as new propulsion technologies. Brief discussion held on opportunities for discontinuous electrification of the Fife Circle.</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]Section 30(b)(ii)</p> |
| Contingency Planning / Williams | <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]Section 30(b)(ii)</p> |
| Performance | <p>[REDACTED]requested an update on current performance position. DB stated that last period has been a challenge with the series of storms, crediting staff for significant efforts to maintain services</p> <p>[REDACTED]Section 30(b)(ii)</p> |
| Financial Stability | <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]Section 33(1)(b)</p> |

Appendix 3.0 – Meeting 19 March 2020

Cabinet Secretary for Transport, Infrastructure and Connectivity

MEETING WITH ALEX HYNES, MANAGING DIRECTOR SCOTLAND'S RAILWAY

19 MARCH 2020 – TIME 09:00 – 09:45

| | |
|-----------------------------|--|
| Key Message | This is a routine quarterly discussion to discuss pertinent issues in relation to the ScotRail Alliance. |
| Who | ALEX HYNES, MANAGING DIRECTOR SCOTLAND'S RAILWAY |
| What | Meeting to discuss: <ul style="list-style-type: none">• Rail Performance / remedial plan• Overall satisfaction remedial plan• 17 May 2020 Timetable Change |
| Why | Regular quarterly catch up |
| Where | 5W01, Buchanan House, Glasgow |
| When | <i>Date 19 March 2020 Time 09:00 – 09:45</i> |
| Supporting Officials | [REDACTED] [REDACTED] [REDACTED] |
| Alternative contact | [REDACTED] |
| Briefing | Annex A: Suggested topics and discussion points Annex B: Background briefing for each topic |

MEETING WITH ALEX HYNES, MANAGING DIRECTOR SCOTLAND'S RAILWAY

ANNEX A

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| Item 1: Key Message: | Welcome and Introductions <i>Welcome the opportunity to discuss key issues as part of this routine quarterly discussion. ScotRail performance is a key element for discussion at [REDACTED] and [REDACTED]</i> |
| Item 2: Key Messages: | Rail Performance/ Remedial Plan Welcome the good work being progressed by ScotRail to deliver the commitments contained in the Remedial Plan, particularly the successful completion of driver training in the East of Scotland which has resulted in significantly less train crew cancellations. It was also encouraging to note that in period 11, the Express Other sector achieved the best period performance in 16 periods and Fife also achieved the best period PPM since June 2019. However, it was disappointing to see that rail period 11 overall was impacted by infrastructure incidents caused by severe rainfall as a result of Storm Brendan, and to a greater extent has been seen in the initial results for period 12, as a result of Storms Ciara, Dennis and Ellen. The infrastructure challenges inevitably impact on ScotRail's performance. I need an assurance that the industry remains focussed on working together to identify and take action to ensure Scotland's railway is resilient. The PPM performance of the Express Other sector which remains in Default Performance level, is a concern, as is the continuing Breach Performance level situation for the franchise as a whole. I understand that ScotRail have confirmed that they are now unlikely to exit Breach Performance Level for PPM in May 2020 due to various issues including infrastructure, fleet and unprecedented weather . I need an assurance that these are being addressed. I also need an assurance from ScotRail that work is on-going to prepare for the May 2020 timetable, and any risks have been mitigated. |
| Discussion: | Suggested Questions – <ul style="list-style-type: none">• Is ScotRail confident that they will exit Breach Performance Level as per the Remedial Plan?• What actions has ScotRail undertaken to address the ongoing Default Performance Level position in the Express Other sector?• There has and continues to be significant investment to maintain, renew and upgrade infrastructure. What benefits are |

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| | being realised given the number of failures across the network? |
| Background briefing for this item is set out in Annex B | |

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| Item 3: Key Messages: | Overall Satisfaction remedial plan ScotRail published the “ <i>Remedial Plan</i> ” on its website on Friday 30 August 2019. ScotRail will arrange to publish quarterly progress updates on delivery of each commitment on its website. Delivery of the commitments in this plan is complementing those contained in the Performance Remedial Plan. Punctuality and reliability are considered the biggest drivers of passenger satisfaction. The Actions include aspects such as a new WhatsApp group to ensure passengers receive the most up-to-date communications during disruption. ScotRail achieved an Overall Satisfaction score of 89%, an improvement of ten per cent year-on-year (YoY) and 4 per cent wave-on wave (WoW). compared against the backdrop of the wider UK industry which averaged only 82% overall satisfaction. There is clear evidence that the actions in both Remedial Plans are manifesting themselves in improved satisfaction across the measures in the NRPS survey. |
| | Background briefing for this item is set out in Annex B |

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| Item 4: Key Messages: | 17 May 2020 Timetable Change The timetable changes that are being delivered from the May 2020 timetable change date are welcome and I am very appreciative of the hard work that has been undertaken in challenging an environment within the National timetable process arena. I recognise that the main thrust of the changes are “Improved Performance reliability” and “Train Capacity improvements”. However I also note that the planned Highland Main Line featuring journey time reductions and an hourly service between Perth and Inverness will not be taking place. |
|--------------------------------------|---|

Improved Performance

To continue on the journey to improve performance and in particular at this timetable change date on the **Glasgow – Lanark Services** as a first step – with more changes in December 2020 on both the Argyle Line and Glasgow North Electrics routes and the changes above have focussed on reducing diverging conflicting movements at junctions.

Capacity improvements On other parts of the Rail Network in Scotland - I note the other changes are supporting increased capacity during peak times and in particular services **from Fife in the morning peak to Haymarket & Edinburgh**.

Ayrshire during the evening peak a Glasgow Central – Irvine service now extends to Ayr offering customers a wider choice of service for Barassie - Troon – Prestwick Airport – Prestwick Town – Newton on Ayr and Ayr

Shotts route two new services are added post the evening peak to close out gaps.

Class 153 Train Sets being introduced on **West Highland Line** services promoting easy access to cycle spaces and Luggage.

Inverness and Elgin additional service each way is introduced during late afternoon aiding the hourly frequency delivery between Inverness and Elgin.

Kintore station opening planned around the lead up time to the start of the May 2020 timetable change

Discussion:

How has the proposed betterment in performance been calculated on the Glasgow – Lanark services - what figures can we expect as an outcome to endorse these changes?

How much communication on the timetable changes has taken place with Stakeholders and particularly Regional Transport Partnerships regarding any impact on their local travel plans within their Area's?

When does ScotRail plan to fully implement the remaining parts of "Revolution in Rail" including the HML?

How do ScotRail expect to get down to grass root levels to the customer in order to get the change in service messages across?

How will ScotRail monitor the success of these changes in the customer's eyes of an improvement in a punctual and reliable service?

Pleased to know that service readiness meetings have taken place – this appears to be a good communication place and Actions taken away – we will continue such meetings for the next round of changes?

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| | Background briefing for this item is set out in Annex B |
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| Item 5: Key Messages: | TRADE UNION ISSUES |
| | Coronavirus – ScotRail are working on a policy that will ensure fairness for those self-isolating, those effected and anyone that needs to care for someone. ScotRail are liaising with TU's and have proposed meeting on 11 th March. [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] Section 30(b)(ii) |
| | Discussion: <ul style="list-style-type: none">• What stage is ScotRail's contingency planning at for Covid-19?• I have emphasised before the importance of building stronger relationships with union organisations, to develop goodwill across all parties – key to provide a resilient service.• I am encouraged to note there do not appear to be any significant issues emerging. [REDACTED] Section 30(b)(ii) |

Background briefing for this item is set out in Annex B

BACKGROUND BRIEFING FOR ITEMS 2 – 5

ITEM 2 –RAIL PERFORMANCE/ REMEDIAL PLAN

- Delivery of the Remedial Plan commitments are being closely monitored by Transport Scotland officials and our Independent Advisor. ScotRail's commitments will be tracked to ensure they are effective and performance benefit are being realised.
[REDACTED] **Section 30(b)(ii)**
- [REDACTED] is provided with a monthly update on ScotRail's progress with implementing the commitments following each four weekly meeting between Transport Scotland and ScotRail.
- Traincrew cancellations have been reduced by 72% since April 2019. This is as a result of the successful completion of the driver training programme in the East of Scotland.
- Over recent months, more than half of delays on the ScotRail network have been the responsibility of [REDACTED]. In the last rail period, delays attributable to [REDACTED] = 55% of the delays incurred. Delays attributable to [REDACTED] = 36% of delays. Delays attributable to other passenger operators or freight operators accounted for the remaining 9%.
- Transport Scotland and [REDACTED] have started to meet fortnightly to review the planning for May 2020 timetable. An Independent Advisor is present at the meetings to provide assurance support.

ITEM 3 – OVERALL SATISFACTION REMEDIAL PLAN

[REDACTED] is investing an additional [REDACTED] **Section 33(1)(b)** to improve the passenger experience in areas such as cleanliness of trains and managing disruption.

- Specific commitments have been developed following analysis of previous NRPS results, drawing on [REDACTED] knowledge and experience taking cognises of what passengers say is important to them.
- Examples of commitments include, establishing a Customer Action Team which will become active during disruption. Developing and introducing a WhatsApp group to provide direct communications for passengers specifically during disruption. And increasing the frequency of “deep cleans” for all rolling stock
- The additional investment in this Plan, combined with the [REDACTED] **Section 33(1)(b)** investment in Train Service Performance, represents a total commitment of [REDACTED] **Section 33(1)(b)** to improve the most important elements of the customer journey and improve customer satisfaction.
- This Plan supports the transformation already underway in 2019 with the introduction of class 385 eXpress services and the rollout of Inter7City trains across the country.
- Examples of where commitments in the Remedial Plans(s) are shown in the table below:

| NRPS factor | Reason for increase |
|--|--|
| How the TOC handle delays 45% satisfaction (+6 per cent YoY) | <ul style="list-style-type: none"> Automatic station PA announcements about delay repay in Strathclyde GSMR announcements about disruption from control on GSE North trains (a heavily weighted NRPS route) New Delay Repay cards handed out during disruptions encouraging customers to claim compensation |

| | |
|---|--|
| | <ul style="list-style-type: none"> Double-staffed customer information post at weekends |
| How request to station staff was handled 90% satisfaction (+6 per cent YoY) | <ul style="list-style-type: none"> New Samsung smartphone devices for all of our frontline employees |
| Interior train cleanliness 81% satisfaction (+9 per cent YoY) | <ul style="list-style-type: none"> New cleaning methodologies deployed across depots Protection travelling on-train cleaners for eXpress Sharing images/videos of train cleaning on social media |
| Information provided about delays 54% satisfaction (+12 per cent YoY) | <ul style="list-style-type: none"> North Clyde longline PA renewal improved station announcements about delays Introduced WhatsApp for customers to contact ScotRail directly Longer term impact of Social Media team expanded to seven people in Feb 2019 and hours of operation increased Double-staffed customer information post at weekends |

ITEM 4 – 17 MAY 2020 TIMETABLE CHANGE

- **Glasgow – Lanark Services** will omit to call at Bellshill between Uddingston and Motherwell on a half hourly frequency post the morning peak services - therefore Bellshill off peak will lose 1 train per hour (tph) to and from Glasgow. This change allows the other Glasgow – Lanark service to operate direct between Uddingston and Motherwell with a journey time saving between Glasgow and Lanark of eight to ten minutes.
- **HML Services**, a separate briefing has been provided to the cabinet Secretary on this matter. In summary, the planned HML timetable featuring journey time reductions & hourly services, for May 2020 has been deferred due to lack of HSTs. Revised date is likely to be December 2021 to coincide with Fife recast, which will provide passive slots for Levenmouth services.
- Some sensitivities will emerge around the changed pattern of services that will draw comments from passengers and very important that lines are agreed between ScotRail and Transport Scotland.
- **Fife and Glasgow commuter service** - The morning and evening service is withdrawn and two new services from Fife to Haymarket and Edinburgh are introduced thus enhancing the seating capacity on services from Fife to Edinburgh during the morning peak.
- Fife and Glasgow commuters are able to change trains at Haymarket with frequent interchange services operating to and from Glasgow

ITEM 5 - TRADE UNION ISSUES

[REDACTED]

[REDACTED]

[REDACTED] **Section 30(b)(ii)**

From: [REDACTED]

Sent: 19 March 2020 11:01

To: [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
[REDACTED] [REDACTED] [REDACTED]

Cc: [REDACTED] [REDACTED] [REDACTED]

Subject: Cab Sec - ScotRail Alliance Meeting - Key Issues and Actions

Good discussion between [REDACTED] [REDACTED] [REDACTED] [REDACTED]
[REDACTED]

Key themes and actions :

Critical and Key Staff – essential that we identify with [REDACTED] and
[REDACTED] – and [REDACTED] – who are critical staff (e.g. ECR operators,
Signallers, critical maintainers) and who are key. This will determine whether they
have access to safe schools which are likely (not yet confirmed) to be kept open
for children of critical and key staff.

[REDACTED] – one for your team to follow through with both Alliance and
Transport Hub colleagues.

[REDACTED] – please recirculate advice note on these definitions.

[REDACTED] – by extension could [REDACTED] and [REDACTED] identify
same for freight operators in Scotland

[REDACTED] – ditto for [REDACTED]

Operating Plan – [REDACTED]

[REDACTED] **Section 30(b)(ii)**

Commercial Proposition - [REDACTED]

[REDACTED] **Section 33(1)(b)**

Funding – [REDACTED]

[REDACTED] **Section 33(1)(b)**

Thanks all. More reflections later.

[REDACTED]

Appendix 4.0 – Meeting 15 April 2020

From: [REDACTED]

Sent: 15 April 2020 09:53

To: [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]

[REDACTED] [REDACTED]

Cc: [REDACTED] [REDACTED] [REDACTED]

Subject: RE: Briefing pack - Call with ALex Hynes.

Cabinet Secretary,

Please find attached basic briefing and top lines for use at your meeting with Alex Hynes this morning. Also attached is our latest daily dashboard with stats for 13/04.

Kind regards

[REDACTED]

From: [REDACTED]

Sent: 15 April 2020 09:05

To: [REDACTED] [REDACTED] [REDACTED] [REDACTED]

Cc: Cabinet Secretary for Transport, Infrastructure and Connectivity

<CabSecTIC@gov.scot>

Subject: Briefing pack - Call with ALex Hynes.

Good morning

We have arranged a call between Mr Matheson and Alex Hynes this morning at 10am and are looking for a basic briefing pack which could include top lines and stats etc. [REDACTED]**Section 30(b)(ii)**

It is a general catch up but talking points would be expected.

Many thanks

[REDACTED]

[REDACTED]

All e-mails and attachments sent by a Ministerial Private Office to any other official on behalf of a Minister relating to a decision, request or comment made by a Minister, or a note of a Ministerial meeting, must be filed appropriately by the recipient. Private Offices do not keep official records of such e-mails or attachments.

Scottish Ministers, Special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See www.lobbying.scot

TOP LINES

ISSUE: COVID 19 has led to a significant drop in Abellio ScotRail customer demand as passengers heed the advice to limit the use of public transport and work from home where possible.

ISSUE: Transport operators, including ScotRail, are taking guidance from Transport Scotland's resilience team and Health Protection Scotland and are focussed on ensuring the resilience of essential lifeline services over the coming months.

ISSUE: [REDACTED] Section 30(b)(ii)

Abellio ScotRail is taking guidance from Transport Scotland's resilience team and Health Protection Scotland and are focussed on ensuring the resilience of essential lifeline services over the coming months.

TS is in regular contact with Abellio ScotRail to review service provision as a result of the unprecedented impact of the Covid-19 pandemic.

- Revised timetables remain under constant review to ensure they are fit for purpose.
- Current service reflects key worker requirements where possible.
- Covid-19 has led to a significant drop in Abellio ScotRail customer demand as commuters heed the advice from both Scottish and UK Governments to limit the use of public transport and work from home where possible (refer to accompanying dashboard for stats for 13/04/20)

ScotRail Headlines for P4

[REDACTED]Section 33(1)(b)

- Transport Scotland is working closely with ScotRail to ensure an appropriate level of service is maintained throughout the network during this on-going situation.
- Inevitably, the new service pattern has an impact on Franchise revenue and the Scottish Government will ensure that ScotRail is supported financially to be able to maintain necessary services for essential journeys. Accordingly, ScotRail has signed an Emergency Measures Agreement to amend its contract.
- ScotRail has suspended all on-board ticketing duties, with conductors and ticket examiners conducting passenger assistance and safety critical roles only.

- On-train hospitality has also been suspended with those members of staff providing assistance for in-service on train cleaning.
- Enhanced cleaning is being undertaken at present and ScotRail has published details of their updated cleaning regime on their website.
- ScotRail is taking a pro-active approach in undertaking extra cleaning and sanitisation on-board trains and at stations. They have also issued communications to encourage passengers to remove all litter when leaving trains.

We must ensure that measures are taken to protect the health of on-board staff and passengers whilst retaining a vital lifeline for “key workers”

- ScotRail will keep service levels, timetabling and staffing resources under regular review, with TS officials in daily communication as the situation progresses.
- It is important that any arrangements we put in place can be sustained over a number of months, to ensure the longer term well-being of staff.
- ScotRail is providing additional carriages on their services all day, this is to ensure maximum space is available on trains. Whilst it can't guarantee every passenger is 2m apart, it is reminding passengers of the need at stations.
- ScotRail is taking guidance from Transport Scotland's resilience team and Health Protection Scotland and are focussed on ensuring the resilience of essential lifeline services over the coming months. The ScotRail timetable is reviewed on a regular basis and any amendments are considered following feedback from healthcare professionals and front line key workers.
- Our key priority is protecting the lives of everyone in Scotland as we continue to tackle the COVID-19 outbreak. Transport staff play an important role in ensuring key and critical workers can access public transport services safely.
- The Scottish Government has issued clear guidance for key workers, and on working from home wherever possible. We are aware that these steps have been implemented extensively by a number of public transport operators. Further discussions on how best to maintain vital services for key workers should rightly take place between operators and staff representatives.

Lines on Driver Only Operation

[REDACTED]Section 30(b)(ii)

Q. What about ScotRail/Network Rail staff – how are they being protected?

ScotRail has supported the effort in tackling Covid-19 by displaying public health material, providing on-train audio messages and briefing all front line staff.

They have also changed their cleaning regime to focus on the types of cleaning to help combat the spread of the virus, focusing on key customer touchpoints on trains and stations.

Franchise DashBoard – 13 April 2020

[REDACTED]

Section 33(1)(b)

Appendix 5.0 – Meeting 24 June 2020

MINISTERIAL ENGAGEMENT BRIEFING:

Copied to: Covering email copy list

| | |
|---|--|
| <i>Engagement Title</i> | Call with Nederlands Spoorwegen (NS) [REDACTED] (Abellio Group) & [REDACTED] (Abellio ScotRail). |
| <i>Organisation/Venue and full address including postcode</i> | n/a |
| <i>Date and Time of Engagement</i> | Date(s): 24 June 2020 Time(s): 0900 – 0945 hours |
| <i>Background/Purpose</i> | Purpose/Invitation History: MACCS - (2020/0002220) A meeting to discuss respective positions of the Scottish Government and Nederlandse Spoorwegen. Opportunity to review the status of the Emergency Measures Agreement (EMA) and to discuss key plans for a transition post COVID-19 with the parent company of our key stakeholder and franchisee, Abellio. This will support existing SG policy by exploring options working towards a transition back to public transport as COVID-19 restrictions are relaxed as well as plans to move to a decarbonised railway by 2035. |
| <i>Relevance to Core Script</i> | Ensures both organisations have a shared view of the future will be important in helping the |

| | |
|---|--|
| | Scottish railway to recover and progress as fluidly as possible. |
| <i>Greeting Party and specific meeting point on arrival (if event is at a non SE Building</i> | n/a |
| <i>Specific entrance for Ministerial Car/parking arrangements</i> | n/a |
| <i>Venue contact Number</i> | [REDACTED] |
| <i>Special Dress Requirements</i> | n/a |
| <i>Bullet point Summary</i> | Annex: A |
| <i>Background Information – EMA, Rail Recovery, Long Term Investment (Traincrew Resilience), Long Term Investment (Project Atoll)</i> | Annex: B |
| <i>Background Information – Decarbonisation of Scotland's Railway</i> | Annex: C |
| <i>Correspondence from [REDACTED] Nederlandse Spoorwegen N.V</i> | Annex: D |
| <i>Biographies</i> | Annex: E |
| <i>Directions including map(s) Official and Comms Support (including mobile numbers)</i> | Names: [REDACTED] |

Bullet Point Summary**Key messages to get across on the call:**

- Recognise that the current Emergency Measures Agreement (EMA) is due to expire on 20th September 2020, and as it stands, officials are currently considering the position beyond that date. We hope to engage your teams shortly on this.
- You will appreciate that we are facing unprecedented affordability challenges as a consequence of the Covid-19 pandemic, and that will influence firstly our ability to continue operating rail services under EMA type arrangements, where additional subsidy payments in the range [REDACTED]Section 33(1)(b) are required every period; and secondly the duration of any future EMA {it is likely due to the uncertain financial climate we will only be able to agree an EMA of a further 6 months}.

[REDACTED]Section 30(b)(ii)

[REDACTED]Section 30(b)(ii)

[REDACTED]Section 30(b)(ii)

- In terms of our plans beyond the current ScotRail franchise expiry date of March 2022, this is subject to detailed analysis by our team at the moment, the principles of which have been explored as we take decisions on the post September position.

[REDACTED]Section 30(b)(ii)

Background InformationEmergency Measures Agreement (EMA)The EMA offers a stable framework under which to deliver rail services for Scottish passengers under challenging circumstances.

- As a result of the impact of Covid 19 public health measures on passenger rail services, it was necessary to put in place a temporary variation of the ScotRail franchise agreement (by way of an Emergency Measures Agreement – EMAs) in March 2020. The current EMA will expire on 20 September 2020.
- The effect of the EMA is that - for its duration - the Scottish Ministers carry all revenue and cost risk, offsetting the sharp and significant reduction in revenue (c. 90%) arising from Covid 19 related travel and other restrictions. The EMA also varies certain performance and service obligations. The rail passenger

services provided under the EMA are aimed at transporting key workers, with a particular focus on passenger and rail staff safety.

- Effective Management of the EMA is the key to ensuring the success of the process.
- Open and transparent discussions regarding management and reporting have taken place between Transport Scotland and Abellio ScotRail (ASR).
- Transport Scotland must retain the powers to challenge the evidence provided and request additional information.
- Effective and prudent management of the finances, mindful of the pressures of the SG budget, is a key area of EMA management. Senior level discussions are underway, supported by our financial advisers in relation to a 'live' risk that Abellio ScotRail may seek to recover, through the EMA, historic costs/liabilities (including payments to Network Rail) that fall outwith the period of the EMA.
- The periodic EMA report is discussed and challenged at the monthly franchise performance meeting.

[REDACTED]Section 30(b)(ii)

Rail Recovery

The Rail Recovery Task Force is an excellent example of all parties pulling together with a common goal

- The Task Force meets twice weekly to discuss phased increases in rail services based on prevailing Scottish Government advice.
 - The Task Force is supported by a number of specifically focused sub-groups looking at specific aspects of increasing rail services under COVID-19, including communications, physical distancing, engagement with cross border operators, operational performance and passenger information.
-
- The Task Force has successfully overseen two Timetable changes on 1 June and 15 June and is currently considering August increases and the potential for a small incremental increase in July, should Scotland's tourist market begin to open.
 - The Task Force played a key role in the implementation of the Scottish Government guidance for the mandatory requirement for face coverings on passenger transport and in stations which came into force on 22 June 2020.

Long Term Investment – Traincrew Resilience

ScotRail has proposed through a “Long Term Investment” of [REDACTED] Section 33(1)(b) that Transport Scotland fund a continuous programme of driver recruitment to allow the benefits of a sufficient number of qualified train drivers to be available for the successor operator and customers of Scotland’s Railway.

- ScotRail has forecast that due to its ageing workforce approximately 600 drivers will leave the business over the next five years.
- The proposal requests funding for the cost of 300 trainee drivers thus protecting operations over the next 2 - 5 years.

[REDACTED]Section 33(1)(b)

[REDACTED]Section 30(b)(ii)

- A major benefit of establishing a continuous recruitment and training pipeline now will eliminate vacancy gaps and reduce reliance on rest day working (“RDW”) by the end of 2022.
- This solid foundation of traincrew will enable the successor operator to focus on efficiently improving services for customers.
- The proposal is currently being considered by Transport Scotland officials and advisors.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] **Section 30(b)(ii)**

ANNEX C

Background Information – Decarbonising Scotland’s Railway

The Scottish Government is committed to publishing the rail services decarbonisation action plan for Scotland’s railways.

- This will include its assessment on the use of battery and hydrogen technology powered trains as well as electrification to meet the 2035 traction decarbonisation target.
- Other infrastructure works may also be required to fully capture the benefits and these will be assessed on each line of route based on current and forecast capacity. Consideration of when to publish the plan is part of ongoing wider Scottish Government communications on the economic recovery, to be confirmed.
- Abellio ScotRail has direct engagement with Transport Scotland and industry partners in the development of the action plan through the Team Scotland governance arrangements that are well established.

ScotRail involvement in Rolling Stock development, linked with Decarbonisation

- It is anticipated that the Scottish Government’s Rail Decarbonisation Action Plan will be published this summer after the initial launch date was delayed due to the current Covid -19 pandemic.
- In advance of that, Transport Scotland has engaged advisor support and services from ScotRail to commence the formulation for Fleet Strategy and Procurement in line with the future needs of the Scottish internal passenger services, which will take into account the policy measures set out within the Rail Decarbonisation Plan.

- Transport Scotland is currently in the process of creating a new appropriate governance structure to enable a decision making environment, with appropriate representation from rail industry partners (notably ScotRail and Network Rail). A weekly Delivery Group is in place, with current focus on negotiating terms with ROSCO's where it may be in Scottish Ministers interests to retain some existing fleets; development of specifications for future fleet plans (the bulk of which are directly linked to our decarbonisation commitment).
- Abellio ScotRail have provided dedicated project and technical resource which is being paid for through an existing project development variation. Going forward, it is intended that a standalone contract variation will be developed as we progress towards the formal stages of procurement. The current focus is to commence a market engagement exercise to gauge both interest and matureness of traction technology for potential roll out on ScotRail services (i.e. hydrogen and battery options).

ANNEX D

Correspondence from Nederlandse Spoorwegen N.V

[REDACTED]

Date

Our reference

Re

25 May 2020

BG.2020.046

A vision for Scotland's Railway

Telephone

E-mail

[REDACTED]

Dear Cabinet Secretary, Dear Michael,

A vision for Scotland's Railway

Thank you for your most recent letter of 14th April 2020. My team really appreciate your recognition of its efforts to keep services running for customers who need to make essential journeys on Scotland's Railway.

We all face a challenging time as we tackle the COVID-19 pandemic. I wish you and your colleagues in the Scottish Government well in your efforts to tackle this crisis and manage the transition to the recovery phase.

I know that our teams have been working closely to develop a workable transport transition plan for an increase in rail services at the appropriate time. We will ensure that we bring our experience and learning from building up services in the Netherlands and England to support this work to ensure a safe and successful rebuilding of capacity.

Major challenges lie ahead as we restore services and adapt to Scotland's future travel needs. We agree with your analysis shared in the Scottish Parliament last week when you highlighted the potential need for an extension to the initial six month Emergency Measures Agreement, given the wholesale changes in demand and revenues for the foreseeable future.

From our view across the whole NS and Abellio portfolio, it is clear Scotland's Railway, like other rail operations, will not be able to roll back to the pre-crisis status quo. The recovering economy will be dramatically different from the picture we imagined when we set out our bid to run Scotland's Railway in 2014. Travel patterns and buying habits will change significantly making fundamental change to our business essential to keep pace with our customers and, when the time is right, attract more people to our more environmentally friendly form of transport.

Our respective teams are continuing to work on the essential elements of the two-year business plan that we were in the process of agreeing prior to the outbreak of COVID-19, in particular train crew recruitment and upskilling, heavy maintenance, rolling stock procurement and a marketing strategy. As part of this planning we will be presenting to Transport Scotland an option for ScotRail to benefit from our work to develop a new digital retailing and marketing platform, and we are also committed to help to develop a road map to a fully decarbonised railway before your 2035 deadline. These are important activities, but we believe that we can go beyond these to put in place the right legacy for ScotRail's future beyond 31 March 2022 by progressing work on more fundamental changes in our business, including organisational development to deliver better value for the Scottish taxpayer, and ensure a sustainable railway.

I would welcome the chance to meet as soon as possible to take stock of our respective positions and to set out some options to take forward the work I have outlined above.

As I have highlighted, I believe that Abellio can deliver more than just operating Scotland's Railway to March 2022 and that, with certainty over the nature of our partnership, we can rapidly put in place the new foundations that will be needed to deliver for the people of Scotland.

I will ask my office to arrange for us to speak by video conference at the earliest opportunity.

Yours sincerely,
[REDACTED]

[REDACTED]

ANNEX E

BIOGRAPHIES

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: 24 June 2020 10:34

To: [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
[REDACTED]

Subject: Commercial in Confidence - Internal detailed note of Cabinet Secretary discussion with NS & Abellio UK senior officials - Wednesday 24th June 2020

For Internal use only. Notes from [REDACTED] and myself following this morning's call. {[REDACTED] – can you file alongside the briefing note issued by [REDACTED] yesterday please}

Scribe read out from Telephone Discussion with Cabinet Secretary & Abellio Officials ([REDACTED])

TS Officials [REDACTED]

[REDACTED]

[REDACTED] Section 33(1)(b)

- [REDACTED] asked about coming out of lockdown in Holland. [REDACTED] schools opening carefully (part time) and after summer will fully open. Focus on spreading loadings for uni passengers through off peak loading, and same message as us – try to avoid public transport. Return to normal ca. Sept / Oct. [REDACTED] – slightly ahead of us, but we are rapidly moving forward (schools returning full time example).

[REDACTED]**Section 30(b)(ii)**

- Conscious we need to make a decision going forward, officials finalising advice. Expecting demand to be suppressed for considerable period of time and wider SG planning reflects that (low public transport uptake).

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]**Section 30(b)(ii)**

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]**Section 33(1)(b)**

[REDACTED]

[REDACTED]**Section 30(b)(ii)**

[REDACTED]**Section 33(1)(b)**

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]**Section 30(b)(ii)**

[REDACTED]

Appendix 6.0 – Meeting / Visit – 27 July 2020

MINISTERIAL ENGAGEMENT BRIEFING: Michael Matheson

Copied to: As per email copy list.

| | |
|--|---|
| <i>Engagement Title</i> | Shields Road Train Maintenance Depot – Launch of the Rail Decarbonisation Action Plan at Abellio ScotRail's Shields Road Depot. Material embargoed until Tuesday 28 July 2020. |
| <i>Suggested tweet to be issued on 28 July 2020</i> | A retweet of Transport Scotland's video is suggested with the wording: Pleased to launch our ambitious action plan to decarbonise Scotland's Railway by 2035 - this is testimony to @ScotGov commitment to achieving #NetZero by 2045 and builds on our track record of delivering electrification projects. |
| <i>Organisation/Venue and full address including postcode</i> | Abellio ScotRail (ASR), Shields depot 35 St Andrews Drive, Glasgow, G41 5SG |
| <i>Date and Time of Engagement</i> | Date(s): Monday 27 July 2020 Time(s): 09:30-10:15 |
| <i>Background/Purpose</i> | Purpose/Invitation History: To pre-record material to facilitate the launch of the Rail Decarbonisation Action Plan on Tuesday 28 July 2020. |
| <i>Relevance to Core Script</i> | Supports the Scottish Government's - Wealthier, Fairer and Greener priorities. |
| <i>Greeting Party and specific meeting point on arrival (if event is at a non SE Building)</i> | [REDACTED] |
| <i>Specific entrance for Ministerial Car/parking arrangements</i> | Main entrance – car park space will be available |
| <i>Venue contact Number</i> | [REDACTED] |
| <i>Special Dress Requirements</i> | PPE vest (TS branded), safety shoes, glasses and hat to be provided at venue. |
| <i>Bullet point Summary and media handling (key issues, and issues to avoid), additional information</i> | Annex: A |

*Event Programme/ Meeting
Attendees*

*Comprehensive Action Plan
Q&A*

*Directions including map(s)
Official and Comms Support
(including mobile numbers)*

Annex: B

Annex: C

Annex: D

Official support

Names:

[REDACTED]

[REDACTED]

[REDACTED]

ANNEX A

Bullet point Summary and media handling (key issues, and issues to avoid)

Key messages to get across on this visit:

1.....it is good to be here at Shields Road depot to launch the Scottish Government's Rail Decarbonisation Action Plan and reaffirm our commitment to addressing Climate Change.

2..... publication of the action plan fulfils a Programme for Government commitment made in September 2019. The plan includes detail on how the Scottish government will decarbonise (the traction element of) rail passenger services through a mixture of increased electrification and the introduction of battery or hydrogen powered trains.

3..... work has been and continues to progress well by Transport Scotland, Network Rail and industry partners to deliver the key outcomes of the plan to make the traction elements of Scotland's railway carbon free by 2035.

Top Facts and figures to mention for increased public/stakeholder awareness:

- **1.2%** - Rail's contribution to UK transport emissions. Rail is already a relatively low emissions mode of transport, but delivery of this plan will make a significant contribution to creating greener, more attractive public transport options to encourage further shifts away from roads.
- **76%** - of passenger journeys across Scotland are on electrified services as a result of the Scottish Government's recent commitments to electrifying key parts of the rail network, such as Edinburgh to Glasgow and Stirling-Dunblane-Alloa. Our vision is to increase that further by electrifying more routes and introducing innovative battery or hydrogen powered trains where these will be more appropriate.
- **46%** - of rail freight uses electrified routes and the more efficient we make the network the more economically attractive it becomes for freight hauliers with massive benefits to the environment as we move freight off our roads.
- **41%** - of the network currently electrified, and our plan will increase that to over **70%** with remaining routes being served by battery or hydrogen powered trains.

Full Q&A for answers to defensive lines can be found in Annex C.

High level lines to take include:-

- Is this the correct time to publish the action plan?**

This is a high profile action plan. Apart from it being central to the SG's strategy for reducing Scotland's transport greenhouse gases to net zero by 2045, it will make a significant contribution to the green economic recovery from the Covid-19 crisis.

- How much will the electrification in the action plan cost?**

The plan does not set out detailed cost information by route: that analysis has yet to be undertaken but as planning progresses and becomes more developed and comprehensive we will, in line with our financial appraisal process, produce thorough costs and benefits for routes (including service disruption costs) and projects which in aggregate provide more certainty at the strategic plan level.

- How will the action plan be delivered?**

The development and design of the electrification programme is being managed and delivered by Network Rail Scotland. The development of the action plan has been led by Transport Scotland in close collaboration with Network Rail Scotland and ScotRail through the Team Scotland governance arrangements that are firmly established and support a strong collaborative approach. Engagement with the wider rail industry, supply chain and stakeholders will increase as delivery of the action plan develops, at all times we will seek to minimise disruption to passengers and freight users.

- What will be the first route to be electrified?**

Network Rail is developing plans for the initial first phase of electrification, with the Glasgow Central to East Kilbride/ Barrhead corridor being the most advanced at this stage with detailed assessments being made of potential other routes that can be delivered in future.

Additional Information - Shields Road Depot:-

The depot is base for the electric trains which serve the greater Strathclyde area and includes the class 318, class 320, class 334 and class 380 fleets. These operate on routes across Ayrshire, Inverclyde, Lanarkshire, west and south of Glasgow.

The new Hitachi class 385 fleet is based at Millerhill on the east side of Edinburgh.

EVENT PROGRAMME**35 St. Andrew's Drive, Glasgow, G41 5SG****Arriving by Car:**

- Press the buzzer at the gate. Speak to ScotRail reception who will open the gate
- Spaces will be coned off (meet [REDACTED] in car park)
- Report to maintenance building reception (immediately facing you)

Scottish Government / Transport Scotland attendees:

Michael Matheson, Cabinet Secretary, Transport, Infrastructure and Connectivity

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

ScotRail Alliance attendees:

[REDACTED]

[REDACTED]

[REDACTED]

Media

In order to comply with physical distancing requirements, very limited broadcast media will be invited to attend to record interviews under embargo until 09:30 on 28 July.

Video production

[REDACTED] are attending for Communications. If time allows, they would like to record the following video clips, which will help provide follow on content post-launch, filmed in an interview style rather than straight to camera to facilitate a fast Q&A. They will however work around media requirements.

- general announcement video clip for the social media launch on Tuesday, referencing commitment to net zero
- clip reflecting on electrification and other progress to date
- clip explaining how we're working with the rail industry for Scotland

Agenda

| | |
|---------------|---|
| 09.30 - 09.35 | Cabinet Secretary arrives at Shields depot. |
| 09.35 - 09.40 | Safety briefing and high visibility clothing / boots provided. |
| 09.40 – 09.50 | Tour of depot meeting ScotRail colleagues. |
| 09.50 – 10.05 | Broadcast interviews - any photos/broadcast interview can be done with suitable train in the background, weather dependent. |
| 10.05 - 1015 | Video record undertaken by Transport Scotland officials. |
| 10.15 | Cabinet Secretary departs. |

Rail Decarbonisation Action Plan – Q&A**General****Q. Why publish the action plan?**

The Scottish Government's Programme for Government (Sept 2019) gave a commitment to publish a rail decarbonisation action plan in spring 2020. While we rightly delayed publication due to the global Covid 19 pandemic, our transition through the Scottish Government's Routemap to Recovery means we can now do so.

This action plan not only meets the commitment to publish such a plan, it also sets out how we will do so. More widely, as part of the Scottish Government's response to the 'climate emergency', it will contribute towards reducing Scotland's greenhouse gas emissions to net zero by 2045. It is also important that, as we further the transition through the Routemap, this action plan will be a fundamental part of the green economic recovery process.

Q. Are you being too ambitious?

There is no 'too ambitious'. Urgent and targeted action is required now across the globe to substantially reduce greenhouse gas emissions. Scotland must fulfil its responsibilities with focussed and tangible action.

As the transport sector is the greatest contributor to Scotland's greenhouse gas emissions, collective action is needed now to reduce transport's carbon footprint. This includes phasing the replacement of all diesel trains from our network across Scotland by 2035, as well as ultimately encouraging and ensuring sustained modal shift to rail, from less sustainable modes of transport, for people and goods.

Q. What SG commitments are included in the action plan?

This plan details how we will achieve our commitment primarily through an increased and accelerated rolling programme of efficient electrification to be delivered to 2035, and beyond. In addition, the plan sets out how we will introduce alternative traction trains (battery or hydrogen fuel cell powered trains) into operation on those routes where electrification is not feasible, or appropriate, and also use them as an interim solution on other routes to bring earlier passenger and environmental benefits.

Through a combination of electrification, phasing out diesel trains and introducing alternative traction, the traction element of all domestic rail passenger services can become decarbonised by 2035.

Q. Why didn't you publish an electrification strategy in 2016 or include projects in the HLOS of 2017?

In 2016, a substantial programme of electrification was already being delivered by Network Rail across Scotland's central belt (EGIP, S-D-A, Shotts etc). In line with new processes a specific programme of works was not specified in the 2017 HLOS. However the HLOS did require Network Rail to develop an efficient electrification strategy optimised for Scotland, which Network Rail completed last year (March 2019).

This strategy (which is an internal Network Rail document) sets out how (learning lessons from delivery of recent electrification projects) the industry could develop, design and deliver electrification projects efficiently in future. As stated in the action plan we have identified the first phase of electrification projects to be delivered as well as the medium-long term indicative rolling programme to 2035 and beyond.

Q. What do you actually mean by electrification of the rail network?

Our aim is to continue to accelerate the programme of electrification of Scotland's rail network. Currently, 40.7% of single track kms of track operate under electric traction overhead lines (OLE) and infrastructure. This is mainly focussed in the busy central belt network. Our plan is to extend electrification infrastructure north and south beyond the central belt over the next 25 years. Once a route has the full or partial electrification infrastructure in place, passenger services can be delivered by electric trains or those with batteries and diesel units can be removed from that route. These diesel units can then be used to strengthen services elsewhere as an interim measure or be permanently removed from service.

We know some rural/scenic routes are unlikely to be electrified as it would not be affordable or feasible to deliver this, and it is on these routes (identified in the action plan) that we intend to introduce alternative traction trains to facilitate the removal of diesel trains.

Q. Is your action plan a knee-jerk reaction to the current 'climate' headlines?

Transport Scotland has engaged with the rail industry over a number of years, not only on funding electrification projects but also in supporting the development and delivery of reduced emissions across the industry as a whole. This work quite simply accelerates and strengthens our commitment towards tackling the 'climate emergency'.

For example, we have set Network Rail demanding targets to reduce energy consumption and emissions across their breadth of activity, property, and construction methodology. This work was being progressed by Network Rail before our programme for government commitment last year.

Q. What about the Caledonian Sleeper and other cross border services?

Our action plan focusses on the rail passenger network in Scotland with significant benefits for rail freight. Whilst we can seek to influence plans the responsibility for the rail network in England and Wales sits with the Department for Transport, who have their own but similar rail decarbonisation ambitions. The plan recognises that there will be services such as the Caledonian Sleeper and heritage railway services, which bring substantial value to the Scottish economy, that may be unable to fully electrify their traction by 2035 (these services constitute less than 0.2% of total rail services in Scotland).

Q. How will the electrification programme in the action plan be delivered?

The development and design of the electrification programme is being managed and delivered by Network Rail Scotland. The development of the action plan has been led by Transport Scotland in close collaboration with Network Rail Scotland and ScotRail through the Team Scotland governance arrangements that are firmly established and support a strong collaborative approach. Engagement with the wider rail industry, supply chain and stakeholders will increase as delivery of the action plan develops, at all times we will seek to minimise disruption to passengers and freight users .

Covid-19 & Transport Transition Plan

Q. Why publish this action plan now? Should you not completely focus on the very current and real transport issues facing our communities?

As we ease from the current restrictions in how we work, socialise and access services, work is ongoing to provide a safe transport system to meet the needs of the country. The focus is to ensure Scotland can keep on moving, whilst continuing to suppress the spread of the Covid-19 virus. As we go through the transition, we will frame decisions with the unifying principle: to operate a safe transport service, mitigating risks where possible for those using our transport network and for our transport operators. Over the immediate, medium and longer term we will also seek to ease restrictions, support economic recovery within the transport sector and broader economy and develop the future of transport in Scotland. The decarbonisation action plan is framed in this context of green economic recovery, and planning now for the sustainable medium and long-term future for rail services.

Delivery of the action plan also reflects recent advice from the UK Climate Change Committee that our resilient recovery from the COVID-19 crisis should emphasise the benefits of investment in low carbon infrastructure and the realisation of social and environmental benefit.

Q. Are you worried about sending mixed messages to the travelling public and particularly rail users?

No. Our messaging to the travelling public is clear, easy to follow and will change over time depending on progress out of lockdown. Our advice to those who need to travel will change and reflect circumstances. It is only right that we plan now for a medium-longer term green recovery and decarbonised transport system. Our recently published new National Transport Strategy still provides the guiding principles for transport with strategic alignment with the action plan.

Cost

Q. How much will the electrification programme in the action plan cost?

The plan does not set out detailed cost information by route: that analysis has yet to be undertaken but as planning progresses and becomes more developed and comprehensive we will, in line with our financial appraisal process, produce thorough costs and benefits for routes (including service disruption costs) and projects which in aggregate provide more certainty at the strategic plan level. Although the Covid-19 health pandemic has unavoidably led to a level of uncertainty in future government measures and associated investment, we will aim to maintain our previous level of commitment to rail investment. As with all long-term government action, spend in this area will be aligned with future Capital Spending Review and Infrastructure Investment Plan cycles.

With ambitions of such magnitude regarding rail decarbonisation, it is imperative that there is a relentless focus on cost and delivery efficiency, and maximising benefits, allowing us to achieve more, sooner.

Network Rail's traction decarbonisation network strategy (TDNS) due to be published on 31 July will cover Scotland, but through existing engagement between Transport Scotland and Network Rail teams, the TDNS will take full cognisance of our own rail decarbonisation action plan. This publication is an interim programme business case stage with the final business case due to be published in October. The TDNS will include high level costs for electrifying the GB network, including Scotland.

These costs should be treated with caution and more robust costs will emerge as specific proposals are developed in Scotland for Scotland.

Q. Why are you spending so much money decarbonising (passenger) traction when all rail emissions only contribute to 1.2% of overall transport emissions?

The substantial investment required will not only reduce greenhouse gas emissions from rail in Scotland but will also improve air quality across Scotland's cities and within local stations. This directly benefits rail users and staff and contributes to low emission zones and our air quality ambitions.

In addition to these environmental benefits, cleaner, faster and quieter rail services with more capacity will offer an attractive, reliable alternative to passengers and freight and can and will ultimately increase modal shift to a more sustainable mode of transport- a key strategic objective of the Scottish Government set out in our new National Transport Strategy.

Q. How can you justify this spend at the current time with such a significant recent drop in public transport and rail usage?

We remain as committed now as we were in September 2019 to plan for the long-term decarbonisation of rail services in Scotland. Yes patronage has fallen as our country and communities abide by the government advice and guidelines. We are still planning for patronage levels recovering in the medium-term and for the decarbonisation of rail services to meet our emissions reduction requirements. We must remember also the important role of rail freight too and whilst those services did drop during the height of the pandemic, they are recovering well and rail freight performed a critical function in transporting supermarket goods and other vital supplies.

Q. How will electrification in the action plan be funded?

Transport Scotland will consider funds available from its current and long term rail budgets and decisions will be taken through our established business case development and investment decision making processes, in line with the published Rail Enhancements & Capital Investment Strategy.

Q. Will all future rail budgets be swamped by electrification costs?

The indicative electrification programme set out in the action plan will require substantial long term funding from our rail budgets and will form the backbone of the rail pipeline of projects. However, we do recognise that investment will also be required in other parts of the rail network; this is being developed by Transport Scotland in collaboration with our rail industry partners.

We invest in rail in many other ways too, for example through our franchises.

Infrastructure investment

Q. How does the action plan relate to the Strategic Transport Projects Review 2? Should you have waited until that work had concluded before rushing ahead with your plan?

Our commitment to decarbonise rail services is being taken forward urgently. Rail infrastructure improvements in Scotland are largely funded through our existing rail budget and this will be the case for delivering our action plan.

The second Strategic Transport Projects Review (STPR2), will identify the priorities for future transport interventions and will inform Scottish Ministers investment decisions for the next 20 years. Any decisions on future funding of transport infrastructure in Scotland will be informed by the outputs of STPR2 and through the normal cycle of government spending reviews.

Q. How does the action plan relate to the infrastructure commission's recent report with respect to making best use of the infrastructure?

Rail electrification will require the construction of some new infrastructure on the network and an increased number of electricity feeder stations to supply the network. Transport Scotland will ensure all new infrastructure is procured and delivered to the prevailing environmental standards and as efficiently as possible.

Our plan to introduce alternative traction trains on specific, rural routes, will minimise the scope of new infrastructure required as well as the environmental impacts from construction. We recognise from the outset, that it will not always be feasible or desirable to build new infrastructure, particularly in our rural / scenic communities, that is why we are seeking to meet our 2035 commitments via an alternative to electrification where appropriate.

Wider stakeholder/regional issues

Q. Why are you not including re-opening old lines and/or opening new stations in the plan? Surely that would help with your 'modal shift' plans?

The action plan focuses entirely on a forward rolling programme of efficient electrification and the introduction of alternative traction train technology. Other rail proposals, such as the opening of new stations, or considerations of re-opening new lines, are addressed elsewhere, such as through the processes set out in the Rail Enhancements & Capital Investment Strategy (published in 2018) and through our two rounds of Local Rail Development Fund funding.

The second Strategic Transport Projects Review (STPR2), will identify the priorities for future transport interventions and will inform Scottish Ministers investment decisions for the next 20 years. Any decisions on future funding of transport infrastructure in Scotland will be informed by the outputs of STPR2 and through the normal cycle of government spending reviews.

Q. When will you electrify my local route?

The action plan sets out an indicative phased programme of electrification to 2035 and beyond. The indicative programme resulted from initial, early stage discussions to agree an 'in principle' programme of work at this stage. A more robust delivery programme will be developed and communicated following publication of the action plan which will be subject to regular review. An update to the action plan will be provided at appropriate junctures.

Q. Why are there no plans in the action plan to electrify my local route?

It is known that some rural/scenic routes will not be fully electrified due to challenges around deliverability or affordability. For example, some rural routes run through extremely difficult terrain where it would be not feasible or desirable to construct electrification infrastructure on parts or all of the route. Where these routes have been identified in the action plan, it is intended that alternative traction trains (battery or hydrogen fuel cell) will be developed and introduced into operation to serve these routes.

Rolling stock

Q. Will battery or hydrogen trains be ready and in operation as set out in the action plan?

Battery and hydrogen fuel cell technologies are at different stages of development but currently operate successfully elsewhere in Europe. Transport Scotland is engaging closely with rolling stock manufacturers, the supply chain and academia to accelerate advancement of these technologies so they can operate here on the rail network in future. These fleets could also help deliver earlier benefits to passengers and the environment ahead of full scale electrification or where that is not possible. We know these technologies work in principle and have already been tested, but more work has started to show how they can be applied to rail passenger services. There is also work to be done to develop our rail infrastructure to support these fleets. We are optimistic that with our leadership and commitment the market will meet the challenge and opportunity we are creating by bringing forward innovative solutions. This will be carried out alongside exciting developments across other transport modes where the supply chain is evolving to deliver robust and reliable methods of zero emissions power.

Transport Scotland is also engaging with Scottish Enterprise and the Scottish Government's energy team to identify and develop opportunities for the rail industry to support and grow Scotland's developing hydrogen economy.

Q. How much will battery/hydrogen trains cost?

Costs will depend on the manufacture of rolling stock, and other factors such as the procurement method, volume of stock leased and how the wider market across the UK is evolving.

Likewise, we need to know more about the infrastructure required to operate and maintain the alternative traction rolling stock. All these interdependencies will develop over coming months and years; it is at that stage more certainty around costs will emerge. These self-powered fleets will also help to minimise disruption to the rail network and services and this will also be factored into overall costs to highlight the additional benefits these fleets can bring to Scotland's rail passengers.

Q. How will battery/hydrogen trains be funded?

Rolling stock is currently procured and leased through our rail franchisees and the future fleet requirements are being progressed through close working with rail industry partners. The effective cost of adopting these new fleets will be the difference between their cost and the diesel fleet leasing costs they are replacing within the ScotRail franchise. Borrowing in the rolling stock market at the present time is very competitive which in effect serves to reduce this cost.

Q. What will happen if battery/hydrogen trains are not ready to serve my local route?

We have planned the phased introduction of alternative traction as this will depend on the technologies being tested, accepted and procured into service. As this process develops over coming months and years, we will put in place contingency measures to ensure rail passenger services are delivered in full until such time as the alternative traction stock is made available. Our rolling stock strategy will develop and evolve to reflect the many factors that will influence when and where alternative traction is introduced.

Q. Will battery/hydrogen trains be reliable?

Both technologies are already being tested for capability, performance and reliability by various manufacturers in GB and Europe. Transport Scotland in conjunction with Scottish Enterprise are working with industry in the development of a redundant c314 electric unit to be powered by hydrogen fuel cell combined with battery technology and we have continued to monitor the development and performance of the Alstom iLint hydrogen fuel cell powered train that is in passenger service in Germany. The potential for an hybrid electric train that also has batteries for off wire operation is being monitored on an ongoing basis and we expect the industry will increase, accelerate and improve alternative traction technologies rapidly over coming years.

Q. What will happen to old rolling stock that is being replaced? Is there an ‘upcycled’ use for this stock?

Almost all existing passenger rolling stock operating in Scotland will be replaced at the end of its economic and design life and disposed of by the leasing company.

Hydrogen economy

Q. Does the action plan link into the wider Scottish Government’s strategy to grow Scotland’s hydrogen economy?

Yes. Transport Scotland is engaged with partners in shared recognition that rail could provide an important source of relatively constant and high demand for hydrogen and therefore potentially contributing to reducing the cost of hydrogen supply in future.

The Scottish Cities Alliance, in partnership with the seven cities, is leading on developing a hydrogen economy across the seven cities. Aberdeen City Council is developing the next generation Hydrogen Hub for large scale production of hydrogen that could provide sufficient volumes of hydrogen fuel for fuel cell electric trains operating along the East Coast. Glasgow City Council is in the development stages of creating a ‘hydrogen hub to provide hydrogen across the west coast (which can provide sufficient volumes of hydrogen fuel for fuel cell electric trains too. Dundee City Council will be deploying hydrogen refuelling infrastructure at the Michelin Scotland Innovation Parc that could be utilised in the development of the C314 hydrogen fuel cell electric train.

Transport Scotland's Low Carbon Economy Directorate is working in partnership with the Universities of St Andrews and Strathclyde to establish a Hydrogen Accelerator organisation. The Hydrogen Accelerator will facilitate the realisation of Scotland's hydrogen future by bringing together, public bodies, industry, research organisations, and higher and further education institutions. The Hydrogen Accelerator will play a central role in defining and delivering decarbonisation in Scotland to accelerate the uptake of hydrogen technologies across the public sector.

Scottish Government's Energy Directorate has appointed engineering and consultancy firm, Arup, to commence an assessment of the potential to use hydrogen within the Scottish energy system. The assessment outcomes will be used to help inform an upcoming hydrogen policy statement and action plan – assisting the Scottish Government and its agencies to set the policy agenda over the next few decades.

(Wider) emissions

Q. What damage to the environment will you make by building electrification infrastructure? Are you calculating embedded emissions?

We know that short-term lineside de-vegetation will be required in advance of electrifying routes – or even other works required to a route. However, Network Rail has robust environmental assessment and mitigation policies in place which will be developed further, to not only minimise any negative environmental impact, but that will restore and enhance the environment post construction. In many cases, this will be through the introduction of new plants and wildlife species into affected areas. The impact on the environment will be assessed in advance of each specific construction.

At this stage in the development of the Action Plan we have not calculated embedded emissions for the identified rail improvement projects. As these projects are further developed, embedded carbon emissions will be included in the overall calculation of carbon emissions associated with the projects. This inclusion will not usually affect project appraisals since the environmental impact of materials used is generally incorporated in material costs through emissions trading schemes.

Q. Do we know how much CO₂ emissions will be reduced by on each route as they are electrified/alternative traction used?

Abellio ScotRail can provide full details of diesel consumption on each route and the associated carbon emissions reductions. We have some examples in the action plan which illustrate this. In addition we are working with wider industry colleagues on developing more refined ways of calculating emissions. Ideally this will result in a single carbon measurement methodology to calculate rail carbon impact.

Freight

Q. How will freight trains hauled by diesel locomotives be converted to carbon-free traction?

The most effective way to decarbonise freight traction is to electrify the network, which at this stage is the only feasible method for powering long haul freight trains (which are significantly heavier than passenger trains). This is part of the reasoning behind the electrification of the trunk rail routes in Scotland, enabling electrified freight haulage from the central belt terminals to Aberdeen and Inverness for example.

As many freight trains leave the heavy rail network and use branch lines to/within their end terminals the potential for alternative traction technology to be used to haul freight on these 'last mile' branch lines is also being explored.

Broader Government policy/modal shift

Q. How does this fit more widely with broader transport policy and your recently published National Transport Strategy (NTS)?

The NTS recognises the need to respond to the global climate emergency and supports climate action via a range of measures. Future transport investment decisions will be made in line with both the Sustainable Travel and Sustainable Investment hierarchies, prioritising walking, wheeling, cycling and public and shared transport options in preference to single occupancy private car use and supporting reduction in unsustainable travel. Through decarbonising the rail network, the contribution to our NTS high level objectives on emissions reductions becomes even more significant.

Q. How will you encourage people and goods off the road and onto the rail network?

The benefits for passengers from electric train services are well known and accepted in terms of improved performance/reliability, quieter journeys, more capacity, modern appropriate passenger facilities and faster journey times. Along with the ongoing introduction of electric and battery powered rolling stock, these benefits will make rail a more attractive alternative.

Transport Scotland and Network Rail continue to work very closely with the freight community to develop new opportunities to attract more freight off roads and onto rail. Ongoing infrastructure improvements across the network, including increased electrification, will allow the rail industry to accommodate known demand for rail freight north of the central belt.

Rest of GB

Q. How does this fit with broader work on rail decarbonisation by the UK Government/Network Rail UK

Following the recommendations of the Rail Decarbonisation Task Force in July 2019, Network Rail (central systems operator team) is developing a Traction Decarbonisation Network Strategy (TDNS) that will set out how diesel trains will be removed from the rail network across GB by 2040, the stated ambition of the UK Government.

The TDNS will cover Scotland, but through existing engagement between Transport Scotland and Network Rail teams, the TDNS will take full cognisance of our own rail decarbonisation action plan. It is due to be published on 31 July 2020 as an interim programme business case. The TDNS will include high level costs for electrifying the GB network, including Scotland. These costs should be treated with caution and more robust costs will emerge as specific proposals are developed in Scotland for Scotland. In October the final programme business case is due to be published.

At a transport-wide level the DfT published their report on decarbonising the wider transport system in April 2020.

Future industry structures

Q. What about future rail structures? Could this slow down progress in delivering the plan?

The Scottish Government has set a clear and unambiguous commitment to rail decarbonisation and this action plan shows how we shall do this. We firmly believe, that a more integrated railway, with aligned decision making across the industry and greater accountability to Scotland will enable us to deliver our plans for decarbonisation more efficiently. The Scottish Government will remain the funder and specifier of rail no matter what new structural architecture may emerge in the future.

Delivery/supply chain

Q. Will Network Rail deliver all your electrification projects? What about alternative delivery partners and procurement methods?

At this stage, Network Rail Scotland is developing the design for the first phase of the identified electrification programme to be delivered over the next five to seven years.

The exact procurement for the construction of these projects, as well as any future ones, has not been confirmed at this stage. The current working assumption is that Network Rail Scotland will secure efficiencies and deliver electrification infrastructure projects onto the network that they own and manage.

Q. Will you have to fight to secure supply chain resources given the commitment by the UK Government?

Transport Scotland has engaged closely with a range of supply chain and rolling stock manufacturers/leasing companies over recent years establishing strong relationships.

However, we recognise that as demand for new train types rises sharply given the commitments of both UK and other European governments, that Scotland may have to compete for some resources.

Despite the smaller scale of Scotland's railway compared to some of our European neighbours, both Transport Scotland and Scottish Enterprise are already working hard to set attractive market conditions here in Scotland. This also includes the long term workforce skills that will be required to deliver our programmes.

The publication of this plan will act as the catalyst for engaging with electrification contractors to set out the programme to deliver our 2035 target. Network Rail will play a key role, through its development and programming of works, in identifying, and securing, critical resources to deliver and commission the necessary infrastructure.

Q. How can the supply chain get more involved? Can they be included in specific discussions going forward?

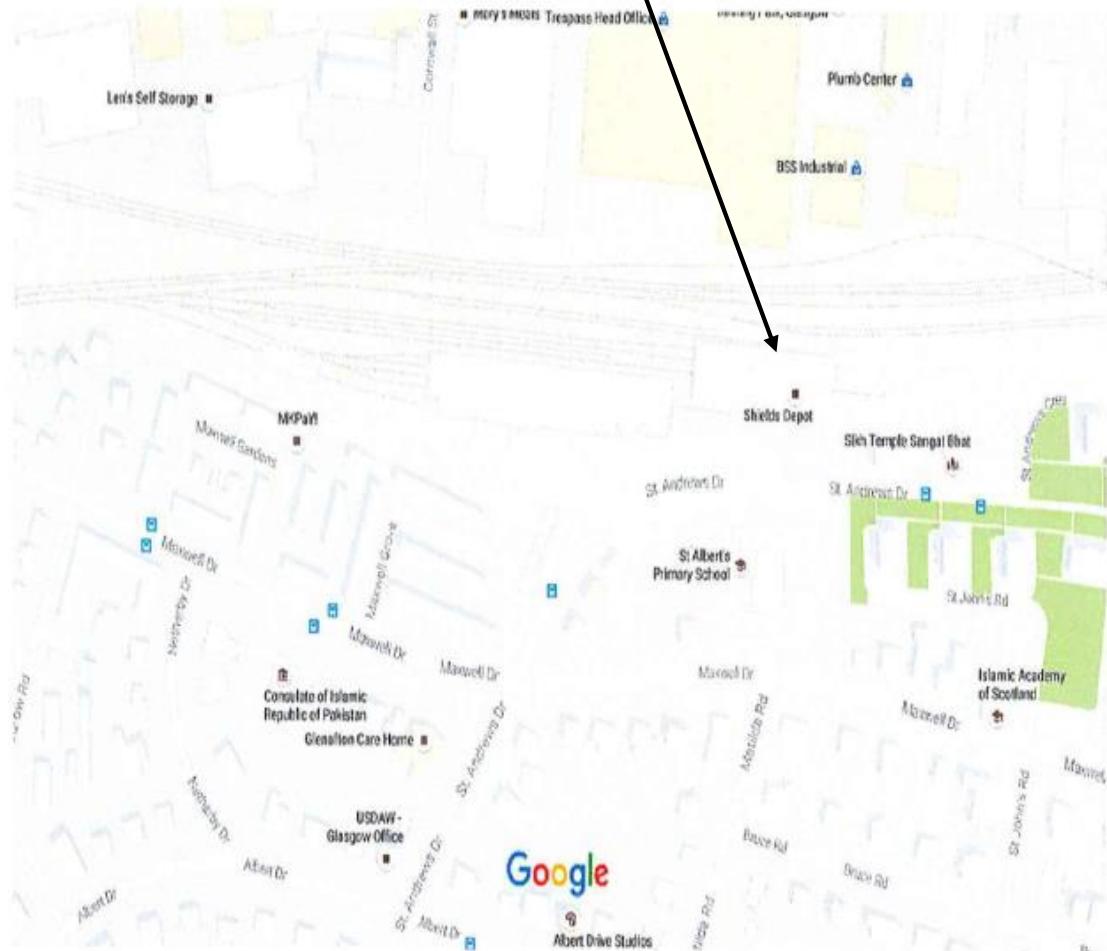
Transport Scotland and Scottish Enterprise are already driving engagement with the supply chain, as are our key delivery partners Network Rail Scotland and ScotRail. Our action plan offers significant opportunities for the supply chain and requires all parties to work in close collaboration to ensure efficient delivery.

We have recent experience of delivering electrification schemes so have existing relationships with the electrification supply chain. We will look to Network Rail Scotland to embark on a process of engagement with the supply chain to provide additional detail on the plan and seek buy in to the overall objective.

**Shields Road depot
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ANNEX D

Google Maps



Map data ©2016 Google 50 m