

Email from ScotRail

From: [REDACTED] <[REDACTED]@scotrail.co.uk>
Sent: 06 February 2023 19:45
To: [REDACTED] <[REDACTED]@networkrail.co.uk>; [REDACTED]<[REDACTED]@networkrail.co.uk>; [REDACTED] <[REDACTED]@networkrail.co.uk>; [REDACTED] <[REDACTED]@transport.gov.scot>; [REDACTED] <[REDACTED]@scotrailholdings.co.uk>; [REDACTED]< [REDACTED]@scotrail.co.uk>; [REDACTED]< [REDACTED]@scotrail.co.uk>
Cc: [REDACTED]< [REDACTED]@networkrail.co.uk>
Subject: RE: Decarb Strategy Review and Scenario Planning

Please can you review this one – has the major gap filled!

Best wishes

[REDACTED]


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[REDACTED]
[REDACTED]
[REDACTED]

Atrium Court, 50 Waterloo St
Glasgow
G2 6HQ

Tel: [REDACTED]
Mobile: [REDACTED]
Email: [REDACTED]@scotrail.co.uk
Web: www.ScotRail.co.uk



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From: [REDACTED]
Sent: 06 February 2023 18:23
To: [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]<[REDACTED]@networkrail.co.uk>; [REDACTED]<[REDACTED]@networkrail.co.uk>; [REDACTED]@transport.gov.scot>; [REDACTED]< [REDACTED]@scotrailholdings.co.uk>; [REDACTED]<[REDACTED]@scotrail.co.uk>; [REDACTED]< [REDACTED]@scotrail.co.uk>

Cc: [REDACTED]< [REDACTED]@networkrail.co.uk>
Subject: RE: Decarb Strategy Review and Scenario Planning

Many thanks for the detailed notes [REDACTED], [REDACTED] and [REDACTED]

I've updated and tried to present different cascade scenarios. All changes tracked so we can revert back if I've made a mess of it. I can't get one of the scenarios to work but hopefully this will prompt those cleverer than me to correct.

Cheers

[REDACTED]

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From: [REDACTED]< [REDACTED]@networkrail.co.uk>
Sent: 05 February 2023 12:40
To: [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]< [REDACTED]@scotrail.co.uk>; [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]< [REDACTED]@transport.gov.scot>; [REDACTED]< [REDACTED]@scotrailholdings.co.uk>; [REDACTED]< [REDACTED]@scotrail.co.uk>; [REDACTED]< [REDACTED]@scotrail.co.uk>
Cc: [REDACTED]< [REDACTED]@networkrail.co.uk>
Subject: RE: Decarb Strategy Review and Scenario Planning

Thanks [REDACTED] – excellent notes from Friday, just a couple of minor points from me :

[Redacted Reg 10(4)(e)]

Kind regards,

[REDACTED]

From: [REDACTED]< [REDACTED]@networkrail.co.uk>
Sent: 03 February 2023 17:49
To: [REDACTED]< [REDACTED]@scotrail.co.uk>; [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]< [REDACTED]@transport.gov.scot>; [REDACTED]< [REDACTED]@scotrailholdings.co.uk>; [REDACTED]< [REDACTED]@scotrail.co.uk>; [REDACTED]< [REDACTED]@scotrail.co.uk>
Cc: [REDACTED]< [REDACTED]@networkrail.co.uk>
Subject: RE: Decarb Strategy Review and Scenario Planning

OFFICIAL

Hi all

Attached are my notes from today's discussion, structured around the scenarios that we agreed on. I've just added these to the front end of [REDACTED], so once [REDACTED] updates the tables based on today we'll have all of the information in the same place.

Please do let me know/reply to this email if I've misrepresented or missed anything – it was a wide ranging discussion with a lot of detail and my notes are an attempt to distil that into actionable scenarios!

Next steps are:

- [REDACTED] to turn this into financial scenarios, and really simple explanations to accompany
- The financial scenarios need to include the relative opex impact – we agreed that this is really important as it will be significantly different for the different choices. We'll need help with that during next week - [REDACTED], we'll likely be chapping your door to support!
- Follow-up discussion on those financial scenarios next Thursday morning at Waverley ([REDACTED] to organise)

Thanks all
[REDACTED]

From: [REDACTED]< [REDACTED]@scotrail.co.uk>
Sent: 03 February 2023 08:43
To: [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]< [REDACTED]@transport.gov.scot>; [REDACTED] <[REDACTED]@scotrailholdings.co.uk>; [REDACTED]< [REDACTED]@scotrail.co.uk>; [REDACTED]< [REDACTED]@scotrail.co.uk>
Subject: RE: Decarb Strategy Review and Scenario Planning

Dear all

Apologies for the late distribution – a starter for ten on some assumptions.

My interpretation is that from a rolling stock perspective,
[Redacted Reg 10(4)(e)]

Its all a bit rushed so apologies for it not being particularly clear. Hopefully a starting point to provoke other thoughts which we can refine and write up properly.

Speak later.

[REDACTED]

[REDACTED]
ScotRail

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-----Original Appointment-----

From: [REDACTED]<[REDACTED]@networkrail.co.uk>

Sent: 02 February 2023 13:03

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

Subject: Decarb Strategy Review and Scenario Planning

When: 03 February 2023 09:30-11:30 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.

Where: Edinburgh Waverley 2nd floor conf room

Microsoft Teams meeting

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Passcode: hfoFxz

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Attachment withheld under Reg 10(4)(e)

Email from ScotRail

From: [REDACTED]< [REDACTED]@scotrail.co.uk>
Sent: 08 February 2023 14:30
To: [REDACTED]< [REDACTED]@scotrail.co.uk>; [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED] <[REDACTED]@networkrail.co.uk>; [REDACTED]) (TS) <[REDACTED]@transport.gov.scot>; [REDACTED] <[REDACTED]@scotrailholdings.co.uk>; [REDACTED]< [REDACTED]@scotrail.co.uk>
Cc: [REDACTED]< [REDACTED]@networkrail.co.uk>
Subject: RE: Decarb Strategy Review and Scenario Planning

[REDACTED], all,

[redacted Regulation 10(4)(e)]

Hopefully it makes sense and is consistent with the paper.

Regards,
[REDACTED]

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[REDACTED]

[REDACTED]

ScotRail

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G2 6HQ

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Email from SRH

From: [REDACTED]< [REDACTED]@railholdings.scot>
Sent: 03 March 2023 16:47
To: [REDACTED] (TS) <[REDACTED]@transport.gov.scot>
Subject: RBIG - fleet options paper

[REDACTED],

As discussed, attached is a starter on structure and some useful info that's coming together. We may leave some detail out for RBIG and hold in abeyance for the FBC, but for working purposes best to get down what we have.

The broad structure/story is:

- Benefits of the change (repeats a lot of what we said on Monday)
[redacted Regulation 10(4)(e)]

Please take a look next week and send any thoughts while I'm off.

In terms of other fleets there's a few numbers we need to test a little further but to give you a flavour of the issues with the other options and info we are getting:

[redacted Regulation 10(4)(e)]

Thanks
[REDACTED]

[REDACTED]
Email: [REDACTED]@railholdings.scot
Mobile: [REDACTED]



Scottish Rail Holdings
Glasgow Queen Street Station
Management Suite
Dundas Street
Glasgow
G1 2AQ

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Email from ScotRail

From: [REDACTED]< [REDACTED]@scotrail.co.uk>
Sent: 22 March 2023 12:52
To: [REDACTED]< [REDACTED]@transport.gov.scot>;
[REDACTED]@railholdings.scot
Subject: RE: This morning with Bill - Rolling Stock

Hi [REDACTED],

[redacted Regulation 10(4)(e)]

Regards

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[REDACTED]
ScotRail

50 Waterloo Street
Atrium Court
Glasgow
G2 6HQ


Mobile: [REDACTED]
Email: [REDACTED]@scotrail.co.uk
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From: [REDACTED]@transport.gov.scot <[REDACTED]@transport.gov.scot>
Sent: 22 March 2023 12:04
To: [REDACTED]< [REDACTED]@scotrail.co.uk>; [REDACTED]@railholdings.scot
Subject: RE: This morning with Bill - Rolling Stock

Hi [REDACTED],

Can I just check that I have understood both the chart and what you've said below?

[redacted Regulation 10(4)(e)]

[REDACTED]

From: [REDACTED]@scotrail.co.uk>

Sent: 20 March 2023 23:19

To: [REDACTED]@railholdings.scot; [REDACTED]) (TS) @transport.gov.scot>

Subject: FW: This morning with Bill - Rolling Stock

Hi [REDACTED], [REDACTED],

[redacted Regulation 10(4)(e)]

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[REDACTED]

ScotRail

50 Waterloo Street

Atrium Court

Glasgow

G2 6HQ

Mobile: [REDACTED]

Email: [REDACTED]@scotrail.co.uk

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From: [REDACTED]< [REDACTED]@networkrail.co.uk>

Sent: 20 March 2023 16:11

To: [REDACTED]< [REDACTED]@transport.gov.scot>; [REDACTED]<

[REDACTED]@scotrail.co.uk>; [REDACTED]<

[REDACTED]@scotrailholdings.co.uk>; [REDACTED]<

[REDACTED]@scotrail.co.uk>

Cc: [REDACTED]< [REDACTED]@networkrail.co.uk>

Subject: RE: This morning with Bill - Rolling Stock

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Hi all

[REDACTED], [REDACTED] and I just had a chat about the scenarios following this email chain and the meetings today.

I actually think what we are talking about isn't an additional scenario 1c, but a sub option of Scenario 2 in relation to the type of train we could procure and introduce [Redacted Reg 10(4)(e)]

If I set out my thinking here, let me know if the logic is sound?

[redacted Regulation 10(4)(e)]

Let me know if you think my logic is sound or if there are flaws!

I will turn to the slides now to get them as finished as possible ahead of your final info coming through later, [REDACTED].

[REDACTED]

From: [REDACTED]@transport.gov.scot <[REDACTED]@transport.gov.scot>
Sent: 20 March 2023 14:57
To: [REDACTED]< [REDACTED]@scotrail.co.uk>; [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]@scotrailholdings.co.uk; [REDACTED]@scotrail.co.uk
Cc: [REDACTED]< [REDACTED]@networkrail.co.uk>
Subject: RE: This morning with Bill - Rolling Stock

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Dear All

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Thanks for the contributions this morning (x2 in most cases with the SRT/SRH meeting after Bill). Understanding 1c should be relatively straightforward given that the heavy lifting to understand the whole thing from first principles has been done. The planning principles and assumptions remain the same.

[redacted Regulation 10(4)(e)]

The two tables we now have provide us with a very good framework to allow comparison, clearly the sums for 1c will require some working through.

Regards
[REDACTED]

From: [REDACTED]< [REDACTED]@scotrail.co.uk>
Sent: 20 March 2023 13:51
To: [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED] (TS)
<[REDACTED]@transport.gov.scot>; [REDACTED]<
[REDACTED]@scotrailholdings.co.uk>; [REDACTED]<
[REDACTED]@scotrail.co.uk>
Cc: [REDACTED]< [REDACTED]@networkrail.co.uk>
Subject: RE: This morning with Bill - Rolling Stock

Thanks [REDACTED]– this is very helpful.
[redacted Regulation 10(4)(e)]

What do you all think?

[REDACTED]

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From: [REDACTED]< [REDACTED]@networkrail.co.uk>
Sent: 20 March 2023 13:17
To: [REDACTED]< [REDACTED]@transport.gov.scot>; [REDACTED]<
[REDACTED]@scotrailholdings.co.uk>; [REDACTED]<
[REDACTED]@scotrail.co.uk>; [REDACTED]< [REDACTED]@scotrail.co.uk>
Cc: [REDACTED]< [REDACTED]@networkrail.co.uk>
Subject: RE: This morning with Bill - Rolling Stock

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Hi all

I made a note of the key points of feedback as part of helping [REDACTED] and I keep each other up to speed, and so thought I would share that here too in case of use to the group when reflecting on the meeting with Bill today.

Key feedback and thoughts shared by Bill:
[redacted Regulation 10(4)(e)]

Let's reflect more together later once you have had the SRH meeting.

Kind Regards
[REDACTED]



[REDACTED]
Scotland's Railway

Network Rail
151 St Vincent Street, Glasgow, G2 5NW
[REDACTED]
[REDACTED]
[REDACTED]@networkrail.co.uk

www.networkrail.co.uk

Please note that I work Monday to Wednesday. In my absence, please contact [REDACTED].

From: [REDACTED]@transport.gov.scot <[REDACTED]@transport.gov.scot>

Sent: 20 March 2023 11:22

To: [REDACTED]@scotrailholdings.co.uk; [REDACTED]<

[REDACTED]@networkrail.co.uk>; [REDACTED]< [REDACTED]@scotrail.co.uk>;

[REDACTED]@scotrail.co.uk

Subject: This morning with Bill - Rolling Stock

Morning All

Suggested agenda for our 30 minutes with Bill:

- 1) [Redacted] intro
- 2) [Redacted] to identify his concerns (high-level only) – [redacted Regulation 10(4)(e)]
- 3) RST Team: Compare and contrast 1a and 2b
 - a. Credibility
 - b. Deliverability

c. Prog Overlay (if time)

[redacted Regulation 10(4)(e)]

Any other views – please shout soonest

Kind regards
[REDACTED]
TS Rail
[REDACTED]

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.....

Email from SRH

From: [REDACTED]< [REDACTED]@railholdings.scot>

Sent: 14 April 2023 19:38

To: [REDACTED]< [REDACTED]@transport.gov.scot>

Subject: Re: Fleet Costs Sense Check Please

[REDACTED],

[redacted Regulation 10(4)(e)]

[REDACTED]

Sent from Outlook for Android

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Email from SRH

From: [REDACTED]< [REDACTED]@railholdings.scot>

Sent: 04 May 2023 21:33

To: [REDACTED]< [REDACTED]@scotrail.co.uk>; [REDACTED]<

[REDACTED]@scotrail.co.uk>; [REDACTED]< [REDACTED]@transport.gov.scot>

Subject: Re: [redacted reg 10(4)(e)]

[REDACTED],

I can't see how them giving a presentation on the fleet would do any harm, so would be supportive of that.

[redacted reg 10(4)(e)]

[REDACTED]

Sent from Outlook for Android

From: [REDACTED]< [REDACTED]@scotrail.co.uk>

Sent: Thursday, 4 May 2023, 19:44

To: [REDACTED]< [REDACTED]@scotrail.co.uk>; [REDACTED]<

[REDACTED]@transport.gov.scot>; [REDACTED]<

[REDACTED]@railholdings.scot>

Subject: RE: [redacted reg 10(4)(e)]

Hi [REDACTED]

No disagreement from me. Key item of focus for me would be the mobilisation requirements should this scenario evolve but we have some time on our hands before that is required. [redacted Regulation 10(4)(e)]

Regards

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Classified as OFFICIAL [REDACTED]

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From: Scott.Prentice@scotrail.co.uk
Sent: 04 May 2023 13:45
To: [REDACTED]< [REDACTED]@transport.gov.scot>; [REDACTED]@railholdings.scot
Cc: [REDACTED]< [REDACTED]@scotrail.co.uk>
Subject: [REDACTED]

Hi both

I hope you are well.
[redacted Regulation 10(4)(e)]

[REDACTED]– please shout if you disagree with anything I’ve stated.

Thanks

Scott

Classified as OFFICIAL
Scott Prentice
Commercial Director TEMP
ScotRail

Atrium Court, 50 Waterloo St
Glasgow
G2 6HQ

Tel: [REDACTED]
Mobile: [REDACTED]
Email: Scott.Prentice@scotrail.co.uk
Web: www.ScotRail.co.uk

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Email from TS sharing ASLEF letter

From: [REDACTED]< [REDACTED]@transport.gov.scot>
Sent: 16 May 2023 08:08
To: [REDACTED]< [REDACTED]@transport.gov.scot>
Subject: Fwd: Future of Scotrail's inter-city fleet

[REDACTED]
For awareness. May need another response.

Thanks
[REDACTED]

From: Kevin Lindsay <lindsayk@aslef.org.uk>
Sent: Monday, May 15, 2023 1:35:13 PM
To: Minister for Transport <MinisterforT@gov.scot>
Cc: [REDACTED]@transport.gov.scot>; Bill Reeve <Bill.Reeve@transport.gov.scot>
Subject: Future of Scotrail's inter-city fleet

Colleagues
Please find enclosed correspondence on the future of Scotrail's inter -city fleet.

Yours in solidarity
Kevin Lindsay
District Organiser
ASLEF
Scotland

[REDACTED]

Attachment 1 –

ASLEF Associated Society of Locomotive Engineers and Firemen founded 1880
Kevin Lindsay District Organiser 59 Kirkfield View, Livingston Village, Livingston
EH54 7BS Telephone 01506 201712 Mobile 07789276746 Email
Klindsay@aslef.org.uk Kevin Stewart, MSP Transport Minister Scottish Government
By email 15.05.23

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Dear Sir, Thank you for your brief response on the future of HSTs on Scotland's railway dated 04/05/23 by email. I want to stress from the start that I'm extremely disappointed with your response. I was constructively suggesting that you look at bringing the 222 units to Scotland to replace the unreliable, uneconomic and heavy carbon-emitting HSTs with a newer train. But unfortunately you and/or your officials dismissed this out of hand without giving reason or offering any alternative; other than just carrying on with using the HST. We all, not least the Scottish Government, want Scotland to hit its environmental targets and having a reliable and cleaner inter-city fleet is crucial in helping to achieve that. If Scotland is to achieve its climate targets ideally increased and quicker investments and improvements are needed,

including the electrification of the network. Yet, the Scottish Government's plan to electrify the line North to Aberdeen is targeted to be in 2035! The present plan is to replace the HSTs in 2030 so will still be in a position of replacing a diesel train with a diesel train. Given this situation and that there is no alternative fleet available in the near future to replace the HSTs the only option is to modernise the fleet with much less-emitting, diesel trains. The crash at Carmont is still raw in the minds of rail staff, drivers in particular. The HST train's crashworthiness is not fit for a modern railway. We've participated in the Carmont HST steering group, but sadly and predictably very little is being proposed to improve crashworthiness. The fitting of Life Guards will not be enough for us to lift the threatened boycott. There is very little else coming out of that group that makes us think the replacement of the HST's is being taken seriously enough. Therefore, as a union we will give notice that we will instruct our members to boycott this heritage fleet from the third anniversary of the Carmont crash on 12/08/23. The loss of life of 3 people from Aberdeen on 12/08/20 was preventable. Network Rail failed to manage their infrastructure, Scotrail failed to carry out its own policies and questions need to be asked how did Transport Scotland officials score the Abellio bid for the franchise over National Express when NX were proposing a new modern train for the inter-city routes? The decision to bring 50- year-old trains without modern crashworthiness is unforgivable and those responsible need to be held to account. That is why we have called for a full public inquiry into the crash and the awarding of the franchise to Abellio and why we will continue to do so. ASLEF members take pride in our industry and always look to work with industry partners. Here in Scotland, we've always negotiated on everything from new trains to modernising the railway. We've not been on strike since 2002. We don't make decisions lightly, but I must be very clear the High-Speed Trains are not acceptable to Scotland's train drivers. Moreover, there is a groundswell of opinion that change is required to ensure train fleet of ScotRail trains are as clean and safe as possible. Even if this means that we replace the HST's with other diesel trains in the absence of full electrification. At a meeting with Friends of the Earth Scotland on 10/05/23 they agreed that replacing the HSTs is a priority. They also had no objections to replacing these heritage trains with a modern more environmentally friendly diesel train as this is a step in the right direction, prior to the full electrification of Scotland's railways. Therefore I urge you to instruct your officials to look again at acquiring the 222 units for Scotland and also arrange a meeting with us to enable an agreement to be reached on the removal of the HSTs in an orderly manner. Yours in solidarity Kevin Lindsay District Organiser District 2.

Class 222 Draft RBIG Paper

From: [REDACTED] <[REDACTED]@railholdings.scot>
Sent: 17 March 2023 17:12
To: [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]< [REDACTED]@scotrail.co.uk>
Cc: [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]) (TS) <[REDACTED]@transport.gov.scot>
Subject: RE: Class 222 RBIG paper

The attached has been updated based on the comments from [REDACTED]. [REDACTED]– Can you please look through the sections you didn't round to yesterday, as there are a number of questions I've put in for you to answer.

The starting point was to get everything we had down, and then we can trim out or put some information into an appendix if necessary. We could summarise the last section that specifically focusses on the 222 into a table, and then have a supporting appendix with more detail. You've correctly identified that the majority of this is aimed at particular audience, and this could be pulled out into an appendix or used for that smaller circulation. However.....all of the things explained were raised in the last RBIG – if we don't tackle them now it will just push things back another month as they'll be raised as an issue again.

Carrying out this exercise has upturned a number of bits of railway folklore that over the years have been presented as fact, some of which will surprise a lot of people (and I include myself in that). There are some key people who might not believe a one-line statement without more evidence to support it.

I'm pulling together an appendix specifically about [redacted Regulation 10(4)(e)] which I'll circulate separately. There's a short paragraph in this now which is only going to raise more questions than answers without some meat on the bone. Again this was an issue that was raised in RBIG, and there was a lot of nodding going on, so is an idea that has clearly has gained some momentum.

Attached RBIG paper withheld under Regulation 10(4)(e)

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[REDACTED]
[REDACTED]
Email: [REDACTED]@railholdings.scot
Mobile: [REDACTED]



Scottish Rail Holdings
Glasgow Queen Street Station
Management Suite
Dundas Street

Glasgow
G1 2AQ

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From: [REDACTED]
Sent: 16 March 2023 22:49
To: [REDACTED]; [REDACTED]
Cc: [REDACTED]; [REDACTED]@transport.gov.scot
Subject: RE: Class 222 RBIG paper

OFFICIAL

Hi both

I've reviewed this thoroughly up to and including page 9 (it looked like beyond this you were going to update quite a bit after your conversations today)! Specific comments in the attached.

General comments are that I think overall this is clear as [REDACTED] says and conveys a lot of information really well. I do wonder about length – at 11 pages and counting of quite dense information, you might lose people along the reading journey...! Also worth a read with the lay person in mind as some of this can stray into being for a “rolling stock audience”. And also, as a few of my comments refer, there's the odd area where it feels like you stray from dispassionate evidence-based neutrality.

Hope that helps
[REDACTED]

From: [REDACTED]< [REDACTED]@scotrail.co.uk>
Sent: 16 March 2023 09:15
To: [REDACTED]< [REDACTED]@railholdings.scot>; [REDACTED]< [REDACTED]@networkrail.co.uk>
Subject: RE: Class 222 RBIG paper

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Passing over to [REDACTED] as I'm now in meetings until 4pm. My suggested updates are all tracked and cover to the end of the comparison table between [redacted Regulation 10(4)(e)].

I'll pick up again with [REDACTED] version to avoid muddling version control.

Well done again [REDACTED] – you have got a lot of info into this very clearly.

Best wishes

[REDACTED]

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[REDACTED]
ScotRail

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G2 6HQ

Tel: [REDACTED]
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Achi
Valic
Mar

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From: [REDACTED]< [REDACTED]@railholdings.scot>

Sent: 16 March 2023 00:09

To: [REDACTED]< [REDACTED]@scotrail.co.uk>; [REDACTED]< [REDACTED]@networkrail.co.uk>

Subject: Class 222 RBIG paper

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[REDACTED], [REDACTED],

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As discussed earlier attached is where I have got to on this paper – a number of blanks will need filling in after the call with Eversholt tomorrow and once [REDACTED] completes the modelling. It's based on a broad structure discussed with [REDACTED] before I went on leave.

I'll also circulate the appendix later tomorrow, [redacted Regulation 10(4)(e)]

Happy to have any comments or amendments.

Thanks
[REDACTED]

[REDACTED]

Email: [REDACTED]@railholdings.scot

Mobile: [REDACTED]



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From: Scott.Prentice@scotrail.co.uk

Sent: 24 July 2023 16:09

To: [REDACTED]<[REDACTED]@transport.gov.scot>; [REDACTED]<[REDACTED]@transport.gov.scot>; [REDACTED]@networkrail.co.uk; [REDACTED]@networkrail.co.uk

Cc: [REDACTED]@railholdings.scot; [REDACTED]@atkinsglobal.com

Subject: RE: Pipeline Scenario Planning - Working Group

Hi [REDACTED]

Yes, that's the only chart I have – the others are just comparisons of different intercity rolling stock options. I've got a file with a later date than the one you circulated, however they look the same! The most recent rolling stock only one I can find is in the RBIG paper we weren't allowed to submit.

Best wishes

Scott

Classified as OFFICIAL

Scott Prentice
Commercial Director TEMP
ScotRail

Atrium Court, 50 Waterloo St
Glasgow
G2 6HQ

Tel: [REDACTED]

Mobile:[REDACTED]

Email: Scott.Prentice@scotrail.co.uk

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From: [REDACTED]@transport.gov.scot

Sent: 24 July 2023 15:49

To: [REDACTED]@transport.gov.scot; [REDACTED];

[REDACTED]@networkrail.co.uk; [REDACTED]@networkrail.co.uk

Cc: [REDACTED]@railholdings.scot; [REDACTED]@atkinsglobal.com

Subject: RE: Pipeline Scenario Planning - Working Group

Dear All

This is the only multicoloured table I can find which compares the scenarios (see summary tab).

[REDACTED]

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-----Original Appointment-----

From: [REDACTED]<[REDACTED]@transport.gov.scot>

Sent: Thursday, July 20, 2023 1:12 PM

To: [REDACTED]; [REDACTED]; [REDACTED]@scotrail.co.uk; [REDACTED]; [REDACTED]

Cc: [REDACTED]; [REDACTED]

Subject: Pipeline Scenario Planning - Working Group

When: 24 July 2023 14:30-15:30 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.

Where: Microsoft Teams Meeting

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All,

Proposed pipeline scenario working group meeting.

[REDACTED]to present work to date.

[REDACTED] & [REDACTED], - This meeting is planned in response to the cabinet secretary's request to see scenario planning around the 2035 date for rail decarbonisation.

If date, and time are unsuitable, please let me know and I'll rearrange.

Thanks,

[REDACTED]

Attachment withheld under reg 10(4)(e)

From: [REDACTED]< [REDACTED]@transport.gov.scot>

Sent: 06 April 2023 09:16

To: Bill Reeve <Bill.Reeve@transport.gov.scot>; [REDACTED]<

[REDACTED]@transport.gov.scot>; [REDACTED]<

[REDACTED]@transport.gov.scot>; [REDACTED]<

[REDACTED]@transport.gov.scot>

Cc: [REDACTED]< [REDACTED]@transport.gov.scot>; [REDACTED]<

[REDACTED]@transport.gov.scot>; [REDACTED]<

[REDACTED]@transport.gov.scot>; [REDACTED]<

[REDACTED]@transport.gov.scot>; [REDACTED]<

[REDACTED]@transport.gov.scot>; [REDACTED]<

[REDACTED]@transport.gov.scot>; [REDACTED]<

[REDACTED]@transport.gov.scot>

Subject: RE: The future of HST in Scotland

Dear Bill

All noted.

At the same time I suggest it would do no harm to very briefly highlight to PO that our advice to the Minister will be to highlight the unsuitability of these trains for deployment in Scotland substantially for the reasons Bill has set out below.

I had hoped we could wait and encompass this matter in other wider decarbonisation submissions which we are preparing for our new Minister but, as always, events overtake plans. So we will have to do it the other way around.

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Happy to discuss of course.

Thanks

[REDACTED]

From: Bill Reeve

Sent: 06 April 2023 08:39

To: [REDACTED]; [REDACTED]

Cc: [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]

Subject: Fwd: The future of HST in Scotland

Dear [REDACTED] and [REDACTED],

[redacted Regulation 10(4)(e)]

Regards,

From: [REDACTED]< [REDACTED]@transport.gov.scot>
Sent: Wednesday, April 5, 2023 1:16:48 PM
To: [REDACTED]< [REDACTED]@transport.gov.scot>
Cc: Bill Reeve <Bill.Reeve@transport.gov.scot>
Subject: FW: The future of HST in Scotland

[REDACTED]

Please see the letter from ASLEF. Just highlighting incase we need lines on this in the very near future and best we are prepared.

Note: see the letter in an earlier email chain.

Thanks

[REDACTED]

[REDACTED]

Mobile: [REDACTED]

E: [REDACTED]@transport.gov.scot

From: [REDACTED]< [REDACTED]@scotrail.co.uk>
Sent: 22 March 2023 19:50
To: [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]< [REDACTED]@railholdings.scot>; [REDACTED]< [REDACTED]@transport.gov.scot>
Cc: [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]< [REDACTED]@networkrail.co.uk>
Subject: RE: Starter for ten

Classified as OFFICIAL
Dear all

Apologies for the delay – please find a hopefully close to final draft paper. Obviously it isn't going to go out tonight and [REDACTED] has been in dialogue with Bill who has some reservations. I'd suggest it is worth a fact check from [REDACTED] and [REDACTED] and legibility check from [REDACTED] and we then await advice from [REDACTED] in terms of distribution.

I'm not going to get to the opex tonight but will do that first thing tomorrow morning so its with [REDACTED] for 0830.

Best way to get me on anything urgent from 1100 tomorrow will be text.

Best wishes

[REDACTED]

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[REDACTED]

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Email: [REDACTED]@scotrail.co.uk


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Valid Until
March 2024



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From: [REDACTED]

Sent: 22 March 2023 16:58

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

Cc: [REDACTED]; [REDACTED]

Subject: RE: Starter for ten

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Thanks [REDACTED].

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I'd started so here are a few comments to incorporate into the close to final draft!

[REDACTED]

From: [REDACTED]< [REDACTED]@scotrail.co.uk>

Sent: 22 March 2023 16:50

To: [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]<

[REDACTED]@railholdings.scot>; [REDACTED]<

[REDACTED]@transport.gov.scot>

Cc: [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]<

[REDACTED]@networkrail.co.uk>

Subject: RE: Starter for ten

No problem [REDACTED] – can you hang fire on review for a little bit and I'll give you a close to final draft?

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[REDACTED]

ScotRail

Atrium Court, 50 Waterloo St
Glasgow
G2 6HQ

Tel: [REDACTED]

Mobile:[REDACTED]

Email: [REDACTED]@scotrail.co.uk

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From: [REDACTED]< [REDACTED]@networkrail.co.uk>

Sent: 22 March 2023 16:41

To: [REDACTED]< [REDACTED]@railholdings.scot>; [REDACTED]< [REDACTED]@transport.gov.scot>; [REDACTED]< [REDACTED]@scotrail.co.uk>

Cc: [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]< [REDACTED]@networkrail.co.uk>

Subject: RE: Starter for ten

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Thanks all. I'll take a look now.

I've also discussed the plan with [REDACTED], and we've reflected that it's really important to submit the slides to RBIG as planned. [REDACTED] is available to make the updates to these tomorrow, so [REDACTED]are you able to please provide the scenario 2b data once you've finished off this new paper drafting, so [REDACTED] can make the updates asap tomorrow?

Thank you!

[REDACTED]

From: [REDACTED]< [REDACTED]@railholdings.scot>

Sent: 22 March 2023 16:32

To: [REDACTED] (TS) <[REDACTED]@transport.gov.scot>;
[REDACTED]@scotrail.co.uk>
Cc: [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]<
[REDACTED]@networkrail.co.uk>; [REDACTED]<
[REDACTED]@networkrail.co.uk>
Subject: RE: Starter for ten

[REDACTED],

I've added some comments. Give me a call if anything's not clear.

[REDACTED]

[REDACTED]
Email: [REDACTED]@railholdings.scot
Mobile: [REDACTED]



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Dundas Street
Glasgow
G1 2AQ

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From: [REDACTED] (TS) <[REDACTED]@transport.gov.scot>
Sent: 22 March 2023 15:48
To: [REDACTED]< [REDACTED]@scotrail.co.uk>; [REDACTED]< [REDACTED]
@railholdings.scot>
Cc: [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]
<[REDACTED]@networkrail.co.uk>; [REDACTED]<
[REDACTED]@networkrail.co.uk>
Subject: RE: Starter for ten

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Yes, I'm good with that as the paper basis for Monday. I've highlighted a couple of empty cells in the table and picked up a couple of typos (sorry, forgot to turn on track changes, none material).

[REDACTED]

From: [REDACTED]< [REDACTED]@scotrail.co.uk>
Sent: 22 March 2023 15:33
To: [REDACTED]< [REDACTED]@transport.gov.scot>;

[REDACTED]@railholdings.scot
Cc: [REDACTED]< [REDACTED]@networkrail.co.uk>; [REDACTED]<
[REDACTED]@networkrail.co.uk>; [REDACTED]<
[REDACTED]@networkrail.co.uk>
Subject: Starter for ten

As always, I always take longer than I think.

Yellow text just holding so you can understand how it could potentially flow. I think I need around another 30min to finish it.

What do you think?

[REDACTED]

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[REDACTED]

ScotRail

Atrium Court, 50 Waterloo St
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Tel: [REDACTED]

Mobile:[REDACTED]

Email: [REDACTED]@scotrail.co.uk

Web: www.ScotRail.co.uk



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T : 0300 244 4000
E : scottish.ministers@gov.scot

Kevin Lindsay
lindsayk@aslef.org.uk

Our Reference: 202300357165
Your Reference: Future of Scotrail's inter-city fleet

22 September 2023

Dear Kevin,

Thank you for your letter dated 15th May 2023 in follow up to the former Minister for Transport, Mr Kevin Stewart's correspondence to you of 5th May regarding HSTs on Scotland's railway. Please accept my apologies for the delay in replying.

I understand you discussed this matter directly with Mr Stewart when he met with STUC rail union representatives on 25th May and we also discussed it on 13th July. Further to our discussion, I am writing now informed by the continued progress of the Carmont Steering Group.

I fully appreciate and recognise ASLEF's concerns over the safety of its members whilst at work. I also welcome its shared aspiration for a decarbonised railway.

The Scottish Government commissioned the Carmont Steering Group on the basis of working in partnership to explore objectively the lessons from the independent Carmont RAIB investigation and to recommend the future approach to HST deployment in Scotland. ASLEF is a valued member of that Group and I would like to thank you for your continued contribution. Our commitment to the aims of the group is reinforced with the recent appointment of its Chair, Carolyn Griffiths, as a Non-Executive Director to the Board of Scottish Rail Holdings (SRH), adding a strong independent voice to that already provided on the SRH Board by Roz Foyer of the STUC. I'm sure that you will concur that Carolyn will add rigour to SRH's management of safety and of ScotRail Trains, as she has to the Carmont Steering Group's proceedings.

By working in this collaborative manner, we were able to focus on identifying a response to the RAIB Carmont accident investigation report's recommendations which best serve Scotland's railway, its

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Tha Ministearanna h-Alba, an luchd-comhairleachaidh sònraichte agus Rùnaire Maireannach fo chumhachan Achd Coiteachaidh (Alba) 2016. Faicibh www.lobbying.scot



customers and staff. I'm aware that ASLEF's Executive Committee has now noted the Chair's latest report summarising the facts to date, which concludes that, on the basis of safety considerations, there are neither grounds to require withdrawal of the HSTs nor to require any further modifications beyond those already in delivery or complete. I look forward to receiving the final report from the Carmont Steering Group.

The procurement of new rolling stock forms an integral part of the Scottish Government's Rail Decarbonisation Action Plan and plans for rolling stock procurement are in development. I would welcome ASLEF's and other trade unions' continuing engagement in this work, building on the benefit of the Carmont Steering Group model. I have asked my officials to work with SRH to ensure this happens.

I wholly value the role that ASLEF can play in that process and would ask that you continue to make your valuable contribution to our future rolling stock plans as they are developed further.

Yours sincerely



FIONA HYSLOP
Minister for Transport

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

Tha Ministearanna h-Alba, an luchd-comhairleachaidh sònraichte agus Rùnaire Maireannach fo chumhachan Achd Coiteachaidh (Alba) 2016. Faicibh www.lobbying.scot

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ASLEF

Associated Society of Locomotive Engineers and Firemen founded 1880

Kevin Lindsay

District Organiser

59 Kirkfield View, Livingston Village, Livingston EH54 7BS

Telephone 01506 201712

Mobile 07789276746

Email Klindsay@aslef.org.uk

Kevin Stewart, MSP

Transport Minister

Scottish Government

By email

15.05.23

Dear Sir,

Thank you for your brief response on the future of HSTs on Scotland's railway dated 04/05/23 by email.

I want to stress from the start that I'm extremely disappointed with your response.

I was constructively suggesting that you look at bringing the 222 units to Scotland to replace the unreliable, uneconomic and heavy carbon-emitting HSTs with a newer train. But unfortunately you and/or your officials dismissed this out of hand without giving reason or offering any alternative; other than just carrying on with using the HST.

We all, not least the Scottish Government, want Scotland to hit its environmental targets and having a reliable and cleaner inter-city fleet is crucial in helping to achieve that.

If Scotland is to achieve its climate targets ideally increased and quicker investments and improvements are needed, including the electrification of the network. Yet, the Scottish Government's plan to electrify the line North to Aberdeen is targeted to be in 2035! The present plan is to replace the HSTs in 2030 so will still be in a position of replacing a diesel train with a diesel train.

Given this situation and that there is no alternative fleet available in the near future to replace the HSTs the only option is to modernise the fleet with much less-emitting, diesel trains.

The crash at Carmont is still raw in the minds of rail staff, drivers in particular. The HST train's crashworthiness is not fit for a modern railway.

We've participated in the Carmont HST steering group, but sadly and predictably very little is being proposed to improve crashworthiness. The fitting of Life Guards will not be enough for us to lift the threatened boycott. There is very little else coming out of that group that makes us think the replacement of the HST's is being taken seriously enough. Therefore, as a union we will give notice that we will instruct our members to boycott this heritage fleet from the third anniversary of the Carmont crash on 12/08/23.

The loss of life of 3 people from Aberdeen on 12/08/20 was preventable. Network Rail failed to manage their infrastructure, Scotrail failed to carry out its own policies and questions need to be asked how did Transport Scotland officials score the Abellio bid for the franchise over National Express when NX were proposing a new modern train for the inter-city routes? The decision to bring 50-year-old trains without modern crashworthiness is unforgivable and those responsible need to be held to account.

That is why we have called for a full public inquiry into the crash and the awarding of the franchise to Abellio and why we will continue to do so.

ASLEF members take pride in our industry and always look to work with industry partners. Here in Scotland, we've always negotiated on everything from new trains to modernising the railway. We've not been on strike since 2002. We don't make decisions lightly, but I must be very clear the High-Speed Trains are not acceptable to Scotland's train drivers.

Moreover, there is a groundswell of opinion that change is required to ensure train fleet of ScotRail trains are as clean and safe as possible. Even if this means that we replace the HST's with other diesel trains in the absence of full electrification. At a meeting with Friends of the Earth Scotland on 10/05/23 they agreed that replacing the HSTs is a priority. They also had no objections to replacing these heritage trains with a modern more environmentally friendly diesel train as this is a step in the right direction, prior to the full electrification of Scotland's railways.

Therefore I urge you to instruct your officials to look again at acquiring the 222 units for Scotland and also arrange a meeting with us to enable an agreement to be reached on the removal of the HSTs in an orderly manner.

Yours in solidarity

Kevin Lindsay
District Organiser
District 2



T : 0300 244 4000
E : scottish.ministers@gov.scot

Kevin Lindsay
lindsayk@aslef.org.uk

Our Reference: 202300350669
Your Reference: The future of HSTs and Scotrail's use of them

4 May 2023

Dear Kevin,

Thank you for your correspondence 5 April regarding the future of High Speed Trains.

I can confirm that Transport Scotland recognise the legitimate interest of drivers in the replacement of High Speed Trains. However, this should be done considering all options for the right type of train that will help secure the future success of Scotland's Railway and contribute to the Scottish Government's net zero target. As the Class 222s are diesel, only any consideration of their introduction would need to be taken in line with wider fleet demand and renewal requirements, alongside the Scottish Government's ambitious decarbonisation targets.

I hope this is helpful.

Yours sincerely

KEVIN STEWART

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

Tha Ministearanna h-Alba, an luchd-comhairleachaidh sònraichte agus Rùnaire Maireannach fo chumhachan Achd Coiteachaidh (Alba) 2016. Faicibh www.lobbying.scot

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