

Item:
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Report to Partnership Meeting 11 September 2020
RESEARCH AND STRATEGY DELIVERY

Rail Decarbonisation

Purpose of the report

To inform members of Transport Scotland's Rail Services Decarbonisation Action Plan.

Transport Scotland Plan

In July Michael Matheson launched the Rail Decarbonisation Action Plan.

In the foreword he wrote:

“Transport is a significant contributor of greenhouse gas emissions, but within the transport mix, Scotland’s railway is a success story, with around 76% of passenger and 45% of freight journeys already on electric traction. We must build on this success by converting more passenger and freight journeys to this environmentally sustainable mode, a key element of our new National Transport Strategy. Through investment in electrification and complementary traction systems we will decarbonise the traction element of domestic daytime passenger rail journeys in Scotland. It also demonstrates our approach to investment in green technologies and our commitment to creating a greener, more environmentally just economy with growth in greener, more sustainable sectors.”

What’s in it for us?

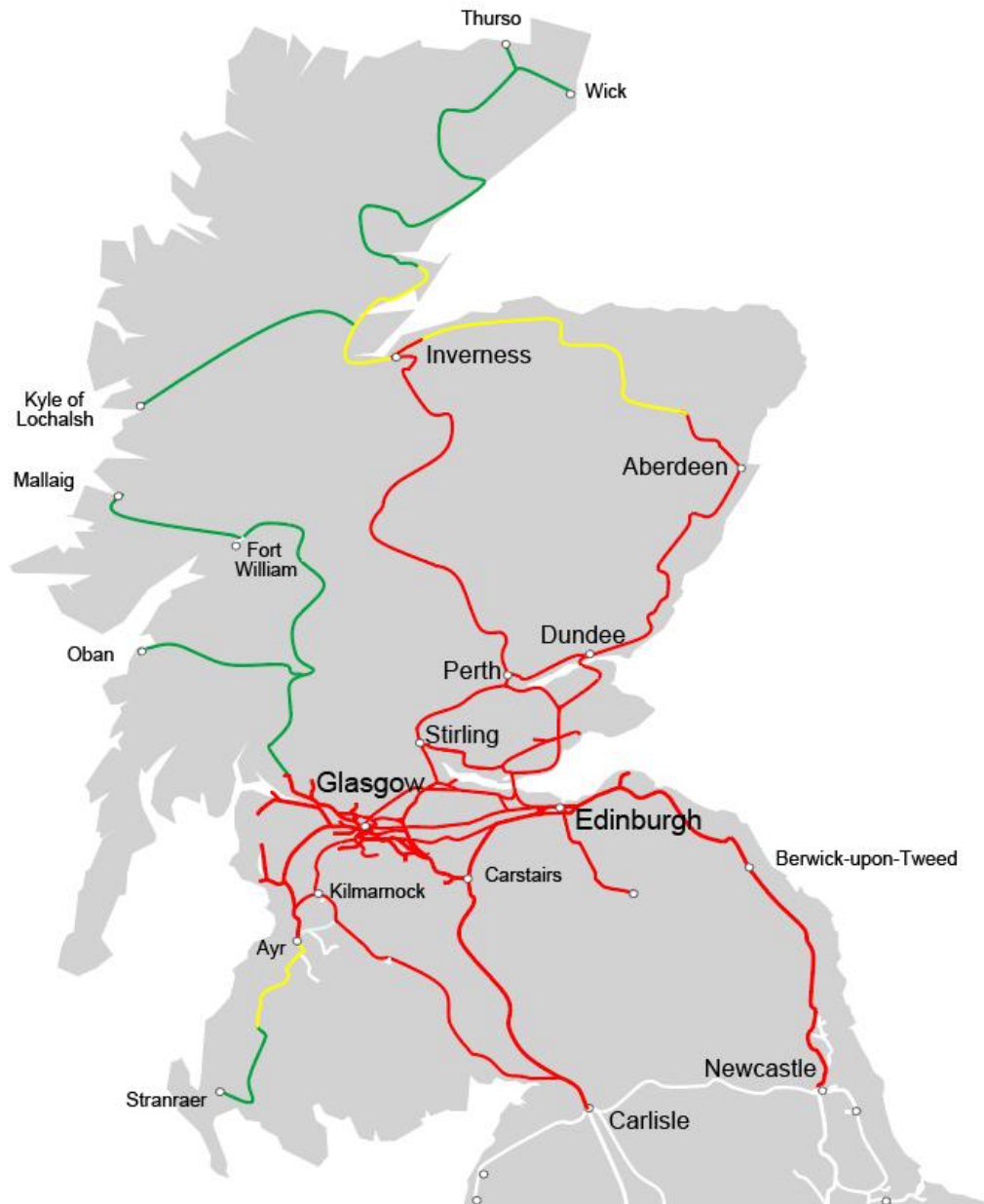
The map below shows the decarbonised rail network in Scotland, 2035

Electrified network (some 1,616 kilometres (single track kilometres) to be electrified, sections of route could potentially include discontinuous electrification) and the electrification of some freight only lines may be subject to review

Alternative traction - transition solution (e.g. partial electrification and/or the use of alternative technology prior to electrification)

Alternative traction - permanent solution (i.e. the use of battery or alternative traction)





The yellow routes are planned to convert to full electrification by 2045. You may notice that 2035 electrification appears to go to Inverness Airport station.

Next Steps

Electrification of the Highland Main Line is to be welcomed and follows on from our Inversparkie report. Journey time reduction is achieved through lighter, faster trains. Electrification also produces gauge enhancement ie full 9'6 maritime container clearance. We will continue to press for sections of additional double track.

HITRANS will also continue to keep abreast of alternative traction possibilities (eg Wick Thurso Feasibility) and the hydrogen aspect of Opportunity Cromarty Firth.

RISK REGISTER

RTS Delivery

Impact –mode shift, journey time reduction, freight mode shift

Policy

Impact –Efficiency of transport operations, decarbonisation

Financial

Impact – Nil

Equality

Impact – Improved access for all to network

Recommendation

1. Members are asked to note the report

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Date: 31st August 2020