

Russell George AM
Chair Economy, Infrastructure and Skills Committee
National Assembly for Wales
Ty Hywel
Cardiff
CF99 1NA

16 August 2019

Dear Mr George

Thank you for sharing with us the EIS Committee's consultation into the Decarbonisation of Transport. We welcome the chance to input into this important Framework.

- **Are the transport emissions reduction targets, policies and proposals (set out in Prosperity for All: A Low Carbon Wales) achievable and sufficiently ambitious?**

"A Low Carbon Wales" was published in February this year. In June, the Welsh Government announced that it was accepting the Committee on Climate Change's recommendation for a 95% reduction in greenhouse gas emissions by 2050 and setting out an ambition to bring forward a target to achieve net-zero emissions. It stated that it intends to bring regulations to the Assembly next year to amend the existing 2050 target and Wales' interim targets and carbon budgets as necessary.

Transport for Wales is committed to delivering on the Welsh Government's policy by decarbonising our transport networks and improving the air quality of the communities they serve, seeking to prevent the associated negative impact on health.

- **Is the Welsh Government's vision for the decarbonisation of transport sufficiently innovative, particularly in terms of advocating new technologies?**

"A Low Carbon Wales" highlights many good examples of innovative practice from within Wales. However, it is important that we look both UK-wide and globally to learn from other transport systems, something which Transport for Wales is well-placed to do. As the document states, "we need to encourage technology to be

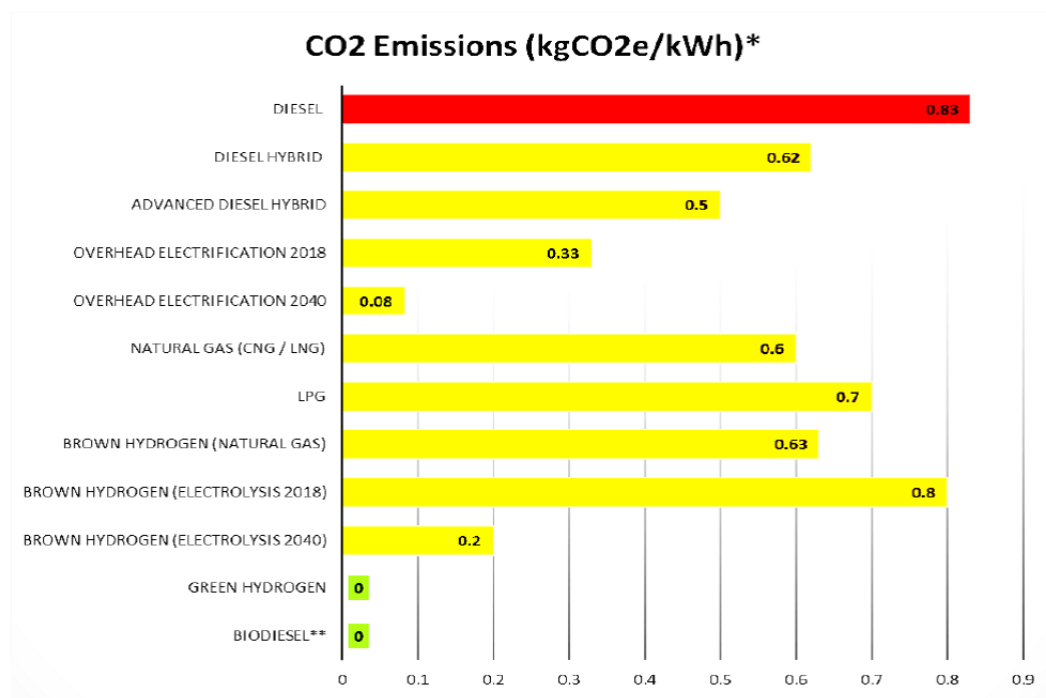
developed in Wales and also ensure that Wales benefits from progress made elsewhere.”

TfW welcomes the proposal to establish Wales’ first all-electric public transport town as possibly one of the most innovative initiatives. The South Wales Metro area, particularly the Core Valley Lines, may provide an ideal location as electrification of the railway lines will be in process and a study is already being undertaken looking at the options for track-side renewables.

The newly electrified lines will be powered with 100% renewable energy and, together with new rolling stock, will result in a 25% reduction in CO2 emissions across the rail network. This illustrates the significant benefits that railway electrification can provide in reducing CO2 emissions.

The graph below from the Final Report of the Rail Industry Decarbonisation Taskforce, published by the RSSB earlier this year, summarises the CO2 emissions on the main types of railway vehicle from different fuel sources:

CO2 Emissions per kWh for Different Fuels



CO2 emissions from electric trains are about half of even hybrid or hydrogen trains. This benefit grows over time as electricity is increasingly derived from renewable sources – hence the much reduced 2040 figure.

Electrification beyond the current Core Valley Line plans could significantly contribute to reducing CO2 emissions whilst delivering an improved and future-proofed rail service. In “A Low-Carbon Wales” the Welsh Government states that it “will continue to press UK Government to fund the electrification of rail lines in Wales”.

In addition, the new Diesel Multiple Units to be introduced on the Wales and Borders network will have the capability for the diesel engine to be replaced with a hybrid power system, or other innovative systems, whilst a dedicated innovation centre, to be established by Transport for Wales Rail Services, will ensure that developments will continue to be monitored, as technologies mature.

- **What action is required, and by whom, to achieve the targets, policies and objectives?**

As is stated in “A Low Carbon Wales” “Government action alone cannot tackle climate change. We need to involve and collaborate with others and play a part in tackling this global challenge.”

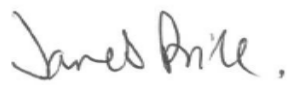
As well as developing infrastructure that will reduce emissions there needs to be a focus on behaviours, not just in relation to public transport, where TfW will employ community ambassadors to develop the link between local communities and their local rail network, and active travel, where TfW will support activities aimed at improving the implementation of the Active Travel Act, including training, communication & awareness raising but also regarding the perception of electric vehicles, where TfW will design and undertake a procurement process to award a concession for the delivery and financing of electric vehicle charging infrastructure, including at rail stations and on the trunk road network. This will be of importance in achieving the target of 60% of new car sales in Wales being Ultra Low Emission Vehicles by 2030.

- **How should the new Wales Transport Strategy reflect the actions needed to decarbonise transport?**

We anticipate that the Strategy will be guided by the goals and ways of working detailed in the Well-being of Future Generations (Wales) Act. The Welsh Government has already stated the importance of mapping out how we achieve our targets of decarbonisation right across Wales and that one of the visions in the new strategy will be that of integrating transport in Wales.

TfW will work with the Welsh Government's new regional teams, with local authorities, with the emerging regional transport authorities and with other partners to create an integrated public transport network, and to promote the decarbonisation of the public transport sector.

Yours sincerely,

A handwritten signature in black ink that reads "James Price," with a comma at the end. The signature is written in a cursive, slightly slanted style.

James Price
Prif Weithredwr / Chief Executive