

**Annex A – Extract from Ministerial Engagement Briefing - Anne E - Meeting with Rail Freight Group - 28 September 2016**

## ANNEX E STPR & ROAD & RAIL INVESTMENT

1. The Scottish Government is committed to funding infrastructure improvements to both road and rail projects. The full review of the STPR recently announced by Ministers is likely to be undertaken in the current Scottish Parliamentary term. Like the 2008 STPR it will be an objective-led, multi-modal study considering both road and rail interventions which will benefit the freight industry.

### The STPR

2. The recommendations of the 2008 STPR set out 29 investment priorities over the period to 2032 to be delivered subject to the transport allocation within future Spending Reviews and affordability. The STPR considered the key freight routes which are part of the national strategic transport corridors and highlighted that the movement of freight was fundamental to the Government's purpose of increasing the sustainable economic growth of Scotland. The 2008 STPR included rail enhancements benefitting rail freight.

### The A9 Dualling Programme

3. The Rail Freight Group often raises the issue of investment in the A9 Perth to Inverness dualling programme and compares it to investment in the Highland Main Line arguing that there is a **“lack of a level playing field” between road and rail for freight** and that the vehicle taxation system does not reflect this. The Rail Freight Group acknowledges that whilst vehicle taxation is reserved to Westminster, Transport Scotland's investment appraisal processes for road and rail infrastructure schemes should take into account this 'distortion' of the competitive haulage market. He has also highlighted that the pilot of increased speed limits for HGVs on single carriageway sections of the A9 has allowed road hauliers to disproportionately benefit and cut their journey times by “up to 30 minutes” from the central belt to Inverness.
4. Transport Scotland remains committed to improving freight transport by both rail and road along the A9 Perth to Inverness Corridor and the impact on rail freight has been fully considered in the study to assess the business case for the A9 Dualling Programme. In developing this business case Transport Scotland has undertaken detailed analysis of modal shift for both passengers and freight. The A9 Dualling Programme will provide economic benefits by reducing journey times and improving journey time reliability for both freight and passenger trips, bring safety benefits by reducing the occurrence of risky overtaking manoeuvres, reduce driver frustration, and improve integration with public transport facilities.
5. Transport Scotland has undertaken this assessment of existing freight operations and mode share within the A9/Highland Main Line Corridor to ascertain potential capacities for freight operations once both the A9 Dualling Programme and the Upgrade to the Highland Main Line are complete. The demand for freight travelling by road and rail, both currently, and in the future has been assessed. TS has engaged with key stakeholders (including freight operators), particularly those associated with sectors of industry with links to the Highland, Moray, Speyside and Perthshire areas. By using industry information on freight volumes and sources of future demand, the study has estimated the potential usage of both rail and road in enhancing the economy of businesses using the A9 corridor. **The findings from the freight study have been incorporated into the A9 Dualling Programme Case for Investment - intended to be published in autumn 2016. It is not the intention to publish the freight study.**

**Annex B – Extract from Engagement Briefing - Mr Yousaf - Rail Freight Group Annual  
Scottish Conference - Annex G - Questions Answers**

## **RAIL FREIGHT GROUP ANNUAL SCOTTISH CONFERENCE, 2017 – ANNEX G**

### **ROAD V RAIL INVESTMENT**

**Q. Why is the Scottish Government dualling the A9 between Perth and Inverness?**

A. The A9 Dualling Programme is an ambitious project which will deliver a dual carriageway between Dunblane and Inverness and improve safety and performance. I believe in strong freight corridors with effective links between road and rail. The A9 Dualling Programme Case for Investment was published on Transport Scotland's website on 30 September 2016. It emerged from the Strategic Transport Projects Review (STPR) which was a comprehensive multimodal corridor study. The Case for Investment will continue to be reviewed through the programme development phases and as new information emerges.

**Q. When the A9 is dualled, will this encourage modal shift from rail to road for passengers and freight?**

A. The Scottish Government remains committed to encouraging modal shift from road to rail. The A9 Dualling Programme Case for Investment includes analysis of the modal shift impact of the A9 Dualling Programme on road and rail freight and the planned upgrade to the Highland Mainline.

**Q. What is the potential to achieve modal shift from road to rail following the A9 Dualling Programme?**

A. With the A9 Dualling programme in place, the average flow of HGVs in each direction is expected to grow from 700 to 781 per day on average. Rail freight is anticipated to remain constant therefore rail's approximate market share on the corridor is expected to drop slightly. If stakeholders work together and the rail freight sector wins new business this should enable the sector to grow.