

**Head of Rail Strategy
Rail**

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Direct Line: 0141 272 7432, Fax: 0141 272 7560
Steven.McMahon@transportscotland.gsi.gov.uk



John Jellema
Senior Regulatory Economist
ORR
2nd Floor, Tara House
46 Bath Street
Glasgow
G2 1HJ

Date:
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By email

Dear John

PERIODIC REVIEW 2013 – CONSULTATION ON ELECTRICITY FOR TRACTION CHARGES FOR CONTROL PERIOD 5

Thank you for the opportunity to respond to this consultation.

Transport Scotland supports the ORR's objective of promoting more efficient energy use in the railways through a charging framework for electricity usage that better incentivise Network Rail and train operators to use electricity efficiently.

In terms of the framework for charging for EC4T, Transport Scotland broadly supports proposals to expose Network Rail to a proportion of the volume wash-up. We agree that this will help better incentivise Network Rail to manage costs efficiently and take action on system losses.

The objective of the charging framework should be to fully reflect usage by individual train operators. As such Transport Scotland continues to support the introduction of on-train metering of EC4T through CP5 as a means of enabling train operators to better manage their power consumption.

Transport Scotland agree with the proposed amendment to the traction electricity rules that will allow the ORR to take the decision on the DSLF as part of the access charges review. This will help provide more certainty around charges and encourage usage of on-train metering.

With regards to the definition of ESTAs (Annex B of your consultation document) we believe an update is required for the Airdrie – Bathgate – Haymarket operational route, as it is not clear where this section fits. Looking forward there will also be a need to define the ESTAs for future electrification projects planned for delivery in Scotland between now and the end of CP5.

I can confirm that Transport Scotland does not require any of this response to remain confidential.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Steven McMahon', written in a cursive style.

STEVEN McMAHON