

**QUESTION NO 11**

**By Councillor Jim Campbell for  
answer by the Convener of the  
Transport and Environment  
Committee at a meeting of the  
Council on 25 November 2021**

I thank the Convener on the understanding that Scotrail have been written to in terms of the earlier Decision of Council.

**Question** (1) Can the Convener share a copy of her letter?

**Answer** (1)

**Question** (2) Can the Convener share a copy of the response?

**Answer** (2)

**Question** (3) If the same EURO VI emissions standards that are proposed for commercial vehicles in the delayed Edinburgh Low Emissions Zone (LEZ) were applied to diesel power trains, what penalty income could the Council expect to receive from Scotrail?

**Answer** (3)

**Question** (4) Will the Convener use the delay in the LEZ scheme to request that all transport modes within the area comply to the same standards?

**Answer** (4)

## **Decision of Council, October 2020**

To approve the following adjusted motion by Councillor Jim Campbell:

- 1) To note the low numbers of passengers currently traveling by all modes of public transport, including intercity train. Recognise this had substantially increased the emissions and the costs of public transport, when expressed in terms of passenger kilometres.
- 2) Wish to understand the environmental impact of Scotrail's Inter7City fleet, which were anticipated to be a significant source of diesel emissions in the Waverley Valley and therefore request the Transport Convener to write to Scotrail to seek their direct commitment to Edinburgh's 2030 net-zero carbon target and get assurance that their investment plans will reflect this aim with:
  - a) Information on the emissions standards these engines conformed to; and
  - b) The projected engine emissions in the Waverley Valley of the Inter7City fleet of trains running a full timetable, in terms of CO<sub>2</sub>, NO<sub>x</sub> and Particulate matter.