

ScotRail outlines plan to replace 65% of train fleet by 2035

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ScotRail has said that it plans to replace 65% of its train fleet between 2027 and 2035.

Setting out its plan in a [notice for legal services on the government portal](#), it said nine of the eleven sub-fleets of trains currently operated will be replaced as leases expire and it becomes uneconomical to life-extend trains for continued operation.

As part of this programme, ScotRail will decarbonise its entire train fleet, which it says will help the Scottish Government deliver a key milestone in transitioning Scotland to a net zero economy.

All existing diesel trains will be withdrawn and replaced with new trains powered by overhead electric wires, batteries or hydrogen. As well as eliminating carbon emissions from passenger rail services in Scotland, ScotRail says this will transform its customer offer improving journey comfort, accessibility and reliability. It hopes it will reduce operating costs and improve the consistency of offer to customers by consolidating the number of different sub fleets we operate from the existing eleven to, an ideal of five.

There will be three procurement competitions.

Phase 1 2022-23 - it will procure a new fleet of suburban trains which will enter passenger service between 2027 and 2030. These trains will connect local communities with Edinburgh, Glasgow, Perth, Dundee and Aberdeen.

Phase 2 2024-25 (indicative) - it will procure a new fleet of trains for its rural routes.

Phase 3 2025-26 (indicative) - it will procure a new fleet of intercity trains to connect the central belt with Aberdeen and Inverness.

The first phase of the new trains programme will be to procure a new fleet of suburban electric and battery electric multiple units (EMU and BEMU). Including options, the suburban procurement is envisaged to cover around 120 units comprising around 550 vehicles. ScotRail envisages the minimum core order being 64 units and 295 vehicles.