

# Agenda – Climate Change, Environment, and Infrastructure Committee

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Meeting Venue:

Committee room 4 Tŷ Hywel  
and video Conference via Zoom

Meeting date: 18 March 2026

Meeting time: 09.30

For further information contact:

**Manon George**

Committee Clerk

0300 200 6565

[SeneddClimate@senedd.wales](mailto:SeneddClimate@senedd.wales)

## Hybrid

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**Private pre-meeting (09.25–09.30)**

**Public meeting (09.30)**

### **1 Introductions, apologies, substitutions, and declarations of interest**

(09.30)

### **2 Papers to note (09.30)**

#### **2.1 The UK–Germany Treaty on Friendship and Bilateral Cooperation**

(Pages 1 – 3)

Attached Documents:

Letter from the Chair to the First Minister of Wales in relation to the UK  
Germany Treaty on Friendship and Bilateral Cooperation

Response from the Deputy First Minister and Cabinet Secretary for Climate  
Change and Rural Affairs to the Chair in relation to the UK Germany Treaty on  
Friendship and Bilateral Cooperation

#### **2.2 The Deposit Scheme for Drinks Containers (Wales) Regulations 2026**

(Pages 4 – 6)

Attached Documents:

Letter from the Chair to the Deputy First Minister and Cabinet Secretary for



Climate Change and Rural Affairs in relation to the Deposit Scheme for Drinks Containers (Wales) Regulations 2026

### **2.3 The Greenhouse Gas Emissions Trading Scheme Auctioning (Amendment) Regulations 2026**

(Pages 7 – 8)

Attached Documents:

Letter from the Deputy First Minister and Cabinet Secretary for Climate Change and Rural Affairs to the Chair in relation to the Greenhouse Gas Emissions Trading Scheme Auctioning (Amendment) Regulations 2026

### **2.4 The Welsh Government's Mining Legacy Group**

(Page 9)

Attached Documents:

Letter from the Coal Action Network to the Chair in relation to the Welsh Government's Mining Legacy Group

### **2.5 Onshore petroleum licensing**

(Page 10)

Attached Documents:

Letter from the Cabinet Secretary for Economy, Energy and Planning to the Chair of the Legislation, Justice and Constitution Committee in relation to the Memorandum of Understanding on onshore petroleum licencing

### **2.6 Annual scrutiny of Transport for Wales**

(Pages 11 – 17)

Attached Documents:

Letter from the Chair to Transport for Wales following the annual scrutiny of Transport for Wales

### **2.7 Proposed relocation at Natural Resources Wales**

(Pages 18 – 25)

Attached Documents:

Letter from the Public and Commercial Services Union to the Chair in relation to the proposed relocation at Natural Resources Wales and industrial

relations

Letter from Natural Resources Wales to the Public and Commercial Services Union in relation to the proposed relocation at Natural Resources Wales and industrial relations

HR1 Form: Advance Notification of Redundancies

## **2.8 Annual scrutiny of the National Infrastructure Commission for Wales**

(Pages 26 – 28)

Attached Documents:

Response from the Chair of the National Infrastructure Commission for Wales to the Chair in relation to the annual scrutiny of the National Infrastructure Commission for Wales

## **2.9 Ministerial scrutiny sessions**

(Pages 29 – 38)

Attached Documents:

Letter from the Chair to the Cabinet Secretary for Transport and North Wales following the 25 February general scrutiny session

Letter from the Chair to the Cabinet Secretary for Economy, Energy and Planning following the 5 March general scrutiny session

## **2.10 Transport Inter-Ministerial Standing Committee**

(Page 39)

Attached Documents:

Letter from the Cabinet Secretary for Transport and North Wales to the Chair of the Legislation, Justice and Constitution Committee in relation to the Transport Inter-Ministerial Standing Committee

## **2.11 Legislative Consent: Railways Bill**

(Pages 40 – 46)

Attached Documents:

Response from the Cabinet Secretary for Transport and North Wales to the Chair of the Legislation, Justice and Constitution Committee in relation to the Legislative Consent Memoranda on the Railways Bill

## **2.12 Session with Dŵr Cymru Welsh Water**

(Pages 47 – 48)

Attached Documents:

Letter from the Chair to the Chief Executive Officer of Dŵr Cymru Welsh Water following the 5 March session

## **2.13 UK Emissions Trading Scheme**

(Pages 49 – 50)

Attached Documents:

Letter from the Deputy First Minister and Cabinet Secretary for Climate Change and Rural Affairs to the Chair in relation to the UK ETS Authority consultation on regulating cross-boundary CCS pipeline

## **3 Motion under Standing Order 17.42 (vi) to resolve to exclude the public from the remainder of this meeting**

(09.30)

**Private meeting (09.30–11.00)**

## **4 Consideration of draft report on the Legislative Consent Memoranda for the Railways Bill**

(Pages 51 – 64)

Attached Documents:

Draft report on the Legislative Consent Memoranda for the Railways Bill

## **5 Consideration of the Committee's draft legacy report for the Sixth Senedd**

(Pages 65 – 122)

Attached Documents:

Draft Sixth Senedd Legacy Report

Eluned Morgan MS,  
First Minister, Welsh Government

26 February 2026

Dear Eluned,

### **UK-Germany Treaty on Friendship and Bilateral Cooperation**

At our meeting on 25 February, we considered correspondence from the Legislation, Justice and Constitution Committee in relation to the UK-Germany Treaty on Friendship and Bilateral Cooperation, as the Treaty new means for cooperation across areas that fall within our remit.

We noted that the UK Government's Explanatory Memorandum confirms that the Welsh Government was consulted on the agreement but no further detail is provided. On that basis, we would be grateful if you could clarify:

- whether the Welsh Government is content with the Treaty's specific provisions on climate, energy, nature, environment;
- the Welsh Government's priorities for cooperation with Germany in these areas, and whether any of its feedback, views and priorities were reflected in the final draft; and
- the role, if any, of the Welsh Government in implementation of the Treaty.

A response by midday on 13 March would be much appreciated if possible.

Yours sincerely,



Llyr Gruffydd MS,  
Chair, Climate Change, Environment and Infrastructure Committee

Croesewir gohebiaeth yn Gymraeg neu Saesneg.

We welcome correspondence in Welsh or English.

Huw Irranca-Davies AS/MS  
Y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet  
dros Newid Hinsawdd a Materion Gwledig  
Deputy First Minister and Cabinet Secretary for  
Climate Change and Rural Affairs



Llywodraeth Cymru  
Welsh Government

Ein cyf/Our ref HID PO 132 26

Llyr Gruffydd MS  
Chair Climate Change, Environment and Infrastructure Committee  
[SeneddClimate@senedd.wales](mailto:SeneddClimate@senedd.wales)

10 March 2026

Dear Llyr,

Thank you for your letter to the First Minister about the UK-Germany Treaty on Friendship and Bilateral Cooperation and its implications for the delivery of our energy and climate change priorities in Wales. I am replying in respect of my portfolio responsibilities.

The Welsh Government's cooperation with Germany is primarily focused on areas of trade and investment and on activities to raise Wales's profile; however, the themes of energy, climate and sustainability underpin our activity, in line with the ambition to establish Wales as a globally responsible nation.

Welsh Government officials engaged with the UK Government during the development of the Treaty and were able to provide input on areas that intersected with devolved responsibilities.

The implementation of the Treaty is the responsibility of the UK Government; however, Welsh Government officials will engage on relevant opportunities in areas of devolved competence.

Yours sincerely,

**Huw Irranca-Davies AS/MS**

Y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros Newid Hinsawdd a Materion Gwledig  
Deputy First Minister and Cabinet Secretary for Climate Change and Rural Affairs

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

—  
**Climate Change, Environment,  
and Infrastructure Committee**

Huw Irranca-Davies MS

Deputy First Minister and Cabinet Secretary for Climate  
Change and Rural Affairs

2 March 2026

Dear Huw,

**The Deposit Scheme for Drinks Containers (Wales) Regulations 2026**

During the Committee's 25 February meeting, we considered correspondence from the Wine and Spirit Association (WSTA) and British Glass on The Deposit Scheme for Drinks Containers (Wales) Regulations 2026 (the draft Regulations).

We understand that the draft Regulations will be scheduled for debate in late March. Given the Committee's current work commitments, we are not in a position to consider the draft Regulations in any meaningful way to report on them ahead of the debate. However, the Committee agreed that I should write to you setting out our high-level position on the draft Regulations and requesting a response on matters raised in correspondence that are relevant to our remit. A list of questions is included in an Annex.

The Committee has been a strong advocate for the introduction of a Deposit Return Scheme (DRS) in Wales. We have expressed frustration at the continued delay to a DRS, emphasising the need for the Welsh Government to introduce the scheme at the earliest opportunity. The draft Regulations are, therefore, a welcome step forward.

We are pleased the draft Regulations provide for the scheme to commence from 1 October 2027, ensuring alignment with the rest of the UK, and deliver on the Welsh Government's long-standing commitment to include glass drinks containers.

We note the purpose of the four-year transition period for glass drink containers is to provide industry with sufficient time to adapt to the scheme's requirements. We consider this a pragmatic approach to avoid further delay to the scheme's introduction. Notwithstanding this, we acknowledge that concerns remain within industry about the scheme's scope. We emphasise the importance of

continued engagement with industry and other delivery partners to ensure a smooth and effective transition.

I am copying this letter to Mike Hendges MS, Chair of the Legislation, Justice and Constitution Committee.

I should be grateful to receive a response as soon as possible and preferably by 16 March 2026.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Llyr', with a stylized flourish underneath.

Llyr Gruffydd MS,  
Chair, Climate Change, Environment, and Infrastructure Committee

Croesewir gohebiaeth yn Gymraeg neu Saesneg/We welcome correspondence in Welsh or English.

## **Annex: Questions on impact of inclusion of glass drink containers**

1. How do you respond to WSTA's assertion that "Introducing a glass-in DRS could additionally undermine environmental aims by increasing vehicular emissions and incentivising a shift from sustainable glass to less recyclable packaging formats"?
2. How do you respond to British Glass' assertion that the inclusion of glass drink containers could lead to:
  - i. "Sourcing 'cheaper' glass beverage packaging imports that can absorb policy costs, reducing recycled content of the products, increasing their carbon footprint of those products, and displacing UK supply chains."
  - ii. "Switching of products into plastic or other materials, many of which negatively impact on human health, the environment, and are less recyclable than glass."
3. According to British Glass, the draft Regulations "leave many unanswered but critical questions" (set out below). It would be helpful if you could respond to each in turn.
  - iii. "Will Producers face costs for DRS glass collection during the 0p deposit period?"
  - iv. "If glass is to exempt [sic] from packaging Extended Producer Responsibility under DRS from October 2027, why are Producers still paying pEPR fees now, unlike other metal and plastic beverage packaging in all UK nations that are exempt from pEPR fees?"
  - v. "How will the system interact with existing kerbside collection? Will the Deposit Management Organisation (DMO) have to reimburse Local Authorities for collecting glass beverage packaging from the kerbside, and if so, how will this be calculated to ensure that glass producers do not continue to pay for both collection systems?"
  - vi. "Given the 0p deposit, an 80% return target for glass beverage packaging by 2030 is very high, will Producers face a fine if this is not met?"

Huw Irranca-Davies AS/MS  
Y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros New  
Hinsawdd a Materion Gwledig  
Deputy First Minister and Cabinet Secretary for Climate  
Change & Rural Affairs

Ein cyf/Our ref:

Llyr Gruffydd MS  
Chair  
Climate Change, Environment  
and Infrastructure Committee  
Welsh Parliament  
Cardiff Bay  
Cardiff  
CF99 1SN

5 March 2026

Dear Llyr,

I wrote to you last December to inform you that the UK Emissions Trading Scheme (UK ETS) Authority (comprising of the Welsh Government, the UK Government, the Scottish Government, and the Northern Ireland Executive) would be amending the scheme's Auction Reserve Price (ARP) with an initial inflation-based increase in 2026 from £22 to £28 and a yearly increase based on inflation from 2027.

These rule changes have today been taken forward by the UK Government in The Greenhouse Gas Emissions Trading Scheme Auctioning (Amendment) Regulations 2026 by way of an enabling power within the Finance Act 2020. The Greenhouse Gas Emissions Trading Scheme Auctioning Regulations 2021, which this Statutory Instrument (SI) will amend, are part of the UK ETS framework and set out the auction design, including the auction clearing price.

In accordance with the UK ETS Common Framework, the Welsh Government's stance on the UK ETS is that the financial elements are simply the mechanism by which the ultimate goal of the system – environmental protection via incentivising decarbonisation – is achieved. As the amendment to update the auction reserve price amends the 2021 Regulations, and not primary legislation, a Legislative Consent Motion is not relevant. As the SI does not amend primary legislation within the legislative competence of the Senedd, an SI Consent Memorandum is not required under Standing Order 30A of the Senedd's Standing Orders. However, I can assure you that my policy and legal officials have been involved in reviewing the drafting of The Greenhouse Gas Emissions Trading Scheme Auctioning (Amendment) Regulations 2026.

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Overall, I believe that the UK ETS remains a highly influential policy lever in achieving net zero in Wales and provides a crucial platform for encouraging businesses to invest in and adopt decarbonisation technologies. This rule change is important to rectify the decrease in real terms of the ARP since it was introduced and to ensure that it continues to provide market participants with a long-term minimum price signal.

I am also copying this letter to the Chair of the Legislation, Justice and Constitution Committee.

Yours sincerely,

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke at the bottom.

**Huw Irranca-Davies AS/MS**

Y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros Newid Hinsawdd a Materion Gwledig  
Deputy First Minister and Cabinet Secretary for Climate Change & Rural Affairs

# Agenda Item 2.4

**From:** Daniel

**Sent:** 05 March 2026 16:01

**To:** Gruffydd, Llyr (Aelod o'r Senedd | Member of the Senedd) <[Llyr.Gruffydd@senedd.wales](mailto:Llyr.Gruffydd@senedd.wales)>

**Cc:** Climate Change, Environment, and Infrastructure Committee | Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith <[SeneddClimate@senedd.wales](mailto:SeneddClimate@senedd.wales)>

**Subject:** Mining Legacy Working Group

Dear Llyr,

I am writing to you in your capacity as Chair of the Climate Change, Environment, and Infrastructure Committee.

As you are aware, on 04/02/2026, the Deputy First Minister [announced a new mining legacy working group](#) which will draw together "the right group of stakeholders" to consider the challenges and opportunities to resolve the reclamation and regeneration of mining legacy sites - including former opencast sites - to become beneficial assets for communities, as well as support local economies and the wider environment. The working group has been created in response to [recommendation 7](#) of a short committee inquiry into the restoration of opencast mining sites (August 2024 ) by the Climate Change, Environment, and Infrastructure Committee (CCEIC).

We believe it's vital for this working group to include civil society representatives within "the right group of stakeholders" to give the working group credibility and ensure that it stays focused on delivering outcomes for the surrounding communities who have voiced safety and amenity concerns about under-restored opencast coal mine sites in their areas. As the leading civil society voice on mine restoration issues, and with strong relationships in impacted communities, Coal Action Network is a clear candidate for this - but what is most important is that impacted communities are represented at the highest levels within this working group for it to deliver on the CCEIC's recommendation. We ask you to consider raising this with members of the CCEIC, to establish whether there is support for the Committee to formally write to the Deputy First Minister urging the inclusion of civil society voices.

We have contacted some members of the CCEIC individually and believe they have supported the call for Coal Action Network to be included within the working group's membership or stakeholders. In addition, we hope that the CCEIC as a Committee may be inclined to more generally (not necessarily Coal Action Network specifically) urge the First Minister to ensure the priorities of impacted communities are represented by civil society organisations within the Mining Legacy Working group.

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Regards,

Daniel Therkelsen

**Coal Action Network**

[www.coalaction.org.uk](http://www.coalaction.org.uk)

Subscribe to our [mailing list](#). Follow us: [Twitter](#) [Facebook](#)



# Agenda Item 2.5

Rebecca Evans AS/MS  
Cabinet Secretary for Economy, Energy and Planning  
Ysgrifennydd y Cabinet dros yr Economi, Ynni a Chynllunio



Llywodraeth Cymru  
Welsh Government

Mike Hedges MS  
Legislation, Justice and Constitution Committee  
Senedd Cymru

9 March 2026

Dear Mike,

In accordance with the inter-institutional relations agreement, I am writing to notify you that a Memorandum of Understanding (MoU) between the Welsh Government, the North Sea Transition Authority (NTSA) and the UK Government regarding issues relating to onshore petroleum licencing was published on 9 March 2026. It can be found [here](#).

By mutual agreement, the MoU has been published on the NTSA website and a link will be included on the [Welsh Government's petroleum licencing guidance web page](#), rather than hosting it on the dedicated Concordats, memorandums of understanding and other agreements Welsh Government webpage.

This MoU sets out the agreed working arrangements in relation to reserved matters connected to onshore petroleum licencing in Wales. While onshore oil and gas licencing is devolved, certain functions remain reserved to the UK Government, including the setting and waiving of licence rentals, invoicing and collection of rentals, and the power to revoke licences for non-payment. The MoU clarifies how the parties will work together on these matters, including the roles of the NSTA and HM Treasury, and the processes for information-sharing, consent and decision-making.

I have also copied this letter to the chairs of the following committees: Economy, Trade, and Rural Affairs; Climate Change, Environment, and Infrastructure; and Finance.

Yours sincerely,

**Rebecca Evans AS/MS**

Cabinet Secretary for Economy, Energy and Planning  
Ysgrifennydd y Cabinet dros yr Economi, Ynni a Chynllunio

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

James Price

Chief Executive, Transport for Wales

Vernon Everitt

Chair, Transport for Wales

9 March 2026

Dear James and Vernon,

### **Annual scrutiny of Transport for Wales**

I would like to extend the Committee's thanks to you and to Heather Clash for attending the Committee's meeting on 29 January to give evidence on Transport for Wales' (TfW) latest annual report and on-going work.

While the Committee would usually publish a report following annual scrutiny sessions, as time is limited before dissolution, Members agreed that it would be more appropriate to follow-up issues raised during the session in correspondence. These are set out in the Annex.

We would like to thank the executive team and TfW's wider staff for the constructive way in which they have engaged with the Committee throughout the Sixth Senedd. We agree with your comments "that there has been solid progress on performance" and can see that the work you are delivering is on a positive trajectory. While there is always room for improvement, we are confident that things are in good hands at the moment, and we hope to see this continue.

A copy of this letter has been sent to Ken Skates MS, Cabinet Secretary for Transport and North Wales.

I would be very grateful for a response by 6 April so that it can be shared with Committee Members before dissolution.

Yours sincerely,



Llyr Gruffydd MS,  
Chair, Climate Change, Environment and Infrastructure Committee

Croesewir gohebiaeth yn Gymraeg neu Saesneg.

We welcome correspondence in Welsh or English.

## Annex: Annual scrutiny of Transport for Wales

### Budget

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We discussed your funding gap for 2026-27, both for revenue expenditure and capital. We would be grateful if you could share details of how you are addressing that gap with the Committee, including any reprofiling or reprioritisation of projects. It was suggested that taking “any Welsh Government underspends at the back end of this year by bringing forward some procurement activity” could improve the potential challenge you face next year. We would welcome this approach and would be grateful if you could update us on any discussions with Welsh Government in relation to such an approach.

We discussed that TfW does not have a single-line budget and you will be familiar with the challenges we have faced as a result in trying to scrutinise your full budget. We understand that you are “merging lines as practically as possible” and “looking to simplify the process”, and we welcome progress in this area. However, we maintain that the Welsh Government should ensure that TfW’s full budget is transparent.

We also discussed the need for longer term budgeting. You updated us on work to move to multi-annual budgets and discussions with the Welsh Government, , both from a revenue and a capital perspective, and we agree with you regarding the benefits this would bring such as being able to plan better.

### KPIs

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We noted that your corporate KPI webpages provide limited data – in most cases, just two quarters, and no longer time series or annual figures. We heard that you “are focused on trying to provide that insightful information” and that you are in the process of loading previous quarters as far as 2022-23. We would be grateful if this information could be shared with the Committee. We believe that more comprehensive, time series reporting is essential to be able to clearly see changes in performance over time.

We also welcome that you are trying to evolve your KPI suite in light of your changing remit, particularly in relation to multi-modal aspects of your work, and that you will keep that “under constant review”.

### Culture survey

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We heard that you have concluded your “first all-business culture survey”. We would be grateful if this could be shared with the Committee.

## **Budget**

You said that there is an “enormous amount of work to do to land bus franchising”, but recognised that “it’s also the right thing to do”. We discussed the original Welsh Government impact assessment. You said that you “do not believe that it will cost anything like that as an overhead to run franchising”, explaining that all of your modelling is based on the existing budget. However, we note that the Cabinet Secretary for Transport and North Wales said, during draft budget scrutiny, that the greatest threat to bus services is ensuring capital funding, as well as revenue, to run services. We acknowledge that you have “assumed” there will be capital funding of about £60 million a year “to improve things like the quality of the bus, move to more carbon-neutral technologies, improve things like bus infrastructure on the road, bus stops, information provision et cetera, et cetera”. In our subsequent scrutiny session with the Cabinet Secretary we noted that he agreed with the figure of £60 million, and also indicated that he believed it would be affordable.

We heard that you will eventually own all of the buses on the network, but given the amount of capital available that this will take “maybe 10 or 12 years”. We understand that this will involve 2,000 buses, and “a bus might have a lifespan of 15 years”. We have previously expressed concern that the funding levels for bus services, including investment in an ageing fleet, are a risk to the delivery of franchising. We will recommend that our successor committee monitors progress in this area, given that sufficient funding is essential for success.

## **Capacity and delivery**

We discussed how you will deliver bus franchising without ballooning as an organisation and driving significant costs. It was encouraging to hear that you have recruited people who have significant bus experience and that “they have been upskilling other people around them” so that they now also “fully understand the bus market”.

We note that you are working closely with local authorities, trade unions and operators on network design, depots and fleets. You said that you have, on behalf of the board, written to Welsh Government with “a big list of who’s going to be accountable for what, so that there is not scope for ambiguity when we get into the live operation, because you don’t want to be working that stuff out when you’re live in operation”. We would be grateful if the Welsh Government’s response could be shared with the Committee.

## Rail infrastructure

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We discussed the £445 million announced by the UK Government spending review for rail infrastructure, which you described as “a good start, but it doesn’t match the level of our ambition”. Your vision for rail infrastructure across Wales and Borders document published on 18 February confirms the work which will be done with this money, along with further future proposals. While it

lists 43 schemes, it does not appear to be prioritised or accompanied by additional funding. The Cabinet Secretary for Transport and North Wales told us on 25 February 2026 that “it’s now for the Wales rail board to identify the priorities within that list and those projects that are most shovel-ready in order to get the funding from the next comprehensive spending review”. We will recommend that our successor committee in any future annual scrutiny sessions with TfW, scrutinises you on prioritisation of projects.

We welcome your comments about the need for transparency on the Wales Rail Board. You said that this would be discussed by the Board at its next meeting. We would therefore welcome an update when available. You told us that you are “working through how all of the people...that have got a take in shaping Welsh railways in the future are at the table” and that you are “trying to create a single team ethos, drawing on all of the resources that are currently available from those organisations to drive all this forward”. However, you went on to say “I think the rubber hits the road a little bit when we start talking about how we’re going to prioritise this stuff”. We would like to emphasise the importance of engaging with all stakeholders in relation to prioritising the pipeline.

#### Railways Bill

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Thank you for sharing your views on the Railways Bill with the Committee. We note your comments that “the legislation allows for progress to be made” but will depend on the detail of what is in the Memorandum of Understanding, secondary legislation, and “the behaviour set and the instructions given to” Great British Rail. We also note your request for the creation of an empowered business unit within GBR for Wales, and for it to be “at least in part accountable to TfW, so it is, in turn accountable to the Welsh Government and to committees such as this”.

Your evidence will inform our report on the Legislative Consent Memoranda for the Bill.

We heard that the team in TfW “genuinely work well with the team in the Network Rail Wales route” and that “quite significant progress has been made”. However you indicated that the “weak point is that it’s based around relationships rather than anything that’s written in statue”. If the Bill is passed, we ask that you keep our successor Committee updated on TfW’s implementation of the legislation, particularly the development of partnership arrangements with GBR.

#### TfW Rail

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We were pleased to hear that “journeys on Transport for Wales rail services are up” and that revenue is also up. On rail passenger growth, you said that you’re in double digits, bringing you “ahead of industry and the industry benchmark”, adding that pay-as-you-go has had a significant impact.

However we note “because of the very high growth rates” you “will not have enough rolling stock for five years’ time”. We welcome that you are currently looking at your rolling stock, and we would be grateful for more detail on this, including how rolling stock demand is being considered in planning

future service development, and whether there is a need to develop a rolling stock strategy aligned to plans for development of services to support value for money.

## Rail performance

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We heard that performance on the Core Valley Lines “has significantly improved” and that you are “in the top echelon now of performance”, due to having “the right number of trains” and “the right number of team members to deliver that”. We also discussed that you are “doing okay on cancellations on CVL” but that you are looking at how you measure cancellations across the network, noting that it is difficult to compare the performance of services on the CVL with the wider network.

As you know we have previously recommended that you publish data broken down by individual route. We are pleased to hear that you are working towards this, as we believe that it will help in drawing out variations in performance between the CVL and the wider network.

The Cabinet Secretary for Transport and North Wales told us on 25 February 2026 that a sub-group of TfW’s Board is being established and will be looking at the key performance indicators, whether they are still fit for purpose, and whether they continue to align with Welsh Government priorities. We ask that you update our successor Committee on progress made by the sub-group.

You told us that the costs to date for the CVL are just over £1 billion, but that “will probably be another £150 million total cost by the time it’s all done”. You offered to write with more detail on costs relating to the CVL and we would welcome this update.

## Rail Subsidy levels

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Your accounts for 2024 and 2025 appear to show revenue subsidy to be about 60 per cent of total revenue. We discussed that there is no target for subsidy as a share of revenue for TfW but that you have a target for the absolute amount of revenue that you are trying to bring in and that you are trying to stretch yourselves every year to try and bring more revenue in, with the aim of evening out the price of rail fares across the entire network on a distance-based model. It was suggested by the Cabinet Secretary for Transport and North Wales that the new sub-group could look at subsidy levels for rail and value for money.

In terms of rail operating costs, you said that the operating cost per passenger per kilometre has reduced from two years ago. You explained that subsidy cost per kilometre of journey is “a really important measure because it compares the right trigger in terms of the volume that’s being used against our cost base”. We would be grateful if you could set out how and where this data is reported, and for data since TfW Rail commenced operations to be shared with the Committee. We believe it would be useful for this to be reported on an on-going basis to provide evidence of value for money.

We were pleased to hear that safety, including the safety of women and girls, is one of your top priorities. We welcome the progress made in this area, particularly in relation to new stations and on service patterns. However, we heard that “there’s more to do” and that you “would want to do more”. We therefore hope that you will continue your focus on this important issue and keep our successor committee updated on any developments.

# Agenda Item 2.7

By virtue of paragraph(s) ii of Standing Order 17.42

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Ein cyf/Our ref: NICW/2603/DC/CCEI01

Llyr Huws Gruffydd AS  
Chair, CCEI Committee

10 March 2026

Dear Llyr,

**Re: Scrutiny session of NICW**

Thank you for your letter of 26 February, following the Committee's scrutiny session on 21 January. I would like to express my appreciation for the constructive and positive relationship that has existed between the Committee and the National Infrastructure Commission for Wales throughout the Sixth Senedd. I welcome the opportunity to respond to the issues you raised in your letter.

The Committee's reflections on the Welsh Government's review of the NICW are helpful and timely. As I outlined during the session, we have been developing a suite of performance measures that can guide and support the work of any successor Commission. These indicators focus on the quality and influence of our advice, the effectiveness of our engagement with stakeholders and government, and our contribution to Wales's long-term infrastructure outcomes. We consider that performance management should be within NICW's remit set by the Welsh Government, a consideration we will share with the incoming administration.

Your letter also highlights the ongoing challenges we have faced in maintaining structured and consistent engagement with Welsh Government.

Commissioners have, on occasion, learned of developments relevant to our recommendations through informal or indirect channels rather than through a clear and routine process. This is not an optimal way of working for either organisation. I will therefore propose a more formal liaison arrangement, supported by regular strategic discussions with officials and Ministers where needed, with the incoming administration to ensure liaison is regular and meaningful. The Cabinet Secretary for Economy, Energy and Planning recently emphasised to you that it is for NICW to keep abreast of its own recommendations. Whilst we certainly endeavour to do that, we lack the resources to track the activity of Welsh Government across all areas on which

we have made recommendations. We anticipate that regular meetings should provide us with the opportunity to address any existing information deficit.

I share the Committee's concern about the clarity of Welsh Government responses to our recommendations. While we have had constructive interactions, the absence of explicit acceptance, partial acceptance or rejection has sometimes made it difficult to understand the extent to which our advice is being taken forward. I believe that a more structured response protocol would enhance transparency for stakeholders and improve the Commission's ability to assess the impact of its work. Such clarity would also help us plan our future activity more effectively. I am encouraged by the recent meeting we have had in response to our Climate Adaptation report with officials, and hope that we can build upon this approach with our future work.

I am grateful for the Committee's recognition of the importance of our climate adaptation report. As discussed during the scrutiny session, I remain concerned that adaptation has not historically received the balance of attention it requires when compared with mitigation. This imbalance is not unique to Wales, but it is one that we must address if we are to build resilience into our infrastructure systems and communities. I welcome the Committee's expectation that its successor will scrutinise progress on adaptation in the Seventh Senedd.

The Committee asked how we intend to assess the extent to which our findings influence the UK Climate Change Committee's forthcoming Climate Change Risk Assessment (CCRA4). To understand the impact of our contribution, I intend to examine how Welsh-specific risks and themes we identified are reflected in the CCC's analysis. This will include reviewing how our conclusions appear within risk categories, narrative descriptions and the treatment of infrastructure interdependencies. We will also identify where our evidence is referenced directly or where our recommendations are mirrored in the CCC's approach.

Finally, I am grateful for the Committee's reflections on the future of NICW. I believe that the Commission has demonstrated the value of independent, long-term infrastructure advice. Our recent paper on the evolution of NICW sets out a clear and ambitious vision for strengthening the Commission in the Seventh Senedd and beyond. I hope this provides a constructive basis for early decision-making by the incoming Welsh Government.

Thank you again for your continued engagement and scrutiny. It has been a privilege to serve as Chair of NICW, and I remain committed to supporting a strong, evidence-based approach to infrastructure policy in Wales.

Yn gywir,



**Dr David Clubb**  
Cadeirydd/Chair

Ken Skates MS,  
Cabinet Secretary for Transport and North Wales,  
Welsh Government

11 March 2026

Dear Ken,

**Follow-up from general scrutiny session on 25 February 2026**

Thank you for attending the Committee's 25 February meeting for your final general scrutiny session of this Senedd term. Following the session, the Committee agreed I should write to you to outline its high-level views on the areas raised, and to ask for clarification and/or further information on certain matters. These are attached as an Annex.

I should be grateful to receive a response by 6 April 2026.

Yours sincerely,



Llyr Gruffydd MS,  
Chair, Climate Change, Environment and Infrastructure Committee

Croesewir gohebiaeth yn Gymraeg neu Saesneg.

We welcome correspondence in Welsh or English.

## **Annex: Views on areas raised and additional questions/requests for information**

### **20mph speed limits on restricted roads**

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We discussed the impact of default 20mph speed limits on the number of collisions and casualties. We appreciate that further time and data is required to fully assess the policy's impact. You explained that an independent review is underway, "which is going to provide an initial assessment early in 2027, and a final assessment that will include value for money in 2029".

We note that progress is finally being made in updating the Settling Local Speed Limits in Wales guidance. However, we are disappointed that the updated guidance will not be published before the end of this Senedd term. We will be suggesting that our successor committee may wish to follow-up on the publication of revised guidance and scrutinise the impact of the 20mph policy as evaluation reports emerge.

### **Active travel**

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We discussed progress on delivery of active travel, following reports by Audit Wales and the Senedd's Public Accounts and Public Administration Committee, which found that the Welsh Government should be doing more to achieve the goals intended by the Active Travel (Wales) Act 2013, particularly around behaviour change. We are concerned that behaviour change has been so difficult to achieve, despite significant investment in active travel.

We note that the publication of the review of the Active Travel (Wales) Act 2013 coincided with your appearance before us on 25 February 2026, which is unfortunate as we were unable to take account of it in our questioning. You told us that "the review concludes that the law itself is sound...The focus is on delivery, it's on better data, it's about strengthening guidance and continued capacity building". We will be recommending that our successor committee undertakes scrutiny of progress in this area, particularly given concerns that monitoring and evaluation were insufficient to track progress or assess value for money. You acknowledged that the "data is pretty patchy". We therefore welcome the commissioning of the National Travel Survey, and we hope this will provide a clearer picture of the value for money of active travel interventions.

### **Pavement parking**

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You indicated that your favoured approach to addressing pavement parking aligns with that of the UK Government, which is to empower local authorities to enforce against 'unnecessary obstruction' of the pavement. However we are unclear how the UK Government approach balances the interests of residents with limited parking options outside their homes with the importance of keeping pavements accessible.

We believe that there is a need for a clearer plan in relation to pavement parking. Strengthening enforcement is critical. We note that you said that you are “going to be ensuring that the enforcement regime is toughened up”. We would be grateful for further detail on the UK Government’s approach, including timescales, why you believe this is appropriate for Wales and how you anticipate it will be rolled out across Welsh local authorities. We see this as an urgent issue, and monitoring of a policy change should be a priority for our successor committee.

## Railways Bill

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We are grateful for your evidence on the Railways Bill, which will inform our report on the Legislative Consent Memoranda for the Bill. Although we will be reporting on the LCM imminently, we understand that the Legislative Consent Motion will not be debated until the Seventh Senedd. We will therefore be suggesting that our successor committee may wish to follow-up on engagement with the UK Government and progress made on developing and implementing the Memorandum of Understanding (MoU), as well as its statutory status. You said that a full draft of the MoU will be available in March. We would be grateful if it could be shared with the Committee.

We also discussed that your ambition remains full devolution of rail. We will be recommending that our successor committee keeps a watching brief over emerging developments in this area.

## Investment in rail infrastructure

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We discussed Transport for Wales’ (TfW) vision for rail infrastructure across Wales and Borders, which includes 43 schemes. You explained:

*“we've got basically the commitment to deliver the most advanced schemes, those 43, which add up to around £4 billion to £4.5 billion, and a commitment to provide us with the development funding to work up the rest of the projects, and we've got the commitment to deliver the full package of £14 billion of rail projects. That is something that is exceptional. We've never been in this position before. And it's on top of the circa £0.5 billion that's been allocated already for rail upgrades that are taking place now.”*

We welcome that this rail infrastructure pipeline has “the UK Government commitment, support and the promise of funding”. However, we appreciate that governments can change. We will therefore be recommending that our successor committee monitors how the UK Government’s Spending Review commitments on rail infrastructure are being delivered, including how they integrate with Welsh Government investment to ensure value for money.

## TfWRail performance and subsidy levels

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We discussed the high passenger growth rates on TfW Rail services and that as a result of high demand TfW may not have enough rolling stock in five years. You told us that TfW has “a long-term

rolling stock plan". We have requested more detail from TfW on this plan, and will recommend that our successor committee scrutinises progress towards acquisition of new rolling stock.

We discussed how you performance manage TfW on subsidy levels for rail and value for money. You told us that a sub-group of TfW's Board is being established and could look at the issue. However you said: "one thing I would urge any future Government not to do is to place too fine a focus on the subsidy alone".

In response to whether options to freeze some or all TfW rail fares are currently under consideration, you said that you will "be announcing imminently what we're going to do with fares". We noted the announcement on 27 February 2026 that "all fares on TfW services will be frozen for a year". We would be grateful if you could provide us with details of the revenue implications of this decision. We will also recommend that our successor committee continues scrutinising the Welsh Government on how the long-term revenue implications and affordability of future service levels are assessed when planning future rail service level increases.

## Bus reform

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You told us that you would "urge any future Government to prioritise capital investment in bus-related services", adding that Wales has "the oldest fleet of buses in Britain" and "we need to do with buses what we did with rail: take one of the oldest fleets and make it one of the newest", which will "require heavy investment". TfW told us it is assuming additional capital funding of around £60 million a year, which you said "sounds reasonable". We reiterate concerns that the funding levels for bus services are a risk to the delivery of franchising. We will recommend that our successor committee scrutinises the level of funding for bus reform in future Welsh Government budgets.

At Stage 3 of the Bus Services (Wales) Bill you supported an amendment adding an objective to remove barriers that disincentivise bus use, and said you would look to align Regional Transport Plan delivery and funding with the Bus Network Plan and support delivery of bus priority measures. You said that corporate joint committees have been "directed that their regional transport plans be improved and strengthened in regard to the bus network" and that "they've all identified projects that directly support better bus services". You offered to provide the Committee with a briefing note on some specific examples, which we look forward to receiving.

We heard that you have established a task and finish group to examine the most effective and appropriate mechanism for funding community transport, but that it will be a decision for the next Government as to the amount of money that is provided to community transport. Our successor committee may wish to keep a watching brief over progress in this area.

You also said that the work has commenced on a TfW app that will provide real-time data on rail and bus services. We welcome this work and we will be suggesting that our successor committee may wish to keep a watching brief on the development of this app.

## Taxi and private hire reform

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We are disappointed that plans for a Bill on taxi and private hire vehicle reform were removed from the legislative programme, and that no draft Bill was published before the end of this Senedd, despite commitments. You explained that “it was overly optimistic to believe that we could take forward the taxi and private hire Bill as well as the bus Bill”. We appreciate that you faced capacity issues in relation to primary legislation but laws governing taxis and private hire vehicles are widely seen as outdated. New laws are needed to ensure that disabled people in Wales receive the assistance they need when using taxis and private hire vehicles, and to ensure effective regulation and enforcement. We will therefore be recommending that our successor committee continues to press the next government on the need for reform in this policy area. In the meantime, we would welcome further details on the “non-legislative taxi measures” that you have been working on.

## Ports and freight policy

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We are disappointed that your National Transport Delivery Plan commitments on a Welsh Port and Maritime Strategy and a separate National Freight and Logistics Plan have been missed, given that you committed to publishing these by 2024. The Irish Sea taskforce recommended publishing a joint maritime, ports and freight strategy. We are pleased that this will be “published before the end of this term so that it's there ready for consideration by future Governments” and we ask that a copy is shared with the Committee.

## Transport decarbonisation

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You said that progress against decarbonisation targets “has been patchy in some areas”. We will be recommending that our successor undertakes robust scrutiny of progress towards net zero.

You said that “a key component of the drive towards net zero will be the cascading of electric vehicles”. We discussed the need for electric charging points. You explained that the strategy for 30,000 fast charge-points by 2030 is “now redundant” due to advances in technology, including rapid public charging devices and increased vehicle range. You stated that due to these developments, EV users are more likely to charge at home and the key point is “ensuring that those properties that have traditionally not been suitable for charging points can have charging points installed”, including in terraced streets. We welcome the work you are doing with industry, corporate joint committees and local authorities on charging infrastructure including interventions such as trialling cross-pavement charging. We would recommend that our successor committee monitors progress in this area, particularly as we are concerned that Wales is falling behind in comparison to England, where they have already introduced changes to building regulations on EV charging, and appear further advanced in areas such as removing regulatory barriers to cross-pavement charging solutions.

We note your official's comments that the National Travel Survey will provide "a much richer picture...to set out a new strategy for electric vehicle charging infrastructure" and trust that our successor committee will take a keen interest in any future work on this.

## Climate adaptation

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We heard that you have allocated £3.5 million to deliver projects on the ground relating to biodiversity and restoring nature along the Strategic Road Network and the wider road network. We welcome your commitment to considering whether "at least part of" the £3.5 million "should be used to promote biodiversity on local roads".



Rebecca Evans MS,  
Cabinet Secretary for Economy, Energy and Planning,  
Welsh Government

12 March 2026

Dear Rebecca,

### **Follow-up from general scrutiny session on 5 March 2026**

Thank you for attending the Committee's 5 March meeting for your final general scrutiny session of this Senedd term. The Committee agreed I should write to you with further questions which we did not have time to cover during our session, and to ask for further information on certain matters. These are set out below.

#### **Renewable energy**

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You provided a brief update on progress towards the Welsh Government's renewable energy targets and stated that the updated energy generation report would be published shortly. We look forward to its publication.

You said that Planning and Environment Decisions Wales is making changes to the planning portal and will be publishing an interactive map of infrastructure applications to ensure greater transparency "in terms of where the cumulative impacts might lie". We asked whether it will include detail on the status of an application. You said "you would expect it to be updated" but that you would "check the level of detail". We look forward to receiving this information.

You said that you are "making really good progress on the renewable energy sector deal", and that the "plan is to publish it before the end of the month". We would be grateful for it to be shared with the Committee.

## Carbon capture and storage (CCS)

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You said that you have been pressing the UK Government to undertake a consultation on non-pipeline transport for carbon capture, which will provide insight into the utilisation of carbon dioxide. We note that this consultation is currently live. As discussed, we would be grateful for further information on this work and for detail on the role of the Welsh Government.

You also said that you are developing a regulatory route-map, which you hope to publish at the end of the month, to inform guidance for developers and decision makers on your CCS policy. We would be grateful if this could be shared with the Committee.

## National Development Framework review and Strategic Development Plans

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You said that a monitoring report to review progress against the key questions that were set out within 'Future Wales' (the National Development Framework) will be published before the end of the Senedd. We would be grateful if this could be shared with the Committee. However we are disappointed at the lack of progress in this area, particularly as you said the monitoring report will just "set out what the review would look like", instead of being an actual review of the National Development Framework.

Likewise, we are disappointed at the lack of progress towards preparing Strategic Development Plans (SDPs), and that it will take "another four years to get adopted strategic plans in place". It is concerning that there is not a single SDP in place, and that it has not been possible to develop them in parallel with Local Development Plans. You indicated that "there is an agreement that they're not planning to progress an SDP" in Mid Wales. We could be grateful if you could confirm whether this is the case and if so, whether this decision requires legislative changes.

We will be recommending that our successor committee prioritises robust scrutiny of progress in implementing the Planning (Wales) Act 2015 and wider planning issues.

You also committed to writing to us to confirm any plans to review MTAN1. In doing so, we would be grateful if you confirm whether a working group has been established to undertake the review, and if so, set out the membership of the group and its terms of reference.

## Increasing capacity in the planning system

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In terms of increasing capacity in the planning system, you said that you are "looking to see how local government can share resources, particularly those staff who have specialist skills, or where their skills are more sparsely needed across specific projects". You indicated that the Minister for Culture, Skills and Social Partnership may be leading on work "in terms of the apprenticeship levy" and that you could provide us with a note.

## Permitted development

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We discussed your consultation on a number of changes to permitted development rights between April and July 2025. You confirmed that “the plan is to make changes, or to propose changes to the Senedd for air source heat pumps and temporary camping, and to do so before the end of this Senedd term”. We heard that permitted development rights for reverse vending machines and for off-street parking electric vehicle charging units “would be areas for a future Government, potentially, to take forward, because they did need more work”. It is disappointing that there has not been more progress on changes to permitted development rights given that they are long overdue. We will be recommending that our successor committee monitors progress in this area.

We would also be grateful if you could set out the reasons why changes on reverse vending machines and EV charging units are not being brought forward at this stage and for detail of the further work you suggest is needed.

## Opencast mining

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We would be grateful if you could set out how the Welsh Government will deal with requests to call in applications during purdah.

We would also be grateful if you could provide us with membership details of the newly established Mining Legacy Working Group, including whether it includes civil society representatives.

## Hydrogen policy

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You have stated that additional guidance on evidence requirements will be produced in relation to your Hydrogen policy. When do you expect to publish this?

Responses to your consultation on the policy questioned how the energy hierarchy in Planning Policy Wales applies to Hydrogen developments. You have committed to producing guidance on this, but why was it not included in the original policy and when do you expect to bring this forward?

## Nuclear energy

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Is the Welsh Government contributing to the UK Government’s review of nuclear regulation? How do you plan to ensure that the voices of Welsh communities are heard in this process, such as those near Wylfa?

Do you anticipate that the decision to progress a new nuclear power station will result in new funding for infrastructure upgrades in north Wales?

Given your decision to end funding for Cwmni Egino, what are the future prospects for re-development of the Trawsfynydd site? In your view, is it unlikely that there will be new nuclear projects deployed here in the future?

How will the Project ARTHUR medical radioisotope facility be developed, given a lack of new nuclear at Trawsfynydd?

I should be grateful to receive a response by 6 April 2026.

Yours sincerely,



Llyr Gruffydd MS,  
Chair, Climate Change, Environment and Infrastructure Committee

Croesewir gohebiaeth yn Gymraeg neu Saesneg.

We welcome correspondence in Welsh or English.



Ein cyf/Our ref:KS/PO/133/2026

Llywodraeth Cymru  
Welsh Government

Mike Hedges MS  
Chair  
Legislation, Justice and Constitution Committee  
Senedd Cymru

[SeneddLJC@senedd.wales](mailto:SeneddLJC@senedd.wales)

11 March 2026

Dear Mike

**Inter-Institutional Relations Agreement: Transport Inter-Ministerial Standing Committee**

I am writing in accordance with the inter-institutional relations agreement to notify you of the next meeting of the Transport Inter-Ministerial Standing Committee, which will take place on 16 March 2026.

Heidi Alexander, Secretary of State for Transport, UK Government, will be chairing the meeting, and it is likely to cover the topics of Transport Strategy, EU-Reset and Bus.

I will provide an update after the meeting.

I have copied this letter to the Chair of Climate Change, Environment, and Infrastructure Committee.

Yours sincerely



**Ken Skates AS/MS**  
Ysgrifennydd y Cabinet dros Drafnidiaeth a Gogledd Cymru  
Cabinet Secretary for Transport and North Wales

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

# Agenda Item 2.11

Ken Skates AS/MS  
Ysgrifennydd y Cabinet dros Drafnidiaeth a Gogledd Cymru  
Cabinet Secretary for Transport and North Wales



Llywodraeth Cymru  
Welsh Government

Ein cyf/Our ref:KS/PO/135/2026

Mike Hedges MS  
Chair  
Legislation, Justice and Constitution Committee  
Senedd Cymru

[SeneddLJC@senedd.wales](mailto:SeneddLJC@senedd.wales)

12 March 2026

Dear Mike

Thank you for your letter of 24 February attaching questions from the Legislation, Justice and Constitution Committee relating to the legislative consent memoranda for the UK Government's Railways Bill.

My answers to those questions are attached to this letter.

Yours sincerely,

**Ken Skates AS/MS**

Ysgrifennydd y Cabinet dros Drafnidiaeth a Gogledd Cymru  
Cabinet Secretary for Transport and North Wales

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

**1. Please explain why a legislative consent memorandum was not laid until 11 weeks after the Bill's introduction.**

The breadth of the Bill is considerable, and it contains 93 clauses and 3 schedules. Policy officials have been working through the detail required. Although we had some productive discussions with the UK Government before the Bill was published, the size of the Bill and its continuing evolution until introduction posed a challenge in carrying out our analysis.

**2. Please provide an update on the Welsh Government's position in respect of the clauses set out at paragraphs 103 to 109 of the legislative consent memorandum laid on 21 January 2026 (the Memorandum).**

I am pleased to provide an update as follows.

In relation to paragraph 103 – Having considered further, I do not think that further provision is required in the Bill. If circumstances suggest that further co-operation would be beneficial, I could look into ways of achieving that.

In relation to paragraph 104 - My officials will pursue the issue with UK Government officials.

In relation to paragraph 105 – Having considered the position, my understanding is that the Bill replicates the existing designation position and there is no change to the status quo. I am content with this and so I require no further engagement on this point.

In relation to paragraph 106 - UK Government amendments (Gov 170 and 171) to Clause 31 have addressed the concern originally raised.

In relation to paragraphs 107 and 108 – I intend to use the Memorandum of Understanding referred to in clause 24 (“MoU”) to address the concerns.

Paragraph 109 - it is my understanding that it is highly unlikely the requirement within this clause to consult with Mayoral Strategic Authorities will apply directly. I am content.

**3. Please provide an update on the engagement between the Welsh Government and the UK Government referenced at paragraph 111 of the Memorandum and at paragraph 12 of the supplementary legislative consent memorandum laid on 2 February 2026 (Memorandum No. 2).**

Welsh Government and Transport for Wales have worked closely with UK Government officials since the start of the year on the MOU and to specifically consider the points raised in the LCM and to ensure the Railways Bill achieves the best deal for Wales. This

engagement has taken the form of twice weekly meetings and has resulted in constructive dialogue.

- 4. Please provide your understanding as to why there is no requirement in clause 3 of the Bill for the Secretary of State to engage with the Welsh Ministers when imposing additional functions on Great British Railways (GBR) which affect devolved areas in Wales.**

My understanding is that adding a consultation requirement is considered unnecessary by UK Government officials as the Railways Bill should provide GBR with most functions the SoS requires it to carry out, and it is therefore unlikely that they will rely on this power. It is also worth noting that under clause 16, GBR and ORR will be required to have regard to strategies, including the Wales Transport Strategy. In addition, this power cannot be used to alter the devolved settlement and I expect the MoU to provide a mechanism for the Welsh Ministers to influence the organisation and design of GBR.

- 5. Please provide an update on the exploratory work referenced at paragraph 103 of the Memorandum in relation to a proposed amendment of clause 4 of the Bill.**

Please see my response to Question 2.

- 6. Please provide your understanding as to why clause 4(2) of the Bill requires the Welsh Ministers to consult the Secretary of State in relation to the arrangements set out within clause 4(1) of the Bill, and what form such arrangements are anticipated to take**

My understanding is that clause 4(1) provides Welsh Ministers with the option of asking GBR to provide services on their behalf. This could take varying forms from delivering passenger services to providing a joined-up procurement to save costs. This consultation requirement ensures that the views of the Secretary of State, as sole shareholder of GBR, are considered before GBR is tasked with new activity on Welsh Ministers' behalf.

- 7. In light of clause 33(1), which enables a direction under clause 7 of the Bill to be issued to GBR on the general level and structure of fares, please provide your understanding as to why clause 7 does not enable the Welsh Ministers to give directions to GBR, and the Welsh Government's position on this matter.**

My understanding is that powers of direction over GBR have been provided where the Secretary of State is a direct funder of GBR railway services and infrastructure. I am content with this.

- 8. Please clarify how amendment Gov 167, referenced in Memorandum No. 2, broadens the circumstances in which the Secretary of State must obtain the consent of the Welsh Ministers when giving directions to GBR under clause 7 of the Bill.**

My understanding is that the original drafting may have inadvertently created a scenario in which consent was not required on a matter that Welsh Ministers had delegated to GBR outside of passenger service. This amendment ensures that Welsh Ministers' consent is required in relation to all things which they might arrange for GBR to do on their behalf, whether under clause 4 of the Bill or under a contract awarded under clause 31(4)(b).

- 9. In light of clause 33(2), which enables guidance under clause 9 of the Bill to be issued on the general level and structure of fares, please provide your understanding as to why clause 9 does not enable the Welsh Ministers to give guidance to GBR, and the Welsh Government's position on this matter.**

My understanding is that the reasoning in relation to this power to provide guidance is the same as in relation to the power to provide directions (see question 7). I am content with this.

- 10. Please set out the Welsh Government's position in respect of clause 12 of, and Part 1 of Schedule 2 to, the Bill, with regard to there being no requirement for GBR to consult the Welsh Ministers about its business plan, nor a requirement for the Welsh Ministers to approve GBR's business plan, nor a requirement for the Secretary of State to notify the Welsh Ministers when providing financial assistance to GBR.**

My understanding is that GBR is empowered to deliver an improved and integrated railway, balancing delivery and trade-offs, whilst being accountable to Secretary of State as the funder. The business plan will be developed in-line with GBR's statutory duties which will include requirements to have due regard to Welsh Ministers' strategies, and the statement of objectives and long-term strategy, for which the Welsh Ministers are statutory consultees. I am content with this.

- 11. Please provide your understanding as to why clause 15 of the Bill only requires the Secretary of State to consult, rather than obtain the consent of, the Welsh Ministers when preparing, revising or replacing the rail strategy under its subsection (1), and the Welsh Government's position on this matter.**

My understanding is that the Secretary of State will be responsible for the long term strategy as it relates to Great Britain and so it is considered that a requirement to secure Welsh Ministers' consent would be inappropriate. I am content with this.

- 12. Please set out the Welsh Government’s position in respect of clause 16 of the Bill, with regard to its requirement for the Office for Rail and Road (ORR) and GBR to only “have regard to” the Wales Transport Strategy, with no requirement for those bodies to comply with the strategy.**

My understanding is that GBR and the ORR will be required to balance the strategies of many stakeholders, including the interests of freight, Mayoral Strategic Authorities and the Secretary of State's Long Term Railway Strategy. These strategies may not always align and so a duty to comply with them could be unmanageable. I am content with this.

- 13. Please provide your understanding as to why clause 21 of the Bill only requires the Secretary of State to consult, rather than obtain the consent of, the Welsh Ministers before giving, varying or revoking guidance to the ORR under clause 21(1), and the Welsh Government’s position on this matter.**

My understanding is that the guidance power relates to functions that are exercised on a Great Britain-wide basis by a single independent regulator; requiring consent could create a unilateral veto over GB-wide regulatory direction. The ORR will also provide advice to funders of GBR railway services and infrastructure and so Scottish Ministers, as funders, have also been given the power to issue guidance to the ORR. I am content with this.

- 14. Please provide your understanding as to why the Bill provides for a Memorandum of Understanding to be prepared which sets out how the Secretary of State and the Welsh Ministers will work together in the exercise of their respective functions in relation to railways and railway services; and why it was not possible for this information to be set out on the face of the Bill. Please also set out the Welsh Government’s position on this matter.**

My understanding is that these commitments reflect how the Secretary of State and Welsh Ministers will work together in practice, and recording practical arrangements in legislation would not only provide little flexibility in how services are delivered, and also limit how these commitments can be amended, as the railway and its delivery evolves and develops. I am content with this.

- 15. Please clarify the content and effect of amendment Gov 169, referenced in Memorandum No. 2, and whether the amendment addresses the concerns regarding clause 24 noted in paragraph 104 of the Memorandum.**

Amendment Gov 169 sets out additional provisions in the non-exhaustive list of provisions which the Memorandum of Understanding (MoU) between the SoS and Welsh Ministers may include, in particular being the use to be made of the power to give directions under section 7. See my answer to question 2 in respect of paragraph 104.

**16. Please provide your understanding as to why the Secretary of State is not required to consult the Welsh Ministers before designating a Welsh service, while it is required under clause 25 of the Bill to consult the Scottish Ministers before designating a cross-border service. Please also set out the Welsh Government's position on this matter.**

I expect the MoU to reiterate that (a) the current devolution settlement for Wales will be preserved and (b) that Ministers agree that the existing devolution settlement represents a baseline of service for which Welsh Ministers are responsible to deliver. It is intended that any future designation will be done in collaboration with the Welsh Ministers. I am content with this.

**17. Please provide your understanding as to why clause 28 of the Bill only requires the Secretary of State to consult, rather than obtain the consent of, the Welsh Ministers before exercising the power to exempt a Welsh service from designation under this clause. Please also set out the Welsh Government's position on this matter.**

My understanding is that the power to exempt a service from designation is usually used to facilitate local devolution of services (e.g. to Transport for London). Because of the commitments I expect in the MoU relating to baseline services, it is not considered necessary to add a requirement for the Secretary of State to seek the consent of Welsh Ministers for exemptions from designation. I am content with this.

**18. Please set out the Welsh Government's position on the application of the Senedd annulment procedure to regulations made under clause 29 of the Bill, and whether the Senedd approval procedure would be more appropriate.**

I believe that the Senedd annulment procedure for regulations made under Clause 29 of the Bill is appropriate. It is consistent with the principles for annulment procedure in paragraph 10.12 the WG Legislation Handbook on Senedd Bills [Legislation handbook on Senedd bills](#). I am content with this.

**19. Please clarify the scrutiny procedure applicable to regulations made under clause 72 of the Bill that make consequential amendments to primary legislation regarding non-GBR infrastructure. Please also clarify whether the power in clause 72 may be used to amend primary legislation within the legislative competence of the Senedd, and, if so, whether the Secretary of State will be required to consent to the exercise of the power in this way.**

The scrutiny procedure applicable to regulations made under clause 72 of the Bill is in clause 89(3)(b) of the Bill, ie the affirmative procedure in Parliament. In principle the power may be used to amend primary legislation within the legislative competence of the Senedd. I expect the MoU to deal with operational concerns. I assume that the last reference to "Secretary of State" in the question is intended to refer instead to the Welsh Ministers. There is no requirement for the Welsh Ministers to consent to the exercise of the power in this way.

**20. Please explain why you do not consider that clause 73 of the Bill requires the consent of the Senedd.**

The omission of clause 73 (interpretation of Chapter 1 of Part 3) is an oversight which I intend to rectify. It does not prevent consideration by the Senedd of the substance of the clauses to which it relates.

**21. Please set out the Welsh Government's position on the absence of a power for the Welsh Ministers to make provision that is consequential to the Bill, congruent to the power of the Secretary of State under clause 88 of the Bill.**

Clause 88 enables the Secretary of State to ensure that the statute book is tidy and appropriately reflects the changes made by this Bill. I am content with this.

**22. Please provide further detail about amendment Gov NC23, in respect of the charging for removal etc of road vehicles and referenced in Memorandum No. 2, with particular reference to who will be responsible for such removal etc, how such charges will be made and what will happen in the event that they are not paid.**

My understanding is as follows. The relevant operator of a station or network would have the power to remove a vehicle in breach of byelaws. There would likely be a sign making clear that parking was prohibited and the charge for breaching the byelaw. Costs would be recovered as a debt if not paid.

Roch Cheroux

Chief Executive Officer, Dŵr Cymru Welsh Water

12 March 2026

Dear Roch,

**Session with Dŵr Cymru Welsh Water and other matters**

Thank you for attending the Committee's meeting on 5 March 2026. The Committee would like to thank you for your time and for offering your early insight into the challenges and opportunities facing Dŵr Cymru Welsh Water (DCWW).

We questioned you on the statement made by Australian Services Union following your departure from Sydney Water. You assured us that during your tenure employee satisfaction improved consistently and your relationship with workers was very good. We would encourage you in your new role to engage constructively with trade unions and build positive relationships with the workforce. We reiterate the importance of building staff morale and supporting wellbeing, particularly in light of the Trawsnewid programme.

Despite not being accountable to the Senedd, Dŵr Cymru has engaged constructively with the Committee throughout the Sixth Senedd. We hope that such engagement continues between our successor committee and Dŵr Cymru in the Seventh Senedd, particularly as water reform is likely to be a priority policy area for our successor.

The Committee is disappointed to learn that Ofwat has found serious and unacceptable failures in the operation and maintenance of Dŵr Cymru's wastewater treatment works (WWTW) and sewer networks. We expect to see appropriate and urgent action taken to address these issues. We welcome the focus and investment the company intends to make, and expect these to translate rapidly into demonstrable improvements for both the environment and the public.

In light of assessments by both Ofwat and Natural Resources Wales, which highlight continued underperformance by Dŵr Cymru, we welcome your commitment to improving performance and

customer satisfaction, and reducing the number of pollution incidents and leakages. We anticipate that our successor committee will wish to monitor progress closely in these areas.

Yours sincerely,



Llyr Gruffydd MS,  
Chair, Climate Change, Environment and Infrastructure Committee

Croesewir gohebiaeth yn Gymraeg neu Saesneg | We welcome correspondence in Welsh or English.



Huw Irranca-Davies AS/MS  
Y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros Newid  
Hinsawdd a Materion Gwledig  
Deputy First Minister and Cabinet Secretary for Climate  
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Welsh Government

Ein cyf/Our ref: MA HIDCC 2672 26

Llyr Gruffydd MS  
Chair  
Climate Change, Environment and Infrastructure Committee  
Senedd Cymru  
Cardiff Bay  
CF99 1SN

12 March 2026

Dear Llyr,

I am writing to inform you that the UK Emissions Trading Scheme (UK ETS) Authority (comprising of the Welsh Government, the UK Government, the Scottish Government, and the Northern Ireland Executive) has published a consultation today on regulating cross-boundary carbon capture and storage (CCS) pipelines<sup>1</sup>. This is a short, technical consultation to simplify UK ETS regulation of CCS pipelines that cross into different jurisdictions in the UK. All the options aim to reduce regulatory burden and costs for CCS projects to support their economic viability

This will be important for Wales, with the Hynet CCS pipeline crossing England and Wales both off-shore and on-shore. As you're aware, Hynet represents a transformative economic opportunity for Wales, enabling deep emissions cuts in hard to abate sectors such as cement, power generation, and waste to energy.

This consultation will be followed by an Authority Response, which will be published prior to legislation being laid that will enact any changes resulting from the consultation. The Senedd, along with other UK Parliaments, will have the opportunity to scrutinise plans once they are finalised.

I believe that the UK ETS remains a highly influential policy lever in achieving net zero in Wales and I am keen that we ensure the scheme supports businesses investing in and adopting decarbonisation technologies. This consultation is key to exploring where regulations can be simplified and support the economic viability of CCS, which for some industries is the only decarbonisation option currently available.

I am also copying this letter to the Chair of the Legislation, Justice and Constitution Committee.

Yours sincerely,



**Huw Irranca-Davies AS/MS**

Y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros Newid Hinsawdd a Materion Gwledig  
Deputy First Minister and Cabinet Secretary for Climate Change & Rural Affairs

<sup>1</sup> [UK Emissions Trading Scheme: Regulating cross-boundary CCS pipelines - GOV.UK](https://www.gov.uk/government/consultations/uk-emissions-trading-scheme-regulating-cross-boundary-ccs-pipelines)

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

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