Supplementary Submission from the Committee on Climate Change

Our scenarios are based on similar levels of overall change in vehicle kilometres (i.e. around 25% between 2015 and 2035) but the modelling that we have used suggests a different breakdown of that across different types of transport compared to the breakdown that underpins the CCP. Our modelling suggests less growth in passenger vehicle and HGV kilometres driven but more growth in vans (to get to around 25% overall) compared to the work in the Scottish Government’s scenarios (which has higher growth in passenger car kilometres, and correspondingly lower growth in other categories). We have not yet had time to go through the new modelling undertaken for the CCP. So we cannot say, at this stage, why the differences have arisen and whether we would adjust our earlier modelling in light of any new evidence that may have come to light during the work to prepare the Draft CCP.

16 February 2017