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6 February 2026

Dear Convener,

Net Zero, Energy and Transport (NZET) Committee: Draft Climate Change Plan evidence session

Thank you for inviting me to the NZET Committee's evidence session on the draft Climate Change Plan (CCP) and the budget on Tuesday 3 February. The Committee raised several actions during the session. Please find below a response to the queries relating to the CCP, which the Committee requested ahead of next week's session with the Cabinet Secretary for Climate Action and Energy. I will follow up with responses to the remaining points requested in due course.

Transport cost and benefits in the draft Plan

The Committee asked for details on how the £4,334m benefits figure is broken down across the period 2026-2030.

The £4,334m benefits figure for the period 2026-2030 includes:

- Concessionary Travel – the financial benefit of Scottish Government's concessionary travel schemes to the scheme users i.e. the financial savings that users of concessionary travel benefit from;
- Capital and Operating Savings from Zero Emission Car, Van and HGV – the financial savings from running EV cars, vans and HGVs compared to internal combustion engine vehicles, due to generally cheaper operating and maintenance costs; and
- Potential for financial revenue raising from local schemes to encourage modal shift from car to other modes.

Further detail is provided in the Monitoring and Analytical Annex of the Plan, which sets out the benefit estimates across the CCP period and how those benefits are expected to arise: [Scotland's Draft Climate Change Plan: 2026–2040 - Annex 3 – Monitoring and Analytical Annex.](#)

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There are wider co-benefits of climate action in transport, such as health benefits, but these are not included in the £4,334m figure. This figure corresponds strictly to the direct cost savings or financial benefits arising from transport policy implementation, rather than indirect benefits arising from climate change action. However, the co-benefits are discussed in the narrative of the draft CCP, and further work is being undertaken to more accurately quantify co-benefits. The result of this work will be included in the final CCP.

The Committee asked for details setting out the total costs used to arrive at the net costs expressed in the transport chapter of Annex 3 of the draft CCP.

The 'net saving' figure over the life of the CCP is produced by deducting the estimated cost savings and financial benefits from an estimated 'gross' cost. This is the methodology used by the [Climate Change Committee](#) and the [Scottish Fiscal Commission](#) in their own assessments of Scottish net zero costs.

The Scottish Parliament Information Centre (SPICe) has [published information on the estimated 'gross costs' of the draft CCP](#), calculating the gross cost figures using the financial information provided in the plan. This is shown in the table below.

If we combine the data in these two tables, this suggests that the total gross costs associated with the CCP between 2026 and 2040 will be £47.1 billion.

Table 1: SPICe calculated gross costs

Sector	2026-30	2031-35	2036-40	Total
Residential and Public Buildings	1,726	556	644	2,905
Transport	7,677	7,237	5,832	20,746
Agriculture	3,230	3,230	3,230	9,690
Business and Industrial Process (inc NETs)	1,275	3,166	4,145	8,587
Forestry	482	656	662	1,799
Peatland	272	326	326	924
Waste	1,225	1,146	99	2,470
Energy Supply	0	0	0	0
Total	15,887	16,317	14,938	47,142

Source: Scottish Government CCP tables 1 and 2, all values in £ million in 2025 terms.

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Source: <https://spice-spotlight.scot/2025/11/25/climate-change-plan-whats-the-background-and-what-does-it-need-to-do/>

Finally, the Committee asked me to confirm that the Cabinet Secretary for Climate Action and Energy will give an update on consultation responses to the draft CCP consultation next week.

I can confirm Ms Martin will provide an update on the public consultation as part of her evidence to the NZET committee on 10 February.

I trust this information is helpful for the Committee.

Yours sincerely,

FIONA HYSLOP
Cabinet Secretary for Transport

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