

CLIMATE 2020 GROUP, TRANSPORT SUB-GROUP

WRITTEN SUBMISSION

Low Carbon Scotland: Meeting our Emissions Reduction Targets 2013 – 2027

On behalf of Scotland's 2020 Transport subgroup we would like to submit the following comments about the draft policies and proposals, as outlined in 'Low Carbon Scotland: Meeting our Emissions Reduction Targets 2013 – 2027' (referred to as RPP2).

The 2020 Climate Group was initiated by Ian Marchant, Chief Executive of SSE in December 2009, with support from the Scottish Government. It was set up to ensure that all sectors of Scotland's economy and civic society contribute fully to achieving Scotland's ambitious climate change targets. We currently have a membership of around 127 individuals from 90 different organisations across Scotland. This membership is comprised of some of the largest businesses in Scotland, the Government, local authorities, universities, charities and SMEs.

The mission of the 2020 Climate Group is to work together to deliver a low carbon future for Scotland through smarter collaborations and better conversations. The 2020 Climate Group's long term aim is to contribute to the transformational change required for Scotland to progress to a low carbon economy by bringing together business, voluntary and public sectors to work together. To achieve these goals the 2020 Climate Group membership is working together across eight subgroups; waste, business engagement, public engagement, built environment, opportunities & challenges, land use & forestry, transportation and finance.

This written submission on behalf of all the members of the Transport sub-Group. The key points we would like to contribute are :

Overall with the draft RPP2 the Transport section the ambitions are not matched by underpinning policies and actions with key metrics and clear reporting.

There is a significant contrast between Transport and Energy in terms of ambition, metrics, and reporting. An example is the Renewables Routemap which sets out the pathway to delivering 100% of Scotland's annual electricity demand from Renewables. The Renewables Routemap is reporting on progress achieved, and is being updated annually, There should be a similar 'Low Carbon Transport Routemap' produced annually.

The linked benefits of low-emissions vehicles and improved air quality are not emphasised sufficiently in RPP2. City centre air quality improvements are required to meet EU air quality targets, and all of the Scottish Cities have existing Air Quality Management Areas (AQMAs). The introduction of fully decarbonised transport will play a critical role in the improvement of air quality (PM10 particulates and NOx) with particular benefits in our city centres. This improvement in air quality will deliver significant health benefits and furthermore the improvements will help to encourage the uptake of active travel by walking and cycling.

An example of the use of new technologies to deliver multiple benefits across many policy areas is the recent announcement to deploy hydrogen fuel cell buses in Aberdeen as part of a EU-funded project, supported by the Scottish Government.

This project develops links between Renewables deployment, low-emission transport, modal shift, and the resulting air quality and health benefits. RPP2 should further encourage initiatives which can deliver multiple benefits across different policy areas.

There is very little mention in the draft RPP2 on the topic of road freight and the need to decarbonise HGV fleets which account for 22% of Scotland road transport emissions. There are significant opportunities here to introduce cleaner fuels and technologies to help address this particular challenge, and specifically to consider the role for liquid natural gas (LNG) as a lower carbon freight fuel in Scotland. This can apply to road freight, but there are also drivers for the introduction of LNG as a marine fuel in order to meet emission reduction targets.

Unlike Energy, where the emergence of Renewables enables a clearly mapped trajectory towards a lower carbon energy mix by 2020, there is no one 'silver bullet' which will deliver similar reductions in Transport emissions. Any strategy for delivering low carbon transport in Scotland to 2020 and beyond will need to take into account the emergence of new approaches which can make a positive contribution towards the targets. The automotive industry increasingly sees that a wide range of different drivetrains will be part of the solution, from micro hybrid right up to full EV, and other recent European reports have reinforced that the future will not have a single dominant fuel or powertrain but rather a mix of electric vehicles, plug-in hybrids, and hydrogen fuel cell vehicles across different vehicle segments. RPP2 should continue to be 'technology agnostic', support the development and deployment of low emission transport technologies, and recommend active participation by Scotland in collaborative projects (UK, EU, or international) which can provide the clear evidence for widespread adoption in Scotland at the right time.

There are EU policies which can support the aims of both RPP1 and RPP2, and could be referenced in RPP2. For example on January 24, 2013 EU Transport Commissioner Siim Kallas announced the Clean Power for Transport for Europe package to put harmonised infrastructure for all alternative fuels including hydrogen and battery recharging on European roads. The Clean Power for Transport Package consists of a Communication on a European alternative fuels strategy, a Directive focusing on infrastructure and standards and an accompanying document describing an action plan for the development of Liquefied Natural Gas (LNG) in shipping. There are also significant opportunities with both TEN-T and TEN-E, and many other related European programmes where active participation will be the key to gaining benefits.

Scottish Industry can take advantage of the growing local and global market for Smart Mobility products and services. Smart Mobility is a convergence of Transport, Energy and ICT, including low-carbon transport. In the short term large scale smart mobility demonstration projects will sustain GVA, but impacts are likely to be modest with a return broadly around costs. However these projects enable medium term opportunities for Scottish Industry with development and sales of products and services that will lead to longer term commercialisation. Medium term GVA impact is likely to be larger and economic appraisals suggest an economic return of over £6 for every £1 of public sector input from companies exploiting Smart Mobility based products. The longer term effect of this capacity building related to Smart Mobility, including low carbon transport, will be improved productivity and economic activity in

Scotland. The improved economic productivity from Scottish cities and regions is estimated to be worth in excess of £1 billion per year of additional contribution to Scotland's GDP by 2025, and will also deliver significant reductions in greenhouse gas emission and other pollutants.

RPP2 should recognise that climate change may open new opportunities for Scotland. For example the National Planning Frameworks (NPF1& NPF2) both identified the natural harbour of Scapa Flow in Orkney as a national strategic asset. One of the early impacts of climate change will be the emergence of the North-West Passage and the North-East Passage as maritime freight routes for increasing periods of the year, and Orkney is well placed as a shipment port as well as potential hub for marine LNG refuelling.

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