



The Scottish Parliament Pàrlamaid na h-Alba

MINUTES OF PROCEEDINGS

Parliamentary Year 3, No. 64, Session 5

Meeting of the Parliament

Tuesday 8 January 2019

Note: (DT) signifies a decision taken at Decision Time.

The meeting opened at 2.00 pm.

1. Time for Reflection: Reverend Colin Sinclair, Minister, Palmerston Place Church, Edinburgh, led Time for Reflection.

2. Business Motion: Graeme Dey, on behalf of the Parliamentary Bureau, moved S5M-15278—That the Parliament agrees to the following revisions to the programme of business for:

(a) Tuesday 8 January 2019—

after

followed by Scottish Government Debate: Ultra-low Emission Vehicles

insert

followed by Ministerial Statement: Conclusion of Judicial Review

(b) Thursday 10 January 2019—

delete

2.30 pm Scottish Government Debate: Future Rural Policy and Support in Scotland

and insert

2.30 pm Ministerial Statement: Implications of the White Paper on Immigration and the Population of Scotland

followed by Scottish Government Debate: Future Rural Policy and Support in Scotland

(c) Wednesday 16 January 2019—

delete

2.00 pm Parliamentary Bureau Motions

2.00 pm Portfolio Questions: Environment, Climate Change and Land Reform; Rural Economy

and insert

1.30 pm Parliamentary Bureau Motions

1.30 pm Ministerial Statement: Protecting Scotland's Interests: Response to the Outcome of the Meaningful Vote in Westminster

followed by Portfolio Questions: Environment, Climate Change and Land Reform; Rural Economy

delete

5.00 pm Decision Time

and insert

5.15 pm Decision Time

The motion was agreed to.

3. Topical Questions: Questions were answered by a Cabinet Secretary and a Minister.

4. Ultra-low Emission Vehicles: The Cabinet Secretary for Transport, Infrastructure and Connectivity (Michael Matheson) moved S5M-15243—That the Parliament recognises the progress being made in Scotland on ultra-low emission vehicles (ULEV) during an unprecedented period of innovation in mobility; recognises that Scotland has one of Europe's most comprehensive charge point networks and that this is continuing to be expanded, including the launch of the Electric A9; notes the promising growth in ULEV registrations in Scotland; further notes that the Scottish Government is on target to double the number of ULEVs in the public fleet, and recognises the leadership being shown by local authorities and other organisations to bring the benefits of ULEVs to communities across Scotland.

Jamie Greene moved amendment S5M-15243.3—

As an amendment to motion S5M-15243 in the name of Michael Matheson (Ultra-low Emission Vehicles), insert at end “; understands that further efforts will be required for the Scottish Government to meet its 2032 target; underlines that additional steps will be required to tackle ‘range anxiety’ and ensure that sufficient charging points are available across Scotland, particularly in remote, rural and island communities; recognises that lack of standardisation of charging points remains an obstacle; understands that creative and innovative schemes and funds may be required to encourage uptake of ULEVs; recognises that concerted effort will be required to fully deliver the benefits of mass ULEV usage, and calls on all Members to adopt a cross-party approach to ensure that Scotland meets its obligations to reducing carbon emissions and continues to lead the world in tackling climate change.”

After debate, the amendment was agreed to (DT).

Colin Smyth moved amendment S5M-15243.4—

As an amendment to motion S5M-15243 in the name of Michael Matheson (Ultra-low Emission Vehicles), insert at end “; further recognises the importance of ULEVs to tackling air pollution and improving public health and tackling greenhouse gas emissions; notes the need for more investment in infrastructure to significantly grow the use of ULEVs; believes that the promotion of ULEVs must also be accompanied by a modal shift towards increased use of public transport and active travel, within a better integrated, more affordable and sustainable public transport system; notes the importance of hydrogen as well as electricity in powering ULEVs, including potentially rail as well as road vehicles; welcomes the action already taken to promote hydrogen vehicles, and calls on the Scottish Government to continue working with local authorities and energy and transport companies on the further development of electric, hydrogen and other low-emission transport technologies in Scotland.”

After debate, the amendment was agreed to (DT).

John Finnie moved amendment S5M-15243.1—

As an amendment to motion S5M-15243 in the name of Michael Matheson (Ultra-low Emission Vehicles), after “registrations in Scotland” insert “; welcomes the important role that ULEVs can play in decarbonising the transport sector, but recognises that this technology does not address the need to cut congestion and to improve road safety”.

After debate, the amendment was agreed to (DT).

Liam McArthur moved amendment S5M-15243.2—

As an amendment to motion S5M-15243 in the name of Michael Matheson (Ultra-low Emission Vehicles), after “registrations in Scotland” insert “; understands, however, that Scotland lags behind European leaders in the provision of charge points and ULEV share; believes that the Scottish Government should urgently review how the charging network can be further

expanded and efficiently maintained, and work with the UK Government to ensure that effective incentives are in place to support increased take-up of greener vehicles”.

After debate, the amendment was disagreed to ((DT) by division: For 50, Against 67, Abstentions 0).

The motion, as amended, was then agreed to (DT).

Accordingly, the Parliament resolved—That the Parliament recognises the progress being made in Scotland on ultra-low emission vehicles (ULEV) during an unprecedented period of innovation in mobility; recognises that Scotland has one of Europe’s most comprehensive charge point networks and that this is continuing to be expanded, including the launch of the Electric A9; notes the promising growth in ULEV registrations in Scotland; welcomes the important role that ULEVs can play in decarbonising the transport sector, but recognises that this technology does not address the need to cut congestion and to improve road safety; further notes that the Scottish Government is on target to double the number of ULEVs in the public fleet; recognises the leadership being shown by local authorities and other organisations to bring the benefits of ULEVs to communities across Scotland; understands that further efforts will be required for the Scottish Government to meet its 2032 target; underlines that additional steps will be required to tackle ‘range anxiety’ and ensure that sufficient charging points are available across Scotland, particularly in remote, rural and island communities; recognises that lack of standardisation of charging points remains an obstacle; understands that creative and innovative schemes and funds may be required to encourage uptake of ULEVs; recognises that concerted effort will be required to fully deliver the benefits of mass ULEV usage; calls on all Members to adopt a cross-party approach to ensure that Scotland meets its obligations to reducing carbon emissions and continues to lead the world in tackling climate change; further recognises the importance of ULEVs to tackling air pollution and improving public health and tackling greenhouse gas emissions; notes the need for more investment in infrastructure to significantly grow the use of ULEVs; believes that the promotion of ULEVs must also be accompanied by a modal shift towards increased use of public transport and active travel, within a better integrated, more affordable and sustainable public transport system; notes the importance of hydrogen as well as electricity in powering ULEVs, including potentially rail as well as road vehicles; welcomes the action already taken to promote hydrogen vehicles, and calls on the Scottish Government to continue working with local authorities and energy and transport companies on the further development of electric, hydrogen and other low-emission transport technologies in Scotland.

5. Ministerial Statement: The First Minister (Nicola Sturgeon) made a statement and answered questions on Conclusion of Judicial Review.

6. Decision Time: The Parliament took decisions on item 4 as noted above.

7. Transport Infrastructure in South West Scotland: The Parliament debated S5M-14266 in the name of Brian Whittle—That the Parliament recognises the importance of good transport links to the economy of south west Scotland and the country as a whole; acknowledges the reported concerns expressed by individuals, businesses and community campaign groups regarding the ability of the existing

transport network in the south west, including the A77, A76, A75, the Bellfield interchange and the Stranraer-Ayr and Dumfries-Kilmarnock rail lines, to cope with existing demand; notes that the A77 and A75, which are the main road links used by traffic travelling to and from the Stena Line and P&O ferry terminals at Loch Ryan, are single carriageway roads over much of their length; understands that they offer few safe opportunities for overtaking and pass through a number of communities; believes that several campaign groups have been set up calling for various improvements to transport infrastructure, including investment in the trunk road network to bypass towns and villages and upgrading routes to dual carriageway where possible, the re-opening of Cumnock railway station, and improvements to reliability and quality of rail services; considers that good transport infrastructure plays a valuable role in economic development, tourism and quality of life, and, to boost the area's economy, reduce journey times, improve road safety and give it the best opportunity to succeed, notes calls for the Scottish Government to develop a long-term programme of sustained investment in the south west's transport infrastructure, similar to investment elsewhere in the country.

The meeting closed at 5.43 pm.

P E Grice
Clerk of the Parliament
8 January 2019

Appendix
(Note: this Appendix does not form part of the Minutes)

Other Documents

The following documents were laid before the Parliament on 21 December 2018 and are not subject to parliamentary procedure—

Wildlife Crime in Scotland – 2017 Annual Report SG/2018/250 laid under section 26B of the Wildlife and Countryside Act 1981

Scottish Water Interim Accounts For the six months to 30 September 2018 SG/2018/272 laid under Section 57(8) of the Water Industry (Scotland) Act 2002 and section 22(5) Public Finance and Accountability (Scotland) Act 2000

HM Inspectorate of Constabulary in Scotland Annual Report 2017-18 SG/2018/202 laid under section 82(3) of the Police and Fire Reform (Scotland) Act 2012

The following document was laid before the Parliament on 3 January 2019 and is not subject to parliamentary procedure—

Scottish MPA Network – Parliamentary Report SG/2018/269 laid under Section 103 of the Marine (Scotland) Act 2010 and Section 124 of the Marine and Coastal Access Act 2009.

Committee Reports

The following report was published on 8 January 2019—

Local Government and Communities Committee, 1st Report 2019 (Session 5), Report on the Housing (Scotland) Act 1987 (Tolerable Standard) (Extension of Criteria) Order 2019 (SP Paper 445)

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