

STAGE 1 DEBATE: CLIMATE CHANGE (EMISSION REDUCTION TARGETS) BILL

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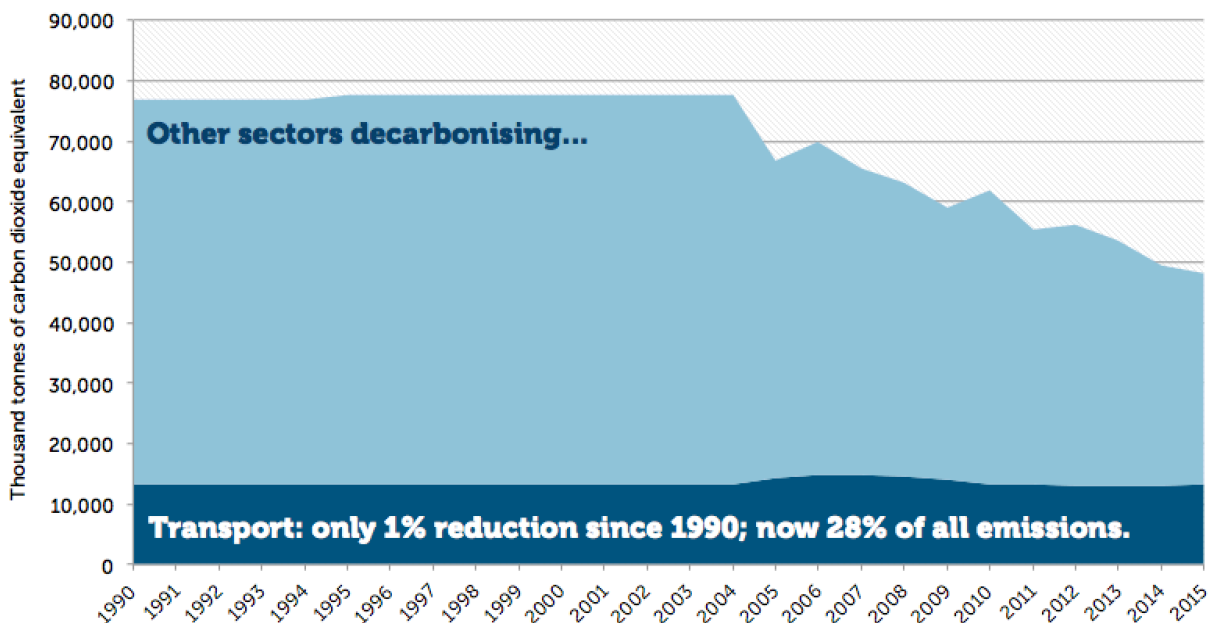
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1. Key Points

- Transport is Scotland's biggest problem in tackling climate change.
- Transform welcomes the Committee's finding that clear climate pathways need to be found to deliver emission reduction in key sectors such as transport where there is opportunity to be much bolder.
- Active and sustainable transport provides ample further opportunities for reducing climate emissions. There is masses of potential, but much unexplored. Scottish Government needs to engage with Transform Scotland and its members (which include public transport companies and industry world leaders in developing low-carbon transport infrastructure).

2. Transport is the biggest problem for tackling climate change

Transport is Scotland's largest source of emissions, where there has been almost no progress since 1990. While other sectors of the economy have made progress, there has been a failure to decarbonise the Scottish transport sector.



Despite the global climate emergency, the Scottish Government's current Climate Change Plan and transport proposals remain deeply inadequate. The Plan takes a narrow focus on vehicle technology, ignoring the greater social and economic benefits that would result from a focus on walking, cycling and public transport. New car sales may be great for the economies of Germany, Japan and the USA, but there is zero car production in Scotland. Better economic policies would be promoting Scottish industrial capacity in bus and train manufacturing, supporting shipbuilding, and taking advantage of the health economic benefits provided by walking and cycling.

3. Sustainable transport provides massive opportunities to reduce emissions

Walking and cycling are the most sustainable modes of transport. However, much greater ambition is needed if the Cycling Action Plan target of 10% by bike is going to be met. To enable modal shift, segregated cycle provision is essential on all primary routes into towns and cities. By 2020, each of Scotland's seven cities should have at least one high-quality, segregated route on a key commuter road; by 2030, all main roads should be provided with cycle facilities matching the best in Europe.

There is inadequate ambition for clean, green **buses**, which offer an opportunity to identify a climate pathway and set a more ambitious target. The Climate Plan commits to 50% of Scottish buses to be low-emission by 2032. Yet globally, 47% of the world's buses are projected to be electric by 2025. Scotland has globally-important bus operators in First and Stagecoach and a world leader in the manufacturing of low-carbon buses in Falkirk's ADL. For health, air quality, emissions reduction, global leadership – because we make buses – Scotland should be leading, not behind the curve on a poor commitment to just 50% of buses to be low-emission by 2032.

The electrification of Edinburgh-Glasgow line is welcome, but there has been no progress on **rail** routes to Aberdeen & Inverness, a Government commitment in the 2008 'Strategic Transport Projects Review'. Much bolder ambition on electrification of our railways is required. Both inter-city and looking to all options for rural routes - including market-ready battery and hydrogen. High quality, fast, reliable, attractive alternatives are needed for freight and passengers. Scotland leads the UK on electrification of the railways, an achievement to be proud of and built on. Hitachi 385s are already an attractive option with 83% of Class 385 passengers reporting satisfaction with the passenger experience and 86% of passengers agreeing that the new electric Class 385s as an improvement on previous diesel trains. Low-carbon rail should not only be for inter-city journeys: Scotland was pioneer of battery-powered trains on rural lines 60 years ago, and could be again.

We already have positive moves on low-carbon **ferries**. CalMac Ferries are operating diesel-electric hybrids, and supporting shipbuilding on the Clyde in doing so. There is a need for investment in the ferry fleet – and the Scottish Government should ensure that all new ferries are low-emission.

4. Conclusions

To tackle emissions from the transport sector, we need the Climate Bill to:

- Focus on traffic demand reduction;
- Achieve a modal shift away from private car use;
- Reverse the decline in bus patronage;
- Achieve the cycling target for 10% of journeys to be by bike by 2020;
- Reverse the present policies to expand aviation: Scotland's fastest growing emissions source should not be incentivised at a time of climate emergency.

Scotland's alliance for sustainable transport

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We campaign for walking, cycling and public transport to be the easiest and most affordable options for everyone. Our diverse membership brings together public, private and third sector organisations from across Scotland. We are a registered Scottish charity (SC041516).