

## 1. UK CCC advice

Transform Scotland thanks the ECCLR Committee for the opportunity to provide a response to the UK CCC Committee advice. Transform Scotland warmly welcomed Scottish Government's immediate response to the advice: to commit to raising our ambition to reduce GHG emissions to net zero by 2045 as well as to recognise the Climate Emergency; and to abandon plans to abolish Air Passenger Duty. These are all very welcome actions that begin to address the climate and ecological collapse we face.

The UK CCC's advice is useful, in as far as it goes. It is welcome that the Committee has confirmed that net zero GHG emissions by 2045 is achievable and has set out some of the level of ambition required. In Scotland, it is encouraging to see what could be achieved – without really scraping the surface of what else might be done in the transport sector beyond Electric Vehicles (EVs). The UK CCC report, perhaps because it is at a high level, fails to articulate an exciting, compelling and inclusive vision – especially on transport, and especially for the next ten years. There is so much more we can do straight away and there is so much to benefit from by getting started now.

The UK CCC articulate some of what can be done in the next ten years, but much of what they set out is largely removed from most folks' lives. These things need to happen but it is not possible for most people to install masses of renewables, plant thousands of trees, or transition to EVs. We should be enabling people to get involved and make choices that contribute now - whether in daily choices on food, homes or transport.

Transform Scotland would like to see a much more exciting, inclusive, empowering vision, that makes a massive dent in emissions to 2030 and delivers many more positives for everyone's lives at the same time.

## 2. The problem

UK CCC rightly acknowledges that transport is the biggest problem in terms of emissions, and they are growing. Like many UK and Scottish Government advisory papers, it focuses on EVs as the solution.

Emissions to the transport sector have not reduced in 30 years. The biggest source of emissions is road traffic and air travel. Yet, Scotland is spending £9 billion on new roads (UK total is £12 billion), and the pipeline spend is forecast to further lock in high carbon infrastructure due to continued investment in dirty transport. The UK CCC tells us an early priority is to plant trees. Right now, Scotland is tearing down woodlands to build roads.

## 3. Electric Vehicles

EVs need to be a part of the solution. Scotland's infrastructure and support for developing the network are good. This continues to need investment and development, but comparison even across the UK shows that the support for EV purchase, installation of charging posts, and access to the Chargeplace Scotland network are supporting a shift to electric vehicles that is not as easy in England.

The ambition of a complete transition to EVs by 2030 recommended by UK CCC should be enshrined in statute to give certainty to industry and investors. Other European states are looking to Scotland to lead. But addressing this challenge by limiting focus to a fuel switch for private vehicles does nothing for the Scottish economy, jobs, skills, health, equity and inclusion. It fails to grasp the opportunities with change.

The breadth of the opportunities that exist beyond EVs were well summarised in the excellent REC Committee report on the Climate Change Plan (draft) in 2017: <http://transformscotland.org.uk/blog/2017/03/10/rec-committee-calls-for-stronger-transport-policy-in-climate-plan/>

## 4. Buses

UK CCC stressed the importance of a credible strategy; and on buses it would be good to see Scotland set out a strategy that is achievable within the next ten years. The potential contribution from buses is missed in the advice - another opportunity to benefit now from investment, with emission reduction and modal shift.

By 2025, 13 cities around the world have committed to only buy zero emission buses. As a nation that manufactures buses, Scotland should lead by example and reap all the benefits from doing so. The wins for our health, society, economy as well as emission reduction could be huge if we invest in buses.

Bus use in parts of Scotland is declining, exacerbating poor health, access to opportunity, forced car ownership and impacting on those who do not have access to a car e.g. a rural bus being too expensive to allow access to a food bank in the next town or timetable so limited young people cannot take on a job. Instead of 50% by 2030, Scotland should invest in our services and commit to all buses being zero emission by 2025, if not earlier. All our cities could commit to zero emission buses, even earlier too.

## 5. Railways

The UK CCC does not mention the contribution of rail as part of the solution. Yet switching freight from road to rail could be one of the biggest wins in terms of emission reduction we could make – quickly, certainly by 2030. This would be good for business, reduce emissions and improve road safety.

Scotland is a recognised leader in railway electrification and could decarbonise the entire rail network by 2030. The rolling programme needs to start now, but this is just the kind of investment that Scotland needs. Investing in skills and expertise that can be exported in the future. The double win from this action: (1) a rail network that is clean, green, resilient, and attractive that (2) achieves significant modal shift for passengers and freight from car to rail, truck to rail and air to rail, with a smooth, reliable and clean option becoming a favoured alternative to congested roads. This could happen in the next ten years and reduce emissions, create jobs, develop skills, improve health, safety and connectivity across Scotland.

## 5. Ferries

In Scotland, ferries are critical to moving around too – in everyday lives and for visitors as well. This is an area we could set out further ambition on, with co-benefits, but is missing from the UK CCC assessment.

## 6. Modal shift

Active travel needs prioritised and investment, reducing emissions and delivering so many co-benefits not least to health and local economy, yet is barely mentioned by UK CCC. The value of any and all opportunities to switch from cars to active travel must be emphasised. Decarbonising our public transport system would reduce GHG emissions directly, and provide attractive alternatives for everyone to get around. It would create jobs, help sustain a circular economy and improve our health. Using public transport leads to an increase in active travel, to and from the bus, train or ferry. The UK CCC commits to more research on behaviour change on food, technology use etc. but not to modal shift in transport (with only an unsatisfactory reference on page 187 that a shift to sustainable modes “could” play a role).

## 7. Conclusion

The advice from UK CCC is welcome. But there’s so much more we can do and that could be gained from early action to reduce emissions on our whole transport system, not just a focus on EVs. The potential benefits, in terms of emissions and co-benefits, especially in the next ten years from a creative, integrated, inclusive vision for Scotland are understated in the UK CCC report.