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Sustainable Transport
Transport Scotland

The Scottish Government's Purpose



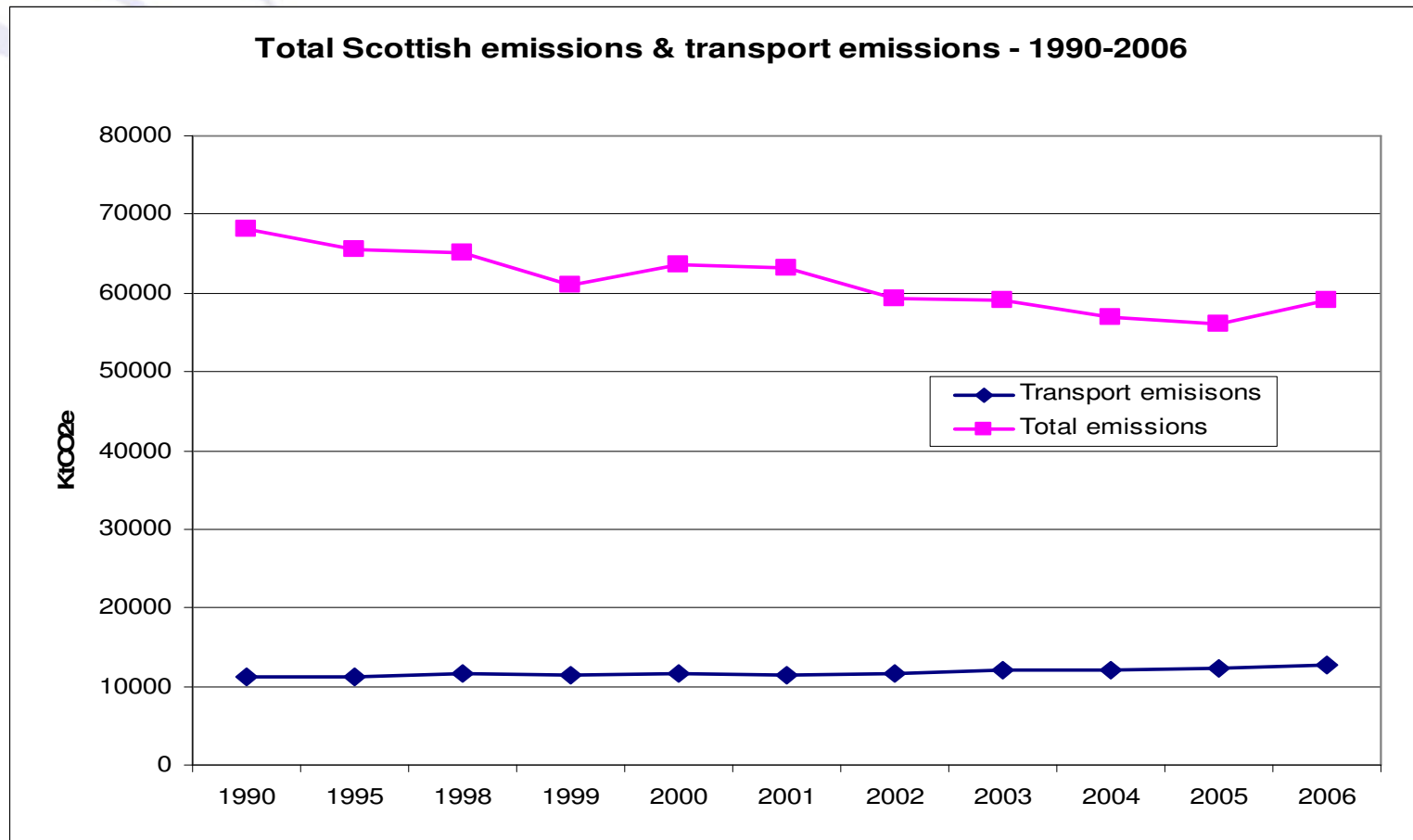
- To focus Government and public services on creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth.



Key documents

- National Transport Strategy (2006)
- Government Economic Strategy (2007)
- Energy Efficiency Action Plan (Oct - 2010)
- Low Carbon Economy Strategy (Late 2010)
- Report on Proposals and Policies (Late 2010)
- Public Engagement Strategy (Late 2010)

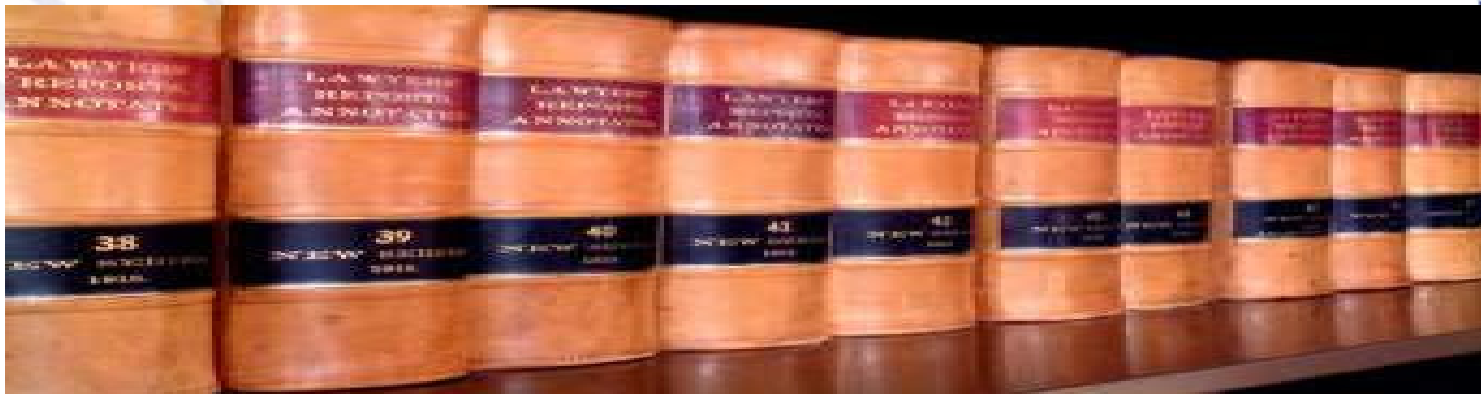
Transport CO2 emissions continue to rise slowly to 2006 despite an overall decrease



Transport emissions

- BAU – 14% increase in CO₂ (1990) including aviation
- BAU – 2% increase in CO₂ (1990) excluding aviation
- Include current and planned transport infrastructure programme

Climate Change (Scotland) Act 2009



- Statutory framework for reducing greenhouse gas emissions
- Interim target reduction for 2020: 42%
- Final target for 2050: 80%



Climate Change Delivery Plan

- Sets out what action is needed to achieve statutory targets
- 3.3MtCO₂ reduction required in transport emissions by 2020
- Decarbonisation aims for 2050
 - Road transport - complete decarbonisation
 - Rail transport - significant decarbonisation



Energy Efficiency Action Plan

- Reduce Scottish energy consumption by 12% by 2020
- Transport indicators:
 - Road transport fuel consumption per vehicle kilometre
 - Road transport energy consumption – tonnes of fuel per 1000 of population



Energy Efficiency Action Plan

- Transport Actions
 - Reduce need to travel
 - Support active travel
 - Widespread travel planning
 - Car parking and road space reallocation
 - Car clubs
 - Low carbon buses
 - Mode shift to rail/HSR
- Transport Actions
 - Eco-driving
 - LCV procurement scheme
 - ITS on trunk road network
 - Roadside electrical equipment energy reduction
 - Rail emission reduction technologies

The Report on Proposals and Policies



- Required by legislation
- Work underway
- Key sectors:
 - Energy
 - Housing
 - **Transport**
 - Agriculture and Forestry
 - Waste

Transport and the RPP

- Scottish basis from Atkins/Aberdeen MACC report (2009)
- UK – fiscal (VED, fuel duty, speed limits)
- EU – Biofuels, new cars CO₂, ? New van CO₂

Transport 'long list'

- Three **potential** Scottish packages:
 - Driving more efficiently (eco-driving, speed limit enforcement, LCVs, freight and van efficiencies, ATM, maritime efficiencies)
 - Reducing the need to travel (planning, community hubs)
 - Widening travel choices (travel planning, parking management, cycle/walking infrastructure, freight mode shift)

Cost effectiveness?

- Cost effectiveness important (**but not only criteria**). High CE (and abatement):
 - Speed limits
 - Eco-driving/freight/van efficiencies
 - Travel planning
 - Parking management
 - Car clubs
 - Community hubs and sustainable planning

Potential reductions



- Measures in 'long list' – around 1.8MtCO₂ in 2020
- Reserved and EU measures – around 1.4MtCO₂ in 2020
- Total – around 24% reduction compared to 1990 levels

Challenges

- Understanding public attitudes and building support
- Packaging of measures within Transport and with other sectors
- New business delivery models and skilled labour requirements
- Dependence on other bodies for delivery
- Uncertainties, risks and costs.