

S cottish transport review

STR 66

April 2024

www.stsg.org

ISSN 1462-8708

An independent publication by

Scottish
transport
studies Group
SCOTLAND'S TRANSPORT THINK TANK



**Next Steps for Investment
SPT Transport Strategy
Action on Climate Change**

Contents

Equitable Investment Dilemmas	3-8
Perspectives on Scottish Transport	9
New SPT Transport Strategy	10-11
Ambition to Action on Climate Change	12-13

Where Next for Scottish Transport?

As the Scottish Parliament approaches 25 years it feels like the end of an era. After years of dominance by the SNP there is more uncertainty about the direction of transport than for many years.

This issue of Scottish Transport Review reflects on equity in transport investment. Years of austerity have driven government to raise finance in new ways but should the country mortgage its future to implement transport projects that are not actually priorities?

The Fair Fares review restates government principles for fairness without actually tackling the fundamentals of public transport delivery that have led to the current unfairness.

The Clyde Metro proposals were the big news story from the national strategic projects review in 2022. As the plans start to emerge what will the new Metro com-

prise? Strathclyde Partnership for Transport's new transport strategy spells out some of the details explaining that a 21st century Metro is not one type of transport but a new more integrated approach to seamless public transport. We need to wait for the completion of the business case for the details.

In the next Issue of STR in the early summer we will be reviewing what we might have learned in the 25 years STR has been reviewing Scottish Transport.

If you have reflections on anything that has happened in that 25 year period please send them in so we can ensure that every perspective on the highs and lows of Scottish transport is represented. STR has been the only Scottish transport publication to have reviewed the changes over the full 25 year period of the Parliament so please send your thoughts by e-mail to editor@stsg.org.

The aims of the Scottish Transport Studies Group are to raise awareness of the importance of transport for the Scottish economy and Society. STSG is a charity registered in Scotland SCO14720.

This Review is Published by the Scottish Transport Studies Group and edited by STR Editor [Derek Halden](#). Views expressed are those of those who contribute and should not be taken to represent the views of STSG subscribers generally.

Finance for Scotland's Net-Zero Transport Transition

Post Brexit, new European Investment Bank funding has not been available for Scotland's transport infrastructure. Have new financing bodies been able to fill the gap?

Analysis by the Institute for Government in 2016 showed that Scotland was one of the parts of the UK depending most on European Investment Bank (EIB) funding. The Scottish Government noted that in the 10 years prior to the Brexit referendum the EIB provided more than £3 billion for direct investment in Scotland.

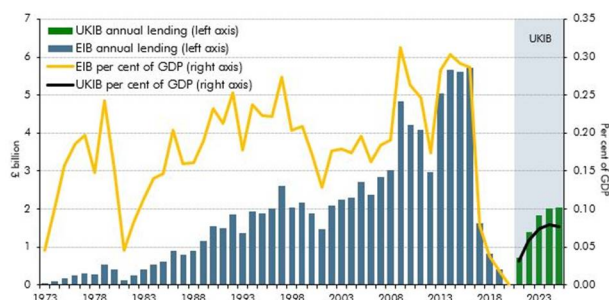
EIB helped to finance the M8, M73 and M74 Motorway improvements and Aberdeen Western Peripheral Route. EIB support for renewable energy also included £500m to reinforce electricity transmission in northern Scotland to improve connections between wind, wave and tidal renewable energy schemes and the national power network.

One way the Scottish Government responded was by setting up the Scottish National Investment Bank (SNIB). SNIB has mainly been co-investing with private equity funds helping to de-risk investment for others.

EIB investment has often been used as a signal of a good investment that then attracts many other investors, but there are still doubts about whether the SNIB is achieving the best return possible for the Scottish public. Perhaps the financial returns for private equity partners of the SNIB are being prioritised too highly whilst the SNIB fights for international credibility.

The net-zero transition in transport attracts many risks, but the potential rewards are also huge, so a greater diversification of these risks and rewards is needed. A wider range of investors and communities will be needed to rise to the challenge of rebuilding Scotland's transport economy net-zero.

With the loss of EIB funding, the UK has set up its own Infrastructure Bank. The UK Infrastructure Bank (UKIB) opened its doors in June 2021 and in late 2023 pub-



€300-360 €1640-1700
Institute for Government 2016—EIB finance per head of population

Whatever route Scotland takes to replacing EIB investment must work to achieve similar trust in global financial markets

lished its transport investment priorities as:

- Electric vehicle charging infrastructure
- Zero emission buses
- Green rolling stock for trains
- Port infrastructure, particularly where it supports green industries
- Mass transit systems and infrastructure upgrades

The EIB always seemed able to raise funds through issuing bonds at far lower cost than other banks because it is perceived to be a particularly safe investor. Whatever route Scotland takes to replacing EIB investment must work to achieve similar trust in global financial markets. Permitted EIB borrowing for 2024 is €65 billion, equivalent to about €150 per EU resident. Neither the SNIB nor the UKIB have yet filled the hole left by the loss of EIB funding.

Is There Clarity in Transport Infrastructure Investment Plans?

Audit Scotland has highlighted the gap between the funding available for infrastructure and Scottish Government's investment plans. Have the changes made in the 2024 Spring Budget resolved these problems?

In their September 2023 report Audit Scotland noted the £26 billion of investment promised by the Scottish Government's Infrastructure Investment Plan, the constraints on public spending, and the current lack of detail about actual delivery plans. The country's national auditor said "It is difficult to get a complete picture from the information published by the Scottish Government of how it is directing funding to these priorities".

Audit Scotland particularly highlighted railway electrification and roadbuilding as areas where the current commitments did not stack up. Specifically the Borders railway electrification and A9 Perth to Inverness trunk road dualling had already been highlighted as projects that would not now be delivered as had been proposed. The 2021 National Infrastructure plan proposed:

- Doubling investment in bridge and roads maintenance: a programme of around £1.5 billion over five years to boost structural repairs and strengthen the network, improve road safety, deliver a range of improvements to our ITS infrastructure, and enhance key links such as the Tarbert to Inverarnan A82 section, A737 improvements at Beith, the A83 Rest and Be Thankful, and improvements at the A801 Avon Gorge.
- Delivering significantly improved rail services and accessibility to stations between East Kilbride and Glasgow, and Aberdeen to Central Belt, to meet growing demand, drive more usage and decarbonise rail passenger and freight services.
- Continuing to support the modernisation of the Glasgow Subway with a further £104 million over this period.
- Delivering phased dualling of the A9 Perth to Inverness road.
- Continuing the design and development work to dual the A96.
- Completing construction of the A77 Maybole Bypass and improvements to the A92/A96 Haudagain junction with a further £12 million investment.

How are transport investment choices being made since policy does not appear to influence the actual expenditure decisions?

- Investing £28 million to modernise air traffic control systems at Highland and Islands Airports.
- An investment programme for new ferries and development at ports to improve resilience, reliability, capacity, and accessibility, increase standardisation, and reduce emissions to meet the needs of island communities, supported by investment of at least £580 million during the next five years as well as completing two new ferries for the Isle of Arran and the Uig Triangle decarbonisation



A NATIONAL MISSION WITH LOCAL IMPACT

Infrastructure Investment Plan for Scotland 2021-22 to 2025-26



Audit Scotland highlighted that the absence of a planned approach to current financial challenges was leading to inefficiencies in the use of the scarce resources

- A project to electrify the Borders railway and rolling stock to facilitate decarbonisation of the line.

Audit Scotland highlighted that the absence of a planned approach to current financial challenges was leading to inefficiencies in the use of the scarce resources. The May 2023 Medium-Term Financial Strategy identified that total capital funding is expected to fall by about seven per cent including its ability to deliver all its planned infrastructure investment, or its ambition to double spending on maintenance. This will affect its ability to provide services now and in the future.

In February the Scottish Government's spring budget revised spending plans in what appears to be the opposite direction from policy. This brings into question the changes in transport policy which have been made over the last decade and in particular:

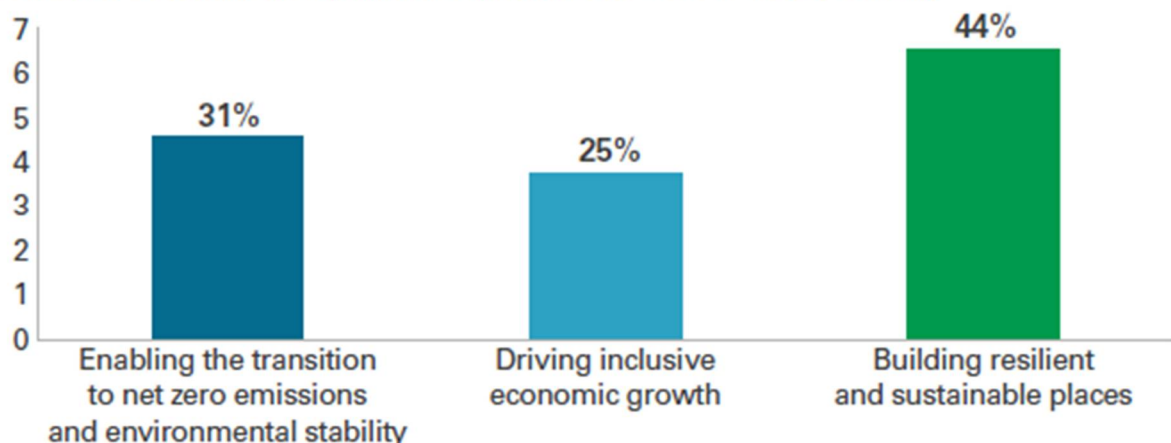
- NPF4 - If the new focus of national planning framework 4 is for transport investment to focus on people and places then why has the only dedicated transport funding for people and places been reduced to zero? The smarter choices smarter places fund was created because in-

vesting in smarter choices by people and smarter places, such as through travel planning have proved to be the most cost effective way to deliver transport policy goals such as decarbonisation. The SCSP funding was also supporting many community based programmes such as community rail, local bus services, information and ticketing.

- Active travel – Is there any clear link between the most needed active travel improvements and the investment being made? For decades there have been calls for a programme of at least £300m per year just to tackle the retrofit of the footpath network with drop kerbs as most wealthy countries have done. The active travel is much increased compared to past years but will the £200million per year budget be spent on people's priorities?
- Bus investment - The decision to cancel expenditure on the Bus Partnership Fund in 2024/25 compounds the failure of the BPF to spend the resources allocated to it in previous years.
- Road and rail investment continue to absorb the largest share of the budget with the increase in spending on roads of £210m appearing to be completely contrary to the government's national transport strategy.

How are transport investment choices being made if policy does not appear to influence the actual expenditure decisions? Audit Scotland's call in September 2023 for greater clarity appears to have fallen in deaf ears.

Total Scottish Government capital investment 2021/22 to 2025/26 (£ billion)



Is Public EV Charging in Scotland Becoming More Sustainable?

The number of EV charging points is often used to describe charge point coverage, but EV charge point tariffs determine what is affordable and sustainable?

The Scottish Futures Trust has been monitoring these tariffs.

In November 2022, the Scottish Futures Trust (SFT) published a review “Public EV Charging in Scotland: Insight Report on Tariffs”. This concluded that subsidised, or in some cases free charging applied by owners of charge points on the ChargePlace Scotland (CPS) network was deterring private sector investment needed to grow Scotland’s EV network over the next 5-10 years.

In the report, SFT recommended local authority charge-point owners should:

- Adopt a pricing regime that covers all costs and one which is broadly aligned with the market rate
- Set out a timetable for the transition to market rate pricing and communicate with local EV drivers the benefits of enabling an expanded, accessible and reliable network
- Explore the introduction of flexible and off-peak pricing structures to enable more affordable charging
- Put processes in place to allow price regimes to respond to changing energy costs in a timely manner

Since the publication of the report there has been a marked shift in the tariff landscape across Scotland, with almost all local authorities now levying a tariff. This is a significant improvement towards a more sustainable tariff structure for EV charge point use.

Most local authorities now have plans in place to transition tariffs towards a rate that is broadly comparable with the market rate. Some authorities have also embraced flexible tariffs, such as offering reduced rates for users who can evidence not having access to off-street parking at home.

Charge Watch by the RAC provides the average cost of charging as a pay-as-you-go, non-subscriber and is updated frequently. Their data suggests that in September 2023 it cost on average across the UK;

- £0.71 / kWh to use a 25-99 kW DC charger
 - £0.75 / kWh to use a 100 kW+ DC charger
- Similarly, the Zapmap Price Index tracks 700k+ charging sessions each month on their platform to determine an independent picture of the price paid to use the public EV charging network. In October 2023, their data suggests that the weighted average price across the UK was:

There is now an opportunity for local authorities to adopt a uniform approach, to ensure accessibility, user-friendliness and affordability of the public EV charging network

- £0.55 / kWh to use a 3-22 kW AC charger
- £0.79 / kWh to use a charger greater than 25 kW DC

In the 12 months following the SFT review of tariffs, local authorities across Scotland have made great strides towards a more financially sustainable public EV charging network capable of providing access to EV charging for all people across Scotland.

However, there is still some way to go with regard to:

- Divergence in terms of approach for minimum fees for a charge, connection fees, overstay fees.
- Further work is needed in many areas to ensure fair peak and off-peak tariffs, including resident charging schemes.
- The adoption of the Public Chargepoint Regulations 2023 by all authorities should lead to consolidation of tariff models as lessons are learned.

The market failure of the EV charging provision in Scotland, partly caused by the approach that ChargePlace Scotland had taken to expanding charge point coverage has now been largely overcome and there is now an opportunity for local authorities to adopt a uniform approach, to ensure accessibility, user-friendliness and affordability of the public EV charging network.



When are Public Transport Fares Fair?

Are the conclusions of the long awaited Scottish Government Fares Fair review fair to everyone?

Everyone in Scotland relies on public transport. Even people who never use public transport depend on services such as the NHS, supermarkets and other services where staff critically depend on public transport to get to work. Yet the burden of who pays for public transport has long been unfair as research over the last 30 years has repeatedly highlighted. How can public transport raise enough income through fares for services to be viable, whilst at the same time adopting tariff structures that are fair to everyone?

The commitment to undertake the Fares Fair review was made in the 2021 Bute House Agreement between the SNP and the Scottish Greens. The review suggests nine main actions:

- Action 1 – Develop a proposal for a bus flat fares pilot for an area-based scheme to provide flat fares on bus travel, or reduced fares on zonal integrated travel for consideration in future budgets.
- Action 2 – Develop the feasibility of a pilot project to extend free travel on rail and ferry services such as for companions accompanying eligible Blind Persons Concessionary Travel card-holders and for under 22 year old island residents.
- Action 3 - Increase sales of intermodal tickets, monitor and evaluate the ScotRail Peak Fares Removal Pilot, and improve rail and ferry fare integration.
- Action 4 - On ferries improve the Road Equivalent Tariff (RET) for island residents and consider fares for non-islanders.
- Action 5 – Improve governance of public transport through various forums and advisory boards including considering establishing a National Forum on the Future of Public Transport, to co-ordinate improvement of delivery of a quality, accessible, available and affordable integrated public transport system.
- Action 6 – Consider options and develop the business case for introducing a national and/or regional integrated ticket and fare structure.
- Action 7 – Commitment to finding ways to make sustainable travel modes more attractive and more attractive relative to car.

Most concession schemes include some form of fare cap. The fare cap is preferred to free fares and flat rate fares since it can be designed to limit costs incurred by users to levels they are able to pay.

- Action 8 – Develop a bus service improvement plan and delivery framework over the next 18 months and develop proposals for a new fare offering on rail reflecting changing travel patterns and the needs of different markets for rail including commuting, business, leisure and tourism. For island communities take forward a Freight Fares Review and consider how to improve booking and use dynamic pricing approaches on ferries.
- Action 9 – Concessionary Travel in Scotland will be maintained and consideration given to better targeting of public funds towards supporting access to public transport for those who need it most, including consideration of concessionary travel support for those experiencing financial poverty.

The review is supported by four papers with the evidence base:

- Supporting Paper 1 - Public Transport System Analysis with the details on the methodology and analysis of options
- Supporting Paper 2 - Case for Change with analysis of problems, issues, opportunities, and constraints.



- Supporting Paper 3 - Poverty Alliance Research Report providing evidence about people's experiences of the cost, availability, reliability, safety, public ownership, and concessionary travel schemes .
- Supporting Paper 4 - International Benchmarking which reviews interventions and examples of best practice adopted in other Countries.

Commenting on the completion of the review the Poverty Alliance who prepared paper 3 said: "We were commissioned by Scottish Government to recruit and facilitate a Citizen's Panel.....However, the recommendations and actions presented in the review fall short of unlocking the true potential of public transport for those on low incomes."

The Alliance noted that the review's vision is, in part, underpinned by the priority of "promoting equality" but "there is little commitment to the immediate, large-scale reform that is needed to make these systems work for all people". They also noted that "It is additionally disappointing that many of the areas raised by the Citizen's Panel as a priority for the review are omitted or have not been progressed on the basis of cost".

National media such as the BBC and national newspapers covered the publication of the review very widely focusing on the proposal for a pilot of flat fare ticketing. Given that bus fares had been capped in England, Germany, Netherlands, Spain and other countries much of the commentary related to the choice of a flat fare pilot scheme in Scotland rather than fare capping.

The international benchmarking paper showed that Scotland was alone internationally in providing free fares for selected groups of people. Most concession schemes includes some form of fare cap. The fare cap is preferred since it can be designed to limit costs incurred by users to levels they are able to pay.

Transport Scotland statistics which show that 24% of people earning up to £15,000 a year use the bus to get to work, compared to just 4% of those earning over £50,000 a year.

The Citizen's Panel in the research put forward a number of recommendations for the Scottish Government including expanding concessionary travel to under 25s, people in receipt of low-income and disability benefits,

unpaid carers, and to include all modes of transport including rail, ferry and tram. In conjunction with widening the scope of concessionary travel the Panel also wanted to ensure that local authority funding was increased to enable public transport services and routes to meet the needs of all local people.

However, the policy options to expand concessionary travel have not been progressed in the final recommendations with the result that the particular population segments including rural residents were not covered by the scheme.

The discussion of Ferry Fares explains that the design of ferry fares using road equivalent tariff (RET) did not take account of the capacity of ferry routes and an "unintended consequence" of the introduction of RET was that there was insufficient revenue to pay for the ferry capacity needed by island communities. This meant that tourists who booked ferries for their holidays well in advance were better able to use the available capacity than the residents who needed to make essential journeys at shorter notice. The recommended solution in the review is to restate the Scottish Government's principle that public transport should be accessible, affordable and available.



The review's vision is, in part, underpinned by the priority of promoting equality but there is little commitment to the immediate, large-scale reform that is needed to make these systems work for all people

Faster Trains Don't Always Reduce Journey Times

Mourners for HS2 may feel some consolation in the knowledge that the proposed Anglo-Scottish service would have had Glasgow and Edinburgh portions joining and splitting at Carlisle and been slower than today's Pendolinos owing to the absence of tilt.

Business Confiscation

McGill's owner Sandy Easdale responding to proposals for bus franchising in Glasgow describing it as a "business confiscation straight out of the Vladimir Putin playbook".



The End of Oil?

One in six Scottish buses is now electric or zero hydrogen-powered.

Things are Complicated if You do not Know How to do Them

Ferguson Marine has claimed that its two delayed and overbudget ferries are "more complex than Type 26 frigates."

Rail Station Building for Regeneration?

It is hoped that a new £18million Barrhead South Rail Station, will support the regeneration of the town and house building in the area and be completed by December 2025.

Ambiguous Support from Scottish Transport Minister for Upgrading the A75 Trunk Road

The UK transport secretary confirms £8m for A75 improvements at Crocketford and Scottish transport minister Fiona Hyslop said her government recognised the strategic importance of the route and the "critical link" it provided. She said that while transport was a devolved matter, the Scottish government had been invited to bid for UK government Union Connectivity funding.

Reflections on the Recent Deaths of Two Transport Ministers

Alistair Darling's Transport Legacy

He was one of the longest-serving Secretaries of State for Transport, from 2002 to 2006.

He was the Minister who put social justice at the heart of transport policy.

In his time at Lothian Regional Council, Alistair Darling led cancellation of the Western Relief Road, with new rail stations at Wester Hailes and Curriehill among the projects delivered instead.

Alistair Darling was responsible in 2005 for abolition of the Strategic Rail Authority.

He blocked three new light rail networks proposed for England, in Liverpool, Leeds and Portsmouth and sought to end a fourth scheme too, in his own constituency of Edinburgh Central, but transport was already a devolved matter.

Lord James Douglas Hamilton was a Gentleman

Duty was the only four letter word that ever crossed his lips.

New SPT Transport Strategy

Redefining the Clyde Metro is Central to SPT's New Strategy

In 2022 Transport Scotland's Strategic Transport Projects Review recommended that a new Clyde Metro system should be progressed. The Clyde Metro is a multimodal mass-transit system for Glasgow and the surrounding area. SPT Chief Executive Valerie Davidson says the Metro is not one thing like a tram line, it's a programme of projects, interventions and activities.

Incorporating existing modes and routes, including the Glasgow Subway and existing rail lines, the proposals outline the possibility of new light surface-running metro lines and heavy rail converted into heavy metro, with expansions of the latter.

SPT are now developing the case for investment in the Metro as part of their new transport strategy for the area.

SPT's new strategy recognises that commuting no longer is the major focus for transport planning. In the past the peak commuting period determined the main constraint for transport supply needs have changed.

Transport networks serve many varied needs. The strategy notes that, during the pandemic, more of us 'lived locally' by working from home, shopping in our neighbourhood, walking and cycling more, and using home delivery services, and are continuing to do so.

Furthermore, with the number of people commuting to office jobs located in town and city centres falling by more than any other journey purpose as a result of more people working from home, the need to re-evaluate how transport supports new demands, such as increased leisure trips, and adjusts to changing travel behaviours, has become all the more apparent.



The Metro is not one thing like a tram line, it's a programme of projects, interventions and activities

The new strategy reflects the changing use of the transport system, and how any new or changed demands will be catered for.

Strathclyde already has a well-developed public transport system including the UK's biggest suburban rail network outside London.

However the area is highly diverse covering Scotland's largest urban area with some of the most deprived communities in the country, through to rural, island and coastal communities along the Firth of Clyde. The strategy identifies five key issues to be addressed: Transport Emissions, Access for All, Regional Connectivity, Active Living, and Public Transport Quality and Integration. These key issues drove the development of the rest of this strategy.

Buses must integrate with other Transport

The bus network faces many challenges, but remains a critical system for workers getting to and from work. However, service reduction or withdrawal, and affordability of fares, continue to be of significant concern.

More fundamentally, in geographically-isolated communities, in the region's rural areas, on the fringes of the conurbation, or in deprived areas, where 'no bus service' can often mean 'no access to a job', the importance of bus and the challenges facing it have never been greater

Throughout the strategy reference is made to Clyde Metro reflecting the ambition to transform the quality of the public transport system in Strathclyde to be on a par with the best in Europe through the creation of a mass transit system which offers transformative potential by introducing new public transport modes such as trams, providing new routes to connect key places, and continuing to improve existing networks.

Remodelling and extending the public transport net-



work, through a metro system seeks to provide a much higher level of accessibility across and between different parts of the region and beyond. This recognises that better links between people and jobs, education, healthcare and other services is essential for the public transport network to provide a substantially more attractive alternative to the private car options.

When is a Metro A Tram?

The Clyde Metro is seen as part of a wider investment in the regional sustainable transport network reinvigorating bus and decarbonised rail networks, safer, more segregated active travel networks, resilient ferry services and infrastructure, and well-developed community transport services to provide a high quality integrated sustainable transport network across the whole region.

Elsewhere in Britain the Metro title is used by Midland Metro and Manchester Metrolink despite them being in reality trams. Glasgow affectionately calls its Metro - the world's third oldest - the Subway, and while the little pair of circles is unique in having never grown it shares the city with the UK's largest mainline suburban network outwith London.

There are however significant gaps, and a Strathclyde Tram proposal previously failed in the face of opposition by the bus industry.

Also a rail link to Glasgow Airport teetered for many years between a people-mover from Paisley Gilmour Street and a heavy-rail line from Glasgow Central before being axed by Ministers in 2009.

The Clyde Metro is a new branding which Glasgow Council leader Susan Aitken says is the "transformational, ambitious and deliverable public transport system that the Glasgow metropolitan region has been waiting for.

Despite visual imagery around the Clyde metro showing light-rail vehicles, the proposed metro is not one mode but an integrated system. The business case will look at the operational and delivery model of a metropolitan transport network as opposed to individual modes.

Climate targets

Climate change targets will not be achieved without reducing the need to travel and stronger efforts to reduce travel by car. The strategy seeks to achieve this by improving the quality of places and through more sustainable development that reduces car dependency, increasing car occupancies, and more robust car demand management policies.

Delivering these policies will require strong partnership working and recognise the need to act quickly to reduce transport emissions and support the transition to zero tailpipe emission vehicles, whilst continuing to aim for the wider changes needed in reducing car dependency and creating healthier, safer streets and communities.

The Policies also highlight the role of freight transport in the region. Enabling more freight to be moved by rail or maritime transport and making the movement of goods within built-up areas more efficient and sustainable are key focal points for our freight policies.

Putting people and places first

Key to future delivery will of course be the support of the people and communities of Strathclyde, and continuous engagement with them throughout any project development and delivery will be essential.

Society's future demands and requirements must be supported by structures and governance frameworks which deliver the services and projects. Changes must be developed in partnership, and this strategy sets out a way forward via SPT and local authorities.

SPT's strategy recognises the current period of significant societal change so a clear vision is needed of how to meet the challenges and opportunities of an evolving future.

**The strategy sets out a way forward
via SPT and local authorities**

Ambition to Action on Climate Change

The Climate Change Committee no longer regard Scottish Government plans as credible calling for stronger action on transport change

Former Chief Executive of the Climate Change Committee (CCC) Chris Stark contrasted attitudes towards climate change in Scotland with that in England as follows “The Conservative government find themselves in a position of having to speak to people who don’t want to talk about climate change but knowing they still need to build the policies, but Scottish ministers have been more reluctant to develop the climate change policies but are more than happy to talk about climate change”.

If the Scottish public want action on Climate Change then why does the government seem unable to take action?

The CCC made a number of recommendations on actions that were both overdue and related to issues devolved to the Scottish Government.

- Car travel demand— Publish a detailed strategy, building on the Route Map consultation of 2022, setting out how the Scottish Government will achieve a 20% reduction in car-kilometres by 2030 and deliver 20-minute neighbourhoods. This should include investment in more sustainable modes of travel, improvements in the affordability and reliability of public transport and measures to reduce dependency on driving.
- Electric vehicle charging infrastructure— Develop an implementation plan to deliver the Scottish Government's vision for the public EV charging network. This should ensure the EV transition works for all road users in Scotland and accelerates in line with EV uptake.
- Shipping decarbonisation— Use the upcoming Islands Connectivity Plan to set out a plan for meeting the commitment for 30% of Scottish Government-managed ferries to be low-emission by 2032 and for achieving full decarbonisation of Scotland's maritime sector. This should include consideration of zero-carbon fuels, vessel technologies, and the necessary supporting infrastructure.
- Aviation demand— The Scottish Government should Implement the Air Departure Tax (ADT) as

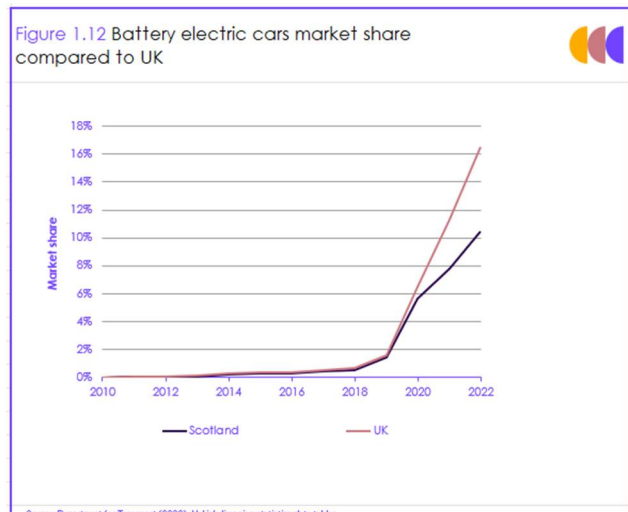
If the Scottish public want action on Climate Change then why does the government seem unable to take action?

soon as possible. Consider other policy levers, such as information provision, to encourage a reduction in the number of flights taken.

There were other high priority issues on which deliverables were not yet overdue but which progress appeared to be slow including publishing a detailed strategy for decarbonising aviation in Scotland as soon as possible in 2024. The CCC noted that amongst other things, this strategy should set out a roadmap of how the decarbonisation of scheduled flights within Scotland will be achieved by 2040, including which technologies will be prioritised to achieve this and when the capability of these technologies will need to be demonstrated.

Scotland has an abundance of renewable energy so the case for early adoption of electric vehicles has been overwhelming. The main reason why most countries did not press ahead with EV adoption earlier was that their electricity grids could not supply renewable electricity to the EVs with the net result being that well to wheel decarbonisation benefits were limited.

However some countries like Norway and Scotland were able to rely on decarbonised electricity grids far earlier



and could race ahead in the EV revolution, as Norway did. Yet Scotland is now even falling behind England despite England not yet having fully decarbonized their electricity grid. What has gone so badly wrong and how do we put it right?

The CCC noted that most key indicators of delivery progress are off track, with some like electric van sales requiring significant change. They noted that by the end of this decade, Scotland will need to: treble the pace of roll-out of public electric vehicle charge points and reduce car traffic by 20%.

The increases in the latest emission statistics were partly driven by an increase in surface transport emissions putting action on transport centre stage in the climate change transition.

Transport is the highest emitting sector in Scotland and significant policy powers are devolved to the Scottish Government, especially for demand reduction and modal shift. However the CCC noted that progress has been limited in the past year, with delivery plans now overdue.

The CCC also noted that reliability of EV charging points once installed must improve. They suggested that approximately 24,000 charge points will be needed by 2030 is needed.

To achieve the level of change required the annual rate of reduction in transport emissions will need to be almost four times higher from 2021 to 2030 than it was from 2012 to 2021 to meet the sector’s contribution.

While a scale-up is expected as EV sales rise and measures are implemented to manage car and aviation demand, this pace would need to be almost twice as fast as the ambitious pathways currently suggest.

Norway and Scotland have been able to rely on decarbonised electricity grids for charging electric vehicles far earlier than most countries. Scotland has not made the most of this natural advantage whilst Norway has become a world leader.

Despite the urgency associated with making the most of post-pandemic economic restructuring the Scottish Government does not yet have a plan for car travel reduction

In addition the share of Scotland’s emissions that are related to Scottish consumption has increased. These consumption emissions relate to emissions made in other countries to serve Scotland’s needs such as cars made in Germany sold for use in Scotland.

On a per-capita basis, Scotland’s consumption emissions in 2019 were 14 tCO₂e per person, which is higher than the UK’s 10 tCO₂e per-capita equivalent. This reflects the fact that both territorial and imported per-capita emissions are higher in Scotland than for the UK as a whole.

In the wake of the pandemic car travel demand has risen back to within 6% of pre-pandemic levels and could rise further as the economy recovers. However despite the urgency associated with making the most of post-pandemic economic restructuring the Scottish Government does not yet have a plan for car travel reduction.

