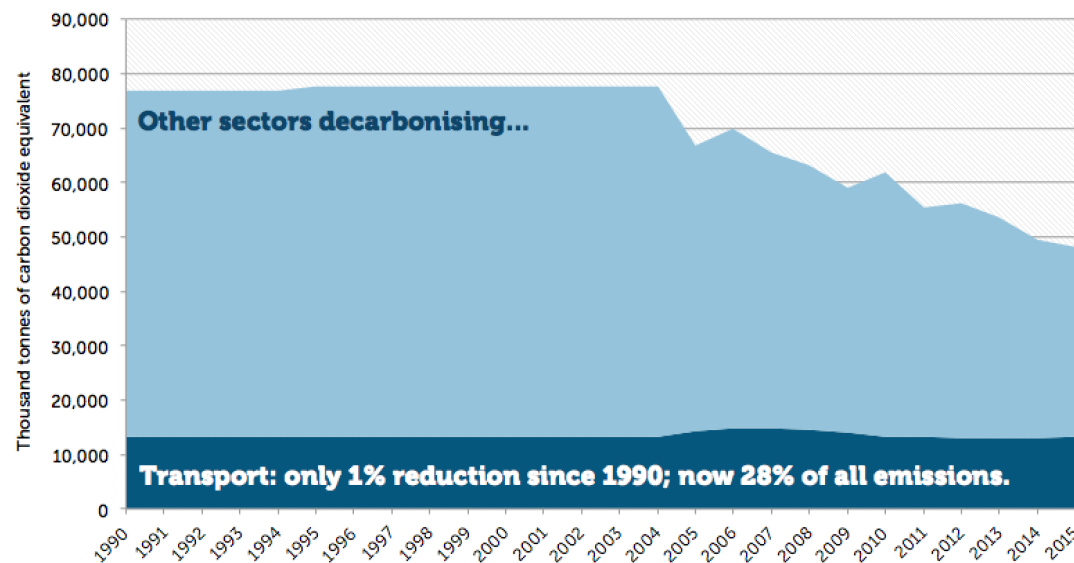


Transport is the biggest problem for tackling climate change

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



Despite the global climate emergency, the Scottish Government's current Climate Change Plan remains 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.

The waste hierarchy ('Reduce, Reuse, Recycle') gives clear priorities. We need to implement 'Avoid, Shift, Improve' in transport: Demand management; then modal shift; then efficiency improvements.

By only focussing on vehicle efficiency, the current Climate Change Plan is not fit for purpose in delivering deep emission reductions in transport.

To tackle climate change, we need urgent government action 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.

Priorities for climate action in Scottish transport

Scotland's transport sector provides ample opportunities for greater ambition in cutting emissions. This would also deliver benefits for public health, equalities, congestion, and supporting the Scottish economy.



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. We want **segregated cycle provision on all primary routes into towns and cities**. By 2020, each of Scotland's seven cities should have in place 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**. The Climate Plan commits to 50% of Scottish buses to be low-emission by 2032. But 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. So why do clean, green buses get so little attention in the Climate Plan?



The electrification of Edinburgh-Glasgow line is welcome, but there has been no progress on routes to Aberdeen & Inverness. This was a Government commitment in the 2008 'Strategic Transport Projects Review', but there has been zero progress in the decade since. **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 have already 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.