

## Briefing: Climate Change Bill, September 2017

### Cleaner transport - bringing an end to the sale of new fossil fuel cars by 2030



Transport has the dubious honour of becoming the single biggest source of emissions in Scotland, accounting for well over a quarter of emissions<sup>1</sup>. It's also the sector that has made the least progress in cutting emissions over the last three decades, with emissions static at 1990 levels. Meanwhile our urban streets continue to choke with traffic congestion and the polluted air we breathe causes up to 3,000 premature deaths annually in Scotland<sup>2</sup>. This isn't just an environmental problem; it's a public health crisis.

Scotland's progress in helping people make alternative clean transport choices simply hasn't been happening fast enough, whether that's encouraging a shift to clean public transport, increasing cycling and walking, or promoting and enabling electric vehicle uptake.

The environmental and public health benefits of cycling, walking and public transport are well known, but for a long time the climate movement has been seen (usually wrongly) as anti-motorist. But with electric vehicles on the increase globally<sup>3</sup> with falling costs, much longer battery range, mass-market models, and a shift away from car ownership to car sharing, a whole variety of sustainable transport options are increasingly available to all.

Around the world, many countries are harnessing this potential and are already setting ambitious but feasible targets to phase out the sale of new fossil fuel vehicles - from our close neighbours like Norway who want all new cars and vans to be zero-carbon by 2025<sup>4</sup>, to emerging economies like India who are aiming for 2030.

Scotland can and should continue to be a world leader on climate change. That's why **we strongly welcome the First Minister's bold commitment to phase out new petrol and diesel vehicles by 2032** in the recent Programme for Government. We also welcome the commitments to new Low Emission Zones (LEZs) in urban air pollution zones, a doubling of active travel funding and the additional £60m innovation funding to support low carbon innovation, which will clearly support this overall target and mean that sustainable transport steps up a gear.

To give greater force and cross-Parliament buy in to the target, we believe that **the target to phase out fossil fuel cars by 2032 should be put on a statutory basis in the forthcoming Climate Change Bill**, together with a requirement to produce and implement a strategy to deliver it.

Further measures to support the target could include requiring public vehicle fleets to lead the way, financial incentives like workplace parking levies, non-financial incentives like preferential bus lane access for electric vehicles (EVs), and changes to building regulations to require EV charging points in new build homes. Enhanced investment in walking and cycling and in public transport and greater emphasis on safe streets with more urban 20mph speed limits would also support this aim and manage demand, alongside fair green travel to work plans, negotiated with recognised trade unions, taking account of access to public transport, cost, shift work and essential car user posts.

Find out more about the other things we'd like to see in the new Climate Change Bill [here](#).

<sup>1</sup> Scottish Greenhouse Gas Emissions 2015, pg.13-14. <http://www.gov.scot/Resource/0052/00520839.pdf>

<sup>2</sup> <https://www.holyrood.com/articles/news/air-pollution-scotland-“public-health-crisis”-says-friends-earth>

<sup>3</sup> <http://europe.autonews.com/article/20170407/ANE/170409994/renault-welcomes-ev-competition;-sees-tipping-point-with-longer-range->

<sup>4</sup> <https://www.wwf.org.uk/sites/default/files/2016-12/Norway-EVs.pdf>