

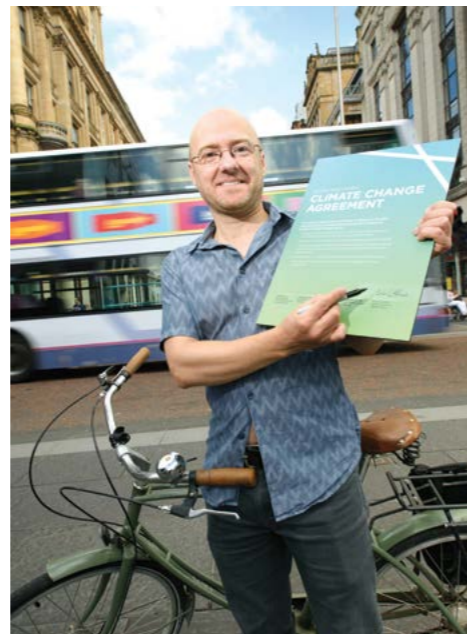
Securing a low carbon Scotland for 2020 and beyond



Photo credit: Sustrans/Chandra Prasad

Stop Climate Chaos Scotland manifesto for 2016





Scotland's major party leaders have all committed to making their 2016 election manifestos consistent with delivering the ambitions of Scotland's Climate Change Act..

Summary of our key priorities:

1. Make energy efficiency of Scotland's homes a National Infrastructure Project
2. Commit to and deliver a Warm Homes Act
3. Build the foundations for a Low Carbon Scotland through capital investment decisions
4. A meaningful shift from private car to public transport and active travel
5. Use new Air Passenger Duty powers to cut climate emissions
6. Reinforce Scotland's support for Climate Justice
7. Commit to an ambitious Land Use Strategy Action Plan

Foreword

Since the 2011 Holyrood elections, the science of climate change has grown stronger and the impacts more evident. We now have a clearer picture of the toll that rising global temperatures are having on the places and people we care about, affecting many of the world's most vulnerable communities and impacting habitats and nature on every continent and in every ocean on earth¹.

But as the science has grown stronger, so too has the global green economy. The costs of renewable energy technologies have fallen, making them more competitive with the heavily-subsidised fossil fuel industry. There are now millions of low carbon jobs worldwide, with over 21,000 jobs in the renewable energy sector in Scotland alone.

The real value of Scotland's Climate Change Act lies in turning ambition into action.

Since the Scottish Parliament unanimously passed the Climate Change Act in 2009, climate action and energy legislation has accelerated around the world, in countries such as Brazil, Mexico, South Africa and China. Scotland was amongst the first nations to stand up and be counted on climate action, setting ambitious targets to reduce emissions.

But the real value of the Act lies in turning ambition into action. By delivering on our emissions targets, we can also build a better society.

Strong climate change policy can reduce harmful air pollution, enable more active lifestyles, and deliver warmer homes, all of which will reduce burdens on the NHS. It can also create clean, skilled jobs as well as local economic renewal and community empowerment. With fuel poverty on the rise, insulating our buildings can help cut fuel bills and reduce our dependence on volatile fossil fuel markets.

All these benefits can be ours if there is sufficient political will to achieve them.

1 IPCC Fifth Assessment Report 2014, <http://ar5-syr.ipcc.ch>
 2 www.stopclimatechaos.org/holyrood-rally
 3 http://assets.wwf.org.uk/img/original/fullpageheraldad_highres.pdf



Photo credit: SCCS/ Maverick

Thousands of people wrote to Scotland's First Minister about climate change

That's why over 6,000 people across Scotland recently wrote to the First Minister, Nicola Sturgeon, highlighting how the things they care about are being affected by a changing climate – whether that's communities in Malawi, Scottish seascapes, or the food on our plates².

And that's why Stop Climate Chaos Scotland – our diverse coalition of environment, faith and development organisations, trade and student unions and community groups – continues to campaign for the same level of engagement and political consensus that secured the Scottish Climate Change Act in 2009.

All five leaders of Scotland's main political parties signed a Climate Leaders' Agreement³ in summer 2015, committing them to set out in their manifestos detailed plans to deliver the ambitions of Scotland's Climate Change Act.

The Act provides a framework for a fairer, more sustainable Scotland. More than ever, we need Scotland's political parties to set out their respective agendas for achieving that. I hope this manifesto helps inspire that action.

Tom Ballantine
 Chair of Stop Climate Chaos Scotland



Introduction

One of the main challenges facing the next Scottish Government will be how to deliver our country's climate commitments, through to 2020 and beyond. A climate action plan, a legal requirement of Scotland's Climate Change Act, will be one of the new Government's first tasks. That plan must transparently set out a robust and credible description of how Scotland will reduce its emissions in line with targets in the legislation.

We therefore want all parties to commit to the ambitious actions needed so that Scotland secures the benefits of a low-carbon economy, meets the statutory emissions targets, and addresses climate justice for people in other parts of the world.

The emissions reduction targets in the Scottish Climate Change Act are the minimum required of rich countries like Scotland, if we are to avoid the worst effects of global warming. The carbon reduction levels needed in future years are increasingly challenging so, the more we can do now, the easier and cheaper this action will be in the future⁴. This

The next Scottish Government must ensure that its policies are coherent across all sectors.

is particularly true of Scotland's big emissions sectors, energy and transport, where decisions taken now will lock in high- or low-carbon infrastructure for decades to come.

The next Scottish Government must strongly support the transition to clean energy in electricity, transport and heat, moving away from a reliance on fossil fuels. This transition will allow us to play to our amazing natural resource strengths in renewables, reduce energy demand, put us on the right track to tackle climate change and drive local economic renewal.

Addressing Scotland's carbon emissions presents a considerable opportunity, in

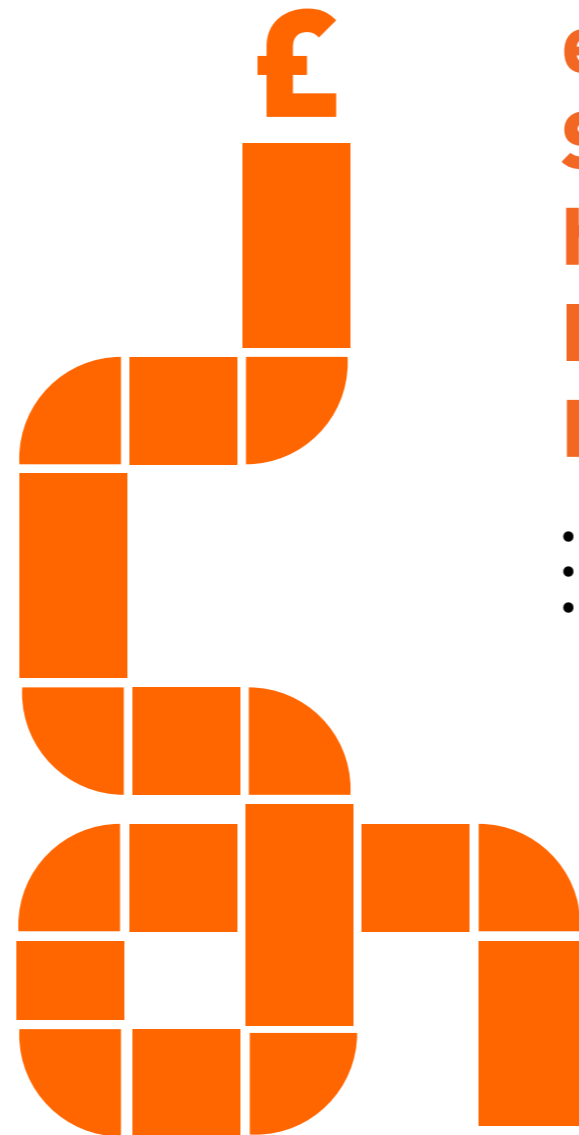
terms of high quality job opportunities, improved health and wellbeing, and a more pleasant physical environment. Using a 'Just Transition', Scotland's move to a low carbon economy should involve the workforce and protect their rights along the way.

The next Scottish Government must ensure that its policies are coherent across all sectors. Policy coherence can ensure all government departments consider the wider impacts of their policies through a climate justice lens, avoiding contradictory policies that could have a negative impact on carbon emissions. Scotland's thriving business sector also has a key role to play in our transition to a low carbon economy.

Scotland's political leaders should continue to speak out and lead internationally on this issue. By achieving the

climate ambition we have set ourselves as a country, we can demonstrate that reducing emissions in line with what science demands can be a positive, desirable move for their citizens.

In the following chapters, we set out the transformational changes we believe parties should commit to so that Scotland plays its fair role in addressing climate change. We have focused on priority sectors which our coalition believes can best build a thriving, fairer, greener Scotland. Whilst this manifesto presents a joint vision for a low carbon Scotland, not all members of our diverse coalition are specialist in all policy areas.



Making energy efficiency a National Infrastructure Project would deliver a threefold return in GDP for every government pound invested and generate 9,000 jobs a year⁸

Make energy efficiency of Scotland's homes a National Infrastructure Project

- **Energy efficiency of housing to be designated a National Infrastructure Project;**
- **Multi-billion pound capital investment programme for this priority area;**
- **All of Scotland's homes to be warmer, greener and affordable to heat by 2025.**

We want all political parties to commit to making energy efficiency a long-term National Infrastructure Project. This should be backed up with a commitment to a multi-billion pound capital investment programme, leveraging private funding, and the kind of clarity, purpose and focus that has been given to spanning the Forth or re-connecting the Borders railway.

As a result, by 2025, every home will be upgraded to at least a C energy performance rating, which will make 1.5 million homes warm, affordable to heat and lower carbon⁵. Buildings in the non-domestic sector will be supported to upgrade to a good energy performance rating.

Further detail

Investing in energy efficiency is one of the best investments we can make as a country, helping to slash fuel bills, address fuel poverty, reduce climate emissions, tackle excess winter deaths and stimulate thousands of jobs in Scotland's construction industry. With new powers coming to Holyrood, there is a clear and timely opportunity to design a new energy efficiency programme tailored for Scotland. This new project should be reflected in the Spending Review, the Infrastructure Investment Plan and in the next National Planning Framework (4).



Photo credit: WWF Scotland

Home insulation measures being installed

Reaching a 'C' Energy Performance Certificate (EPC) band rating would mean upgrading an average of 127,000 homes a year to 2025 and investing around £4.5bn of public funding, out of a total £10.7bn, over 10 years⁶. The project would provide grant funding for the fuel poor, low interest loans and other incentives for those able to pay, and draw on other private funding streams. To ensure that the predicted emissions savings from measures are delivered, householders should also be supported to reduce their energy use as an integral part of the programme.

Co-benefits

Establishing energy efficiency as a National Infrastructure Project would bring economic benefits, generating a three-fold return in GDP for every pound invested by government⁷ and creating and sustaining local jobs. It would also help to eradicate fuel poverty, which currently stands at 940,000 homes in Scotland, improve health and wellbeing with resulting lower NHS expenditure, improve energy security, and deliver substantial emissions reductions.

⁴ Recent research highlights that the economic benefits of tackling climate change far outweigh the costs: <http://bit.ly/1K1cWii>

⁵ Scottish House Condition Survey 2013

⁶ Building the Future: The economic and fiscal impacts of making homes more energy efficient, 2014, Consumer Futures, <http://bit.ly/1FkNEF7>

⁷ Ibid

⁸ Consumer Futures Scotland, Economic impact of improving the energy efficiency of fuel poor households in Scotland, 2014: <http://bit.ly/1Qej0b6>

Commit to and deliver a Warm Homes Act

- Establish a comprehensive legislative framework to incentivise the development of low carbon heat
- Heating accounts for over half of Scotland's climate emissions, but only 3% of that heat is currently from renewable sources.
- Regulation will give consumers confidence to invest in warm home solutions and thereby drive market growth.



A warm and cosy home for every family

We want all political parties to commit to delivering a Warm Homes Act for Scotland, to encourage the uptake of district heating, renewable heat and energy efficiency interventions, and to overcome barriers to change, including regulatory barriers.

Further detail

Heating accounts for approximately 55% of Scotland's energy use, but only 3% of that heat is currently sourced from renewables, only 1% of heat is from district heating, and much of the heat we do use is lost through leaky buildings⁹.

Research by Ricardo AEA for WWF, Friends of the Earth Scotland and RSPB¹⁰ indicates that Scotland will have to deliver 40% renewable heat by 2030, in addition to significant efficiency improvements, to fulfil targets under the Scottish Climate Change Act. Given the statistics above, a step change in approach is clearly required.

Multiple policy changes will be required to deliver on the low carbon heat agenda and overcome barriers to growth, including the lack of regulation to give consumers confidence and drive market growth. An assessment of district heating across 14 European countries by Intelligent Energy Europe concluded, "the crucial precondition for maximising the benefits of district heating and cooling are that consistent, effective and non-discriminatory legislative frameworks are in place"¹¹.

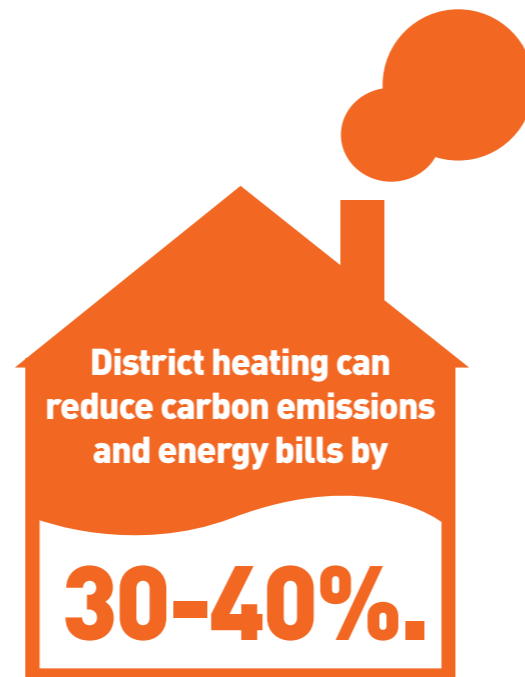
A comprehensive Warm Homes Act should therefore incorporate the following:

- A new statutory renewable heat target for 2030 of 40%;
- Regulate district heating to drive roll-out and to protect consumers, for instance by providing powers for local authorities to require heat users to connect to district heating where feasible;
- Establish new incentives for renewable heat take-up;
- Incorporate any legislative changes required to establish energy efficiency as a National Infrastructure Project (see above).

Co-benefits

To ensure maximum efficiency from renewable heat and district heating, the energy performance of homes will also need to be improved, which will benefit the 940,000 homes in fuel poverty across Scotland.

Encouraging the take up of low carbon heat in energy efficient homes can also create jobs, drive long-term economic renewal, tackle emissions, lower domestic heating bills and lead to improved health outcomes.



⁹ Scottish Government, Heat Generation Policy Statement, 2015, www.gov.scot/Resource/0047/00478997.pdf

¹⁰ Ricardo AEA Renewable energy in Scotland in 2030, report forthcoming

¹¹ Ricardo AEA Renewable energy in Scotland in 2030, report forthcoming

Build the foundations for a Low Carbon Scotland through capital investment decisions

- All capital spending decisions to be assessed over their full carbon life cycle;
- A much higher proportion of future Scottish Government's capital budget should be allocated to low carbon infrastructure;
- Establish a Low Carbon Infrastructure Investment Panel to provide independent review of investment decisions.



Low carbon infrastructure for a green future

In the three years to 2015-16 the Scottish Government will have invested £11 billion in infrastructure development. Despite welcome investment in low carbon projects, such as the Borders Railway, analysis by Green Alliance suggests that just over 50% of the infrastructure spend could be described as low carbon, with close to 30% of spend allocated to high carbon projects like road building¹². That report highlights that a global average of at least 70% spend on low carbon infrastructure is required in order to prevent dangerous climate change.

We want all political parties to commit to making capital investment decisions consistent with the Scottish Climate Change Act. Through the Spending Review, Infrastructure Investment Plan and annual budgetary process, the next Scottish Government should ensure all capital spending decisions are assessed over their full life cycle so that they are consistent with the low carbon future we are aiming towards.

This means that the next Scottish Government must allocate a much higher proportion of its capital budget to low carbon infrastructure. We recommend that a Low Carbon Infrastructure Investment Panel is established to provide independent review of the Infrastructure Plan.

Further detail

The Scottish Government will be investing billions of pounds over the coming decades to modernise Scotland's infrastructure. The strategic decisions we make now about the kind of infrastructure we build will determine how we travel, heat our homes and power our industries in 2050. They'll also determine whether we fulfil our climate change ambitions.

Spending decisions are currently assessed for their direct carbon impacts but not their indirect, life-cycle impacts. For example, we count the emissions from the concrete required to build a road, but not the new road traffic emissions that will result from its use. This is inconsistent with the ambition of Scotland's climate legislation and prevents fully informed decision-making.

The public sector has a critical role to play in catalysing the right investment decisions, boosting productivity and stimulating innovation.

Co-benefits

Focussing on low carbon infrastructure will drive innovation, create thousands of jobs and be an enabler for new skills, reduce carbon emissions, improve air quality and support low carbon behaviour change. It will also have positive health benefits by reducing air pollution and cold homes, tackling fuel poverty and helping to strengthen local communities.

Scotland currently spends only 50% of its infrastructure budget on low carbon projects.

¹² Green Alliance for the Low Carbon Infrastructure Taskforce, Scotland's Way Ahead: The Case for Low Carbon Infrastructure in Scotland, 2015: <http://bit.ly/1irT3Wt>

A meaningful shift from private car to public transport and active travel

- Introduce measures to disincentivise the use of the private car where low carbon alternatives exist;
- Transport accounts for a quarter of Scotland's greenhouse gas emissions;
- Public spending on transport is focused on enhancing use of the private car, which disproportionately benefits higher earners and men.



In the next Scottish Parliament we want to see a meaningful shift from private car to public transport and active travel. To deliver this, we want political parties to commit to measures that will reduce private car use, such as parking management, 20mph zones, a parking-spaces levy on workplaces, superstores and other big destinations, congestion charging or road user charging.

Transport Scotland estimates an increase in road traffic miles of 25% from 2001 to 2021¹³. By reducing the demand for road travel, we can make a significant change towards a sustainable, cleaner and fairer transport system for all Scottish citizens.

Further detail

Transport is the sector which has seen by far the least progress in terms of policy effort and actual emissions reductions. In their most recent report, the Committee on Climate Change, called on the Scottish Government to "consider other options to drive down emissions such as congestion charging"¹⁴.

Scotland's higher earners currently benefit most from Government spending on roads, while lower income groups, young people and women are most dependent on public transport and active travel. 30% of Scottish households do not have access to a car, and nearly 53% of Scotland's poorest people do not have a driving licence.

Nearly 40% of women in Scotland do not have a driving licence, compared to just 24% of men¹⁵.

Measures to reduce private car use, alongside investments in active travel and public transport, will make green travel options more attractive. As a result, Scotland's roads will be clearer and less stressful for priority road users e.g. buses, emergency vehicles, essential business traffic and those in rural areas with no other options. Delivering a meaningful shift away from the private car would also reduce air pollution, which is currently estimated to be responsible for around 2,000 deaths each year in Scotland¹⁶.

Nearly 70% of the working population travel to work by car or van¹⁷. It is therefore particularly important to address the rising numbers of commuters travelling by private car. Workplace parking levies should be part of integrated, fair green travel plans, negotiated with recognised trade unions.

Co-benefits

Decreasing traffic levels would reduce climate emissions, improve air quality, reduce noise pollution and congestion, provide better operating conditions for buses, improve road safety, and secure a better quality of life for residents.

30% of Scottish households do not have access to a car, and over 53% of Scotland's poorest people do not have a driving licence.



Use new Air Passenger Duty powers to cut climate emissions

- New powers for Scotland should be used to reduce emissions from air travel;
- Scotland's international aviation emissions have more than doubled in the past two decades;
- Air Passenger Duty could be replaced with more environmentally sensitive alternatives.



With Air Passenger Duty (APD) soon to be devolved to the Scottish Parliament, we want all political parties to commit to using these new powers as a financial incentive to reduce overall climate emissions from air travel.

Air travel is the highest emitter per passenger kilometre, especially for domestic flights and is the only sector where emissions have risen significantly over past 20 years¹⁸.

Further detail

In their most recent report¹⁹, the Committee on Climate Change called on the Scottish Government to "assess the carbon impact of any proposed changes to APD".

Scottish Government analysis of a 50% cut in APD²⁰ shows an estimated consequential increase in climate emissions of the equivalent of up to 60,000 tonnes CO₂. Whilst APD was never intended as an environmental tax, and indeed it could be replaced with more environmentally sensitive alternatives, reducing APD would make achieving the ambitions of the Scottish Climate Change Act more difficult.

Cutting APD altogether would fail to take advantage of the opportunity to use this new power to help Scotland's transition to a low-carbon economy. It would also rule out other options which may be more progressive and in line with our move towards becoming a low carbon country,

such as moving to a per-plane charge, or other options to tax the most climate-polluting travel.

According to the Scottish Government's analysis of the effect of cutting APD by 50%, more than half of the annual passenger increase would come from passengers flying within the UK. A simple cut in APD would fail to differentiate between those who could take the train from those who have no option other than to fly, such as passengers on island 'life-line' flights.

Over half of the UK public do not fly in any given year²¹. For most people, train fares have been rising - for longer, peak time journeys up to three times as fast as their wages²² - while the cost of air travel has reduced. Airfares are not subject to VAT and aviation fuel is tax-free, yet rail travel does not enjoy all of the same privileges. As a result, it is difficult for train ticket prices to compete with the equivalent air miles. This is in spite of rail travel being a lower carbon form of transport, used by a wider section of the population.

Co-benefits

Using new APD powers to reduce climate emissions would also allow the financial proceeds to be re-invested in more equitable, low-carbon travel.

Air travel is exempt from fuel duty although buses and trains don't fully enjoy the same privilege.



¹³ Scottish Transport Minister, Keith Brown MSP, 2nd February 2012, S4W-04841

¹⁴ Committee on Climate Change, Reducing emissions in Scotland, 2015 Progress Report

¹⁵ Scottish Transport Statistics 2014, Transport Scotland, www.transportscotland.gov.uk/statistics/j357783-00.htm

¹⁶ Public Health England, Estimating Local Mortality Burdens associated with Particulate Air Pollution, 2014, <http://bit.ly/1NtyRm> (Table 3 on Scotland)

¹⁷ Ibid

¹⁸ Scottish Transport Statistics 2014, Transport Scotland, www.transportscotland.gov.uk/statistics/j357783-00.htm

¹⁹ Committee on Climate Change, Reducing emissions in Scotland, 2015 Progress Report

²⁰ Transport Scotland, Estimate of the Impact on Emissions of a Reduction in Air Passenger Duty in Scotland, 2014, www.transportscotland.gov.uk/report/j340458-01.htm

²¹ British Social Attitudes Survey 2011, http://www.bsa.natcen.ac.uk/media/1145/bsa29_transport.pdf

²² Transport for Quality of Life research for TUC, 2015, <http://bit.ly/1KQ8lej>

Reinforce Scotland's support for Climate Justice

- Scotland has a moral obligation to assist the world's poorest people who are already suffering the impacts of climate change;
- Creative solutions can be found to many of these impacts, but funding is required;
- Establish a stable and predictable funding pattern, starting with an initial minimum £3m per year.



Photo credit: Christian Arnold/Alamy

Climate-smart farming in Malawi

In recognition of the challenge that climate change represents to people living in poverty overseas, we believe the next Scottish Government should continue to support climate justice projects overseas, through the Climate Justice Fund or a similar mechanism.

We are asking political parties to commit to increase financial support for climate justice projects overseas. Parties should commit to establishing a stable and predictable funding pattern, starting with an initial minimum £3m per year and matching the Scottish Government's International Development Fund by the end of the forthcoming parliamentary term. These funds should remain additional to the existing International Development Fund, which is currently £9m a year.

Further detail

Millions of the world's poorest people are feeling the impact of climate change right now through, for example, more extreme and unpredictable weather events, like flooding and drought. They are suffering first and worst from the consequences, and yet they are least to blame for the problem.

Scotland, as one of the world's first industrialised nations, has a role to play in addressing this injustice that has accrued over generations. In addition to delivering on Scotland's targets to cut emissions, there is a need to address the unavoidable impacts of climate change from which the poorest are already suffering in other parts of the world.

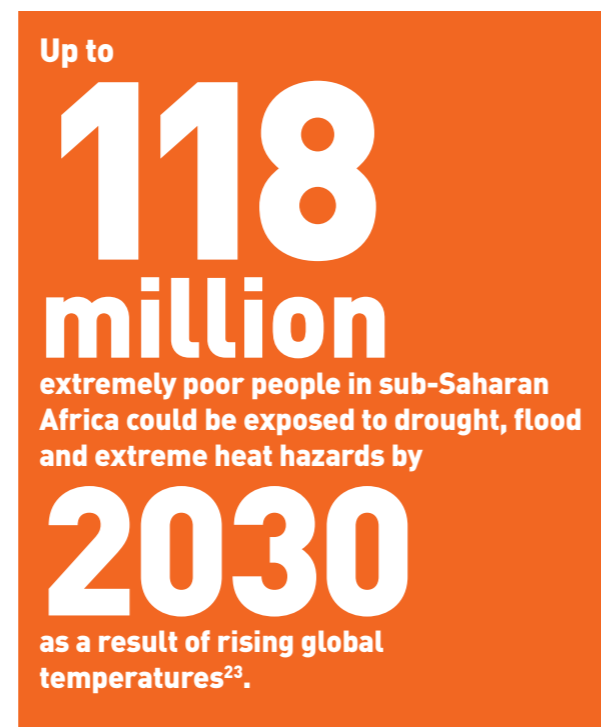
Scotland's Climate Justice Fund was launched in 2012 with initial funding of £3m and has been welcomed by former UN High Commissioner for Human Rights Mary Robinson and Archbishop Desmond Tutu. A further £3m funding round was announced in October 2013.

It currently supports a range of projects in sub-Saharan Africa such as drought protection, community-based planning for the impacts of climate change, and improving the rights of women and other under-represented groups in terms of access to water.

Co-benefits

Ongoing political commitment to addressing climate justice can help enhance understanding amongst people in Scotland of the impact of climate change on the world's poorest communities.

In addition, helping people in developing countries to adapt to climate impacts will enable them to build their resilience to extreme weather. That, in turn, should reduce the need for emergency funding, which is always more costly than preventative spend.



Commit to an ambitious Land Use Strategy Action Plan

- The rural land use sector is responsible for nearly a quarter of Scotland's emissions;
- Because land use patterns differ significantly across the country, regional and local plans of action are required;
- As well as reducing emissions, a strong action plan can achieve multiple benefits, such as improved biodiversity and water quality.



Photo credit: Andy Hay [rsfb-images.com]

Cultivating fields in Stirlingshire

Act and is a key way to strategically deliver emissions savings in the rural land use sector and Scotland's food sector.

Rural land use patterns differ significantly between regions of Scotland. To achieve emissions reductions, each region must develop regional and local land use plans. The LUS must influence land use priorities and policies and their translation into action on the ground.

The LUS Action Plan must set out national and regional approaches and new policies to achieve all of the following:

- Ensure all farmers conduct regular soil testing, perform fertiliser management planning and adopt fertiliser efficiency measures by 2018;
- Promote precision farming technology and a circular economy in agriculture;
- Meet tree-planting targets of 10,000ha per year;
- Deliver an annual target for peatland restoration per year²⁴;
- Secure carbon sequestration and storage from blue carbon habitats.

Co-benefits

The LUS can provide a comprehensive 'umbrella' framework to coordinate all Government targets and objectives for land use in Scotland and get the best balance of benefits for stakeholders and the environment. A strong LUS Action Plan can help secure sustainable land use and will achieve multiple benefits, including climate mitigation, such as improved biodiversity, water quality and other ecosystem services.

Until now, the full potential for Scotland's Land Use Strategy (LUS) to drive change and secure emissions reductions has not been realised. Clear leadership from Scottish Government is essential if rural businesses and the food sector are to become low carbon, climate-proof and sustainable.

We want all parties to commit to regional LUS plans and to publish an ambitious LUS Action Plan containing strong policies which deliver emissions reductions throughout the land use sector: agriculture, forestry and peatlands.

Further detail

Scotland is unique in the UK for having a Land Use Strategy, the second edition of which, along with the corresponding Action Plan, is due to be published in 2016. The LUS is a requirement of the Climate Change (Scotland)

Agriculture accounts for 59% of Scotland's emissions of methane and 88% of its nitrous oxide, both of which are far more potent greenhouse gases than carbon dioxide.





Photo credit: SCCS/Maverick Photo Agency

Stop Climate Chaos Scotland is a diverse coalition of organisations campaigning on climate change, including environment, faith and development organisations, trade and student unions and community groups.

www.stopclimatechaos.org
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