



## Ministerial Statement – 2011 emissions target and final Report on Proposals & Policies 2 (RPP2)

Stop Climate Chaos Scotland (SCCS) welcomes the opportunity to brief MSPs for the Ministerial statement on the 2011 annual emissions target and the final RPP2.

As demonstrated by the SCCS 'Get your Act together' mass lobby in October 2012 and the most recent #ImproveRPP2 social media campaign, there is strong public support for more action on climate change. During Parliamentary scrutiny, four committees also expressed concern about the quality and credibility of the draft RPP2 of January 2013 and sought improvements<sup>1</sup>. SCCS and its members hope Ministers will respond to the public and Parliament's concerns by presenting a final RPP2 that is a significant improvement on the draft, and that gives confidence that future targets will be met.

### The 2011 emissions reduction target

SCCS is very disappointed that the second climate change target in a row has been missed. While we recognise that this is in part due to complicated data changes, the headline of another missed target sends very worrying signals both at home and abroad.

There have been welcome emissions reductions across many sectors, but not at the pace and scale required by the targets. However, the transport sector still stands out from the crowd. Despite being the second largest contributor after energy supply, emissions from transport (including international aviation and shipping) are effectively the same as they were 20 years ago despite a small decrease between 2010 and 2011.

Worryingly, in an assessment on UK-wide data in 2011<sup>2</sup> (the UK picture is likely to equally apply to Scotland), the UKCCC found that only around 0.8% could be directly attributed to the implementation of UK measures to reduce emissions. Most would be due to milder winter temperatures, rising energy prices and falling income. SCCS believes we cannot rely on such factors to meet our future targets, and must therefore increase our policy effort to reduce emissions.

### RPP2 – an opportunity to be seized

We hope the missing of the 2011 target has been a wake-up call to Ministers across Government who need to up their game and show a raised level of ambition in RPP2. The final RPP2 cannot be a plan to miss future targets, but must be seen as an opportunity to give Scotland better quality housing, more sustainable transport, greener jobs and ensure we fulfil our promise to play our full part in tackling climate change.

The UKCCC warned the Scottish Government in March 2013 that 'there is a considerable degree of uncertainty over some of these policies and proposals, and they would all have to deliver their full estimated abatement.' It added 'there is a need therefore, now that plans have been set out, for the Scottish Government to focus on developing proposals into detailed policies, and implementing these in a way that achieves the full estimated abatement potential, if Scotland is to meet its climate change commitments.'

The publication of RPP2 will not be the end of the story, and SCCS remains committed to ensuring policies are implemented, proposals are developed and rolled out and emissions reductions achieved at the pace and scale required beyond RPP2.

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<sup>1</sup> ICI committee: 'The transformational change required in the housing and transport sectors in order to meet the challenging emissions reductions targets must involve a combination of all the proposals and policies contained within the draft RPP2 being implemented and adequately funded, appropriate timescales for action and incentives for individuals and society as a whole to make the necessary step change required.'

<sup>2</sup> [http://www.theccc.org.uk/wp-content/uploads/2013/03/1674\\_CCC\\_Scots-Report\\_bookmarked\\_2.pdf](http://www.theccc.org.uk/wp-content/uploads/2013/03/1674_CCC_Scots-Report_bookmarked_2.pdf)

## What needs to have changed in the final RPP2?

In order to provide MSPs and stakeholders that all future emissions targets will be met, RPP2 must present considerable improvements in its content and ambition. This should be in addition to a substantial improvement in presentation, clarity and transparency.

- Increased effort to reduce emissions from transport

Draft RPP2 did not contain a single Scottish Government policy to reduce emissions from transport. However, many important transport measures – such as cycling and walking, travel planning, car clubs (described under *Package 3* as ‘Sustainable Communities’) - are grouped in the RPP2 as ‘proposals’, as they are not being implemented at the intensity required. It is crucial that these are described as ‘policies’ in RPP2 – and funded - at a higher intensity to achieve the necessary abatement. It is also crucial that there is reference in RPP2 to the need for demand management measures to reduce the volume of traffic on Scotland’s roads and to encourage modal shift away from the private car.

Beyond RPP2 - We ask MSPs to seek firm commitment that the Government will increase the funding of the ‘sustainable communities’ measures in the forthcoming Scottish Budget and Spending Review.

- Earlier action to reduce emissions from housing and tackle fuel poverty

Draft RPP2 failed to show the necessary ambition and urgency to reduce emissions from housing, particularly in its proposals for minimum standards of energy efficiency in private housing, a concern shared by the ICI committee. There is a working group currently considering the timescales for introduction of minimum standards, but the Government has signalled that it prefers 2018. This unnecessary delay loses precious time in the fight to cut emissions and lift people out of fuel poverty. SCCS believes that regulations for minimum energy efficiency standards should be consulted by 2014, introduced by 2015 and applied from early 2016.

Beyond RPP2 - We ask MSPs to call on Government to encourage the minimum standards working group to identify the earliest possible start date for their introduction.

- No delayed action or reliance on vague proposals

Despite general agreement in 2009 as the Scottish Climate Change Bill passed through Parliament that ‘early action’ to cut emissions was vital, the draft RPP2 predicted substantial emissions savings after 2020, with vague references to ‘technical abatement’ or ‘lower emissions potential’. This concern was shared by both RACCE and ICI committees. RPP2 must fully explain these vague proposals and bring measures forward to before 2020, in order to achieve the necessary carbon reduction.

Beyond RPP2 - We ask MSPs to call on Government for much greater clarity on what measures will be implemented to achieve the necessary abatement beyond 2020.

- Inclusion of 2020 milestones to evaluate delivery

Draft RPP2 failed to provide an update on key milestones, and even removed milestones from the housing sector, a concern echoed by the EET committee. Sectoral milestones can provide clear statement of intent from Government and yardsticks to measure progress. These milestones need to be commensurate with the scale of the challenge ahead, for example, the numbers of Scottish homes with 270mm insulation by 2020 or numbers of solid wall insulation installations.

Beyond RPP2 - We ask MSPs to seek Government commitment to publishing, updating and reviewing sectoral milestones to enable future monitoring and evaluation of delivery of RPP2

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