



### SCCS analysis of April 18th policy announcements

Alongside the announcement about reopening climate legislation to remove interim targets, on 18th April the Cabinet Secretary announced [a series of climate policies](#). The table below summarises SCCS’s analysis of these, based on member feedback and how it compares to [what we have been calling for ahead of the announcement](#), and the [SPICe analysis](#).

Our initial response said these were “largely re-heated measures...wholly inadequate and fall very significantly short of the transformational acceleration in action needed. The Scottish Ministers must now be judged on whether and how quickly they strengthen these inadequate measures, and how quickly they then deliver and fund them”

Policy	SCCS response	SPICe analysis	Verdict
<p>Publication of a routemap to 20% reduction in car km by Autumn 2024 which includes a timeline for implementing demand management. This will include consideration of how local government action can further incentivise the switch to electric vehicles (EVs) in addition to reducing overall car km.</p>	<p>SCCS welcomed this commitment in 2020 but since then there has been no credible plan published, damaging any realistic chances of this being achieved.</p> <p>Whilst we welcome this ambition and the reference to demand management measures, a clear plan is needed urgently if this is actually to be delivered before 2030, including effective public engagement to build support for likely controversial measures.</p> <p>Switching to EV’s does not address issues of equity, and a modal shift away from private car</p>	<p>This commitment to reduce car travel was first made in the December 2020 Climate Change Plan Update, with a first Route map to achieve a 20 per cent reduction in car kilometres by 2030 published in January 2022. In this, the Scottish Government recognised the need for additional policies which directly discourage or prevent car use. It committed to commissioning research on the subject during 2022, which would then influence a Car Demand Management Framework to be published in 2025.</p> <p>The distance travelled by car and taxi traffic on</p>	<p>Existing commitment which is only realistically deliverable if policies are delivered urgently</p>



	<p>use to public and active travel is needed.</p> <p>SCCS suggested the following, which were not included in the announcement:</p> <ul style="list-style-type: none"><li>- Accelerating incentives for reducing car use/ownership – for instance, car-sharing schemes, added entitlements/reduced costs for non-car-owning households.</li><li>- Accelerate the implementation of restrictions on private car use where alternatives are available – for instance, Workplace (or wider Premises) Parking Levies<sup>1</sup>, Congestion charging, LEZ/ZEZs, Low Traffic Neighbourhoods, etc.</li><li>- Implement lowered maximum speed limits across the road network – 50/55mph on motorways/trunk roads,</li><li>- Introduce 20mph zones on the vast majority of residential streets by 2025.</li><li>- Adopting a targeted approach where those with clear alternatives to private cars (e.g. in cities) are targeted first, but island and remote rural situations are recognised, as well as equalities.</li></ul>	<p>Scotland’s roads reduced by 6.3% between 2019 and 2022, although this fall is largely due to a reduction in travel linked to the coronavirus pandemic. Preliminary UK-wide road traffic figures show a 2.3% increase in traffic during the period October 2022 to September 2023, continuing the post-coronavirus rebound in road traffic.</p>	
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<sup>1</sup> Subject to appropriate equalities safeguards and provision that employers must have fair green travel to work/in work plans negotiated with the relevant recognised trade unions (see <https://www.stopclimatechaos.scot/manifesto/policy/introduce-workplace-parking-levies-or-a-wider-premises-parking-levy-in-scotlands-cities/>)



<p>In line with advice from the Climate Change Committee (CCC), by the end of 2024, we will publish a new route map for the delivery of approximately 24,000 additional charge points by 2030 through a mix of public and private finance, alongside consideration of how we can support consumers transitioning to EVs, targeting rural areas and lower-income groups.</p>	<p>CCC estimates 30,000 points are needed so this is below that goal. Charge points for EVs don't address inequalities, road safety or remove all pollution. Although more are clearly needed, extending charging points for private vehicles is not a priority ask for SCCS.</p> <p>SCCS asked for Scottish Government to advocate for the UK Government to remove VAT from on-street EV charging to help reduce barriers, so we hope this is taken into account through this consideration of the transition.</p>	<p>As context to this part of the announcement, Transport Scotland sets out its current policy on the development of public electric vehicle charge points in A new vision for electric vehicle charging infrastructure in Scotland. The main vehicle for delivering this policy is the Electric Vehicle Infrastructure Fund, jointly developed and managed by Transport Scotland and the Scottish Futures Trust. This aims to deliver £60m of investment between 2022-23 and 2025-26, with the aim of increasing the size of Scotland's public charging network from around 4,600 to at least 6,000 charge points. The Scottish Government will invest up to £30m over this period, with the intention of leveraging in another £30m of private sector investment. To date, no new electric vehicle charge points have been delivered through this fund, although local authorities are in the process of developing Electric Vehicle Strategy and Delivery Plans. The Scottish Government advises that the programme will largely move to procurement and delivery during the current financial year.</p>	<p>So far failed to deliver additional points despite funds being committed two years ago.</p> <p>Extending EV charging points is welcome but not a priority for SCCS but CCC has said it is the only way to rapidly reduce emissions from transport.</p>
<p>Develop measures to accelerate the switch from Internal Combustion Engine</p>	<p>Scottish Government should have been working towards no new petrol and diesel vans by 2030 already. The <a href="#">Zero Emission Truck Taskforce</a> began in early 2023. We would want to see more</p>	<p>The Scottish Government provides advice and financial support, such as interest free loans for vehicle purchase and grants towards the installation of electric vehicle charge points, for</p>	<p>Lack of detail about what the measures actually are -</p>



<p>(ICE) to zero emission vans and other vehicles in order to help reduce ICE van kms with the intention of achieving early progress with the largest companies while ensuring appropriate support mechanisms for smaller businesses and independent traders.</p>	<p>details of how progress on this will be accelerated.</p>	<p>businesses and public sector organisations wishing to switch to zero emission vans and other light goods vehicles.</p>	<p>could just be restatement of existing measures.</p>
<p>Develop a new national integrated ticketing system for public transport in Scotland across all modes of transport to enable a system that can be used for all elements of a journey, with a first step of publishing a new smart ticketing delivery strategy in 2024, alongside business case for introducing national and/or regional integrated fares.</p>	<p>Integrated ticketing was promised in the 2011 SNP manifesto and <u>National Smart Ticketing Advisory Board</u> was established in November.</p> <p>Smart ticketing is undoubtedly helpful but is far from a silver bullet, the priority should be for public transport to be cheaper and more reliable.</p>	<p>As context, the Scottish Government has previously announced the creation of a national integrated ticketing scheme, dubbed the 'Saltire Card', and launched by then Deputy First Minister Nicola Sturgeon MSP, on 1 October 2012.</p> <p>This vision has not been realised to date.</p>	<p>Welcome, although measures to make public transport more affordable and accessible would be preferable.</p> <p>Promised over 10 years ago and not delivered</p>



<p>We also agree that future investment in our transport network will be set out in the second Strategic Transport Projects Review Infrastructure Investment Plan (STPR2 Delivery Plan) and will align with the sustainable mode and investment hierarchies. As per the Bute House Agreement, new roads projects will normally only be taken forward where they reduce the maintenance backlog; address road safety concerns or adapt the network to deal with the impacts of climate change or benefit communities such as bypassing settlements.</p>	<p>Restatement of existing Bute House commitment.</p> <p>SCCS ask was to stop funding any new or widened roads or any road scheme that increase capacity, including those via 'city region deals'<sup>2</sup> (freeing up funds for public/active travel). The announcement could be clearer/stronger on this.</p>	<p>The Strategic Transport Projects Review 2 (STPR2) sets out the Scottish Government's long-term plans for transport infrastructure investment through 45 separate projects or programmes. Transport Scotland had already committed to the publication of the STPR2 delivery plan in its National Transport Strategy: Third Annual Delivery Plan, published on 8 December 2023.</p>	<p>Existing commitment</p>
<p>The CCC is clear that emissions from the aviation sector must</p>	<p>Has been a long standing SCCS ask.</p> <p>SCCS also asked to stop any airport expansion;</p>	<p>The power to legislate for air departure tax in Scotland was devolved as part of the Scotland Act 2016. The Scottish Government promoted a</p>	<p>Welcome but long overdue.</p>

<sup>2</sup> <https://transform.scot/2024/03/19/new-report-finds-scotlands-dirty-deals-fuelling-climate-and-poverty-failures/>



<p>be reduced. This is accepted and it is recognised that Air Departure Tax (ADT) could and should make a contribution alongside, for example, sustainable aviation fuels. This must not, however, be at the expense of Highlands and Islands connectivity and particularly lifeline air services. We will set out the high-level principles of ADT, including how it will support emissions reductions and will proceed with more detailed policy development as soon as possible.</p>	<p>disincentivise unnecessary short haul flights, add taxes/restrictions to private jets, and introduce a Frequent Flyer Levy. Much more could have been announced to restrict this most polluting form of transport.</p>	<p>Bill, which became the Air Departure Tax (Scotland) Act 2017, that would have replaced the existing Air Passenger Duty (APD) regime for flights departing from Scotland. The aim being to reduce the APD tax burden by 50% from April 2018 and to abolish the tax completely, when resources allow, to help "...generate new direct air routes, sustain existing routes and increase inbound tourism". The Scottish Government deferred the introduction of ADT in April 2019, until issues regarding the tax exemption for flights departing Highlands and Islands airports could be resolved.</p> <p>In the 2024/25 Budget, the Scottish Government stated that it remains:</p> <p>"committed to introduce ADT in a way that protects Highlands and Islands connectivity and complies with the UK Government's subsidy control regime"</p> <p>The Scottish Government now pledge to set out the high level principles of ADT and how this can support emission reductions, with 'more detailed policy development as soon as possible'.</p>	
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<p>Tier 2 of the agriculture future support framework will be important for delivering outcomes for climate and nature. Following the First Minister’s announcement in February that the funding for Tiers 1 and 2 will constitute at least 70% of the overall funding envelope to support farming, crofting and land management from 2027, a further announcement about the proportion of funding between Tiers 1 and 2 will be made in June 2024.</p>	<p>Will have to wait for more news in June. Recent announcement by First Minister Humza Yousaf does not deliver for climate and nature.</p> <p>SCCS asked for clearer climate requirements in agriculture policy, either in statute or in the Rural Support Plan, including:</p> <ul style="list-style-type: none"> <li>o Clearer purpose &amp; duty in Agriculture and Rural Communities Bill; Introduce a duty on Ministers to set, in the Rural Support Plan, targets for pesticide harm reduction, organic farming, agroforestry, etc.</li> <li>o Additional climate-related conditions to the 70% of funding destined for Tier 1 (and part of Tier 2?) and/or a commitment to move away from 70% in coming years, with more funding moving into Tier 2 from Tier 1, and across other Tiers<sup>3</sup>.</li> <li>o Added investment in agro-forestry (including tier 3 capital grants and soft loans), plus clear targets and additional R&amp;D<sup>4</sup> and expanded</li> </ul>	<p>This new framework and information on the purpose of the different tiers was first announced as part of the Scottish Government’s consultation on the Agriculture and Rural Communities (Scotland) Bill in August 2022, and was followed by an Agricultural Reform Route Map with more information, first published in February 2023. Further background on agricultural reform can be found in a recent SPICe briefing.</p> <p>Tier 1 is the most entry-level form of financial support for agriculture, universally accessible to all who meet certain baseline environment and efficiency standards. The climate change policy package notes that Tier 2 of the new framework “will be important for delivering outcomes for climate and nature”. Tier 2 is described in the Agricultural Reform Route Map as an “enhanced level direct payment”, a:</p> <p>“...universally accessible payment that supplements [the Tier 1 entry level basic payment]. This is for applicants delivering Base</p>	<p>Await more news but current position does not go far enough and agriculture must do more</p>

<sup>3</sup> Subject to no reduction in the climate/nature element of tier 2.

<sup>4</sup> <https://cdn.forestresearch.gov.uk/2022/09/exc-the-potential-for-agroforestry-to-reduce-net-ghg-emissions-in-scotland-through-the-woodland-carbon-code-may-22-63236e210783d.pdf>



	<p>options and payment levels that allow integration of more trees and hedges on farms beyond that permitted by current schemes.</p> <ul style="list-style-type: none"><li>o Set targets and provide incentives for an increase in organic farming.</li></ul>	<p>requirements and undertaking further activity that delivers outcomes for nature and climate improvement, including recognition of wider land management.”</p> <p>The policy package reiterated an announcement made in February 2024 that 70% of funding for agriculture will be allocated to Tiers 1 and 2. In new information, the Scottish Government also announced that further information on how the funding will be split between Tiers 1 and 2 will be available in June.</p> <p>The funding split is a key topic of interest when it comes to designing a new agricultural support system and the previous announcement on the overall allocation to Tiers 1 and 2 generated debate between stakeholders. The National Farmers Union Scotland, welcomed the announcement that 70% of the overall funding envelope for land management would be allocated to Tiers 1 and 2, putting farming and crofting “at the heart of a new agricultural policy” with universally accessible funding. Environmental stakeholders, however, have suggested that this is a ‘business as usual’ approach, with organisations arguing that more</p>	
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<p>New conditions for agriculture support from 2025 include a Whole Farm Plan within which two of five options must be chosen. Soil testing and Integrated Pest Management plans will form two of those options and we will add Nutrient Management Plans to the Whole Farm Plans by 2028, with the details developed through our co-design approach. Proportionate Carbon audits will be required by all farms receiving public support by 2028 at the latest.</p>	<p>Welcome to see Nutrient Management Plans included as part of Whole Farm Planning, although we need to see increase in tangible measures to cut nitrogen use or at the very least improve NUE. WWF's 2020 report highlights the following evidence on nitrogen:</p> <ul style="list-style-type: none"> <li>● Reduction in nitrogen fertiliser use: measures to use nitrogen more efficiently, including better use of organic manures, could potentially generate reductions of nearly 350 kt CO<sub>2</sub>e, or 13% of the target, within the next 10 years, if adopted on most farms.</li> <li>● More radical reductions in nitrogen fertiliser use, by encouraging the use of legumes in grassland to eliminate or substantially reduce the need for N fertiliser, could reduce emissions by nearly 300 kt CO<sub>2</sub>e, or 11% of the target, within the next 15 years, if adopted on 40% of grassland.</li> <li>● The use of legumes combined with</li> </ul>	<p>Additional 'conditionality' on farm payments has been a key pillar of the Scottish Government's agricultural reform plans for some time. It was a new policy proposal in the Climate Change Plan Update published in December 2020. At the time the commitment was to:</p> <p>"Introduce environmental conditionality in the agriculture sector from 2021 via implementation of the Beef Suckler Climate Report and more widely from 2022 through the review of existing CAP Greening, which will extend the requirements to all farmers and crofters to undertake environmental actions."</p> <p>'Whole farm plans', were announced as part of the publication of the Agricultural Reform Route Map in February 2023, though the policy package announcement included new details on the content and timing of some requirements, including that "proportionate</p>	<p>Welcome but could have been more detail and gone further</p>



	<p>rotational grazing techniques in diverse-species grassland, which help build soil organic matter and sequester carbon, could increase the total benefit to 540 kt or 20% of the target. This could potentially be linked with a pasture-fed livestock approach.</p> <p>Carbon audit should be normal practice well before the end of the decade.</p> <p>SCCS suggested, as part of the Tier 2 list of measures, award points for farms which perform well objectively on nitrogen use efficiency (NUE)<sup>5</sup>. This could be measured as nitrogen balance per hectare and could be set at a target level of xkg/ha surplus for different sectors. This target could be set for example by reference to the current top quartile of producers. Evidence could be provided from farm records of N application and offtake (yields) – information which is already collected<sup>6</sup>.</p>	<p>carbon audits” will be required by all farms receiving public support by 2028 “at the latest”.</p>	
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<sup>5</sup> N<sub>2</sub>O emissions currently account for about 2Mt a year, this measure could reduce them significantly, especially for nitrogen being applied to grassland. Nitrogen surplus on the average LFA livestock farm in Scotland is reported at around 13% vs a [theoretically achievable 61%](#) . There is also scope for improvement in dairy, while arable farms are generally performing well. Farm profitability is also likely to improve with greater NUE.

<sup>6</sup> <https://www.gov.scot/binaries/content/documents/govscot/publications/statistics/2023/06/farm-business-survey-2021-22-farm-level-emissions-and-nitrogen-usage/documents/visual-summary-for-farm-business-survey-2021-22-farm-level-emissions-and-nitrogen-usage/visual-summary-for-farm-business-survey-2021-22-farm-level-emissions-and-nitrogen-usage/govscot%3Adocument/Farm%2BBusiness%2BSurvey%2B-%2BResearch%2B-%2BCarbon%2BAudit%2BAnalysis%2B2023%2B-%2BSEFARI%2B-%2BPublication%2B-%2BVisual%2Bsummary.html>



<p>We will take forward a pilot scheme with some Scottish farms to establish future appropriate uptake of methane suppressing feed products/additives which is a key measure to reduce emissions from livestock (where practically possible). This pilot will establish how future support can recognise uptake of these products as well as encouraging pioneering Scottish dairy farms to engage with the potential of these products. This will help inform and support the role out of methane suppressing feed products, the first of which has recently received approval, to reduce emissions from livestock. Our initial List of Measures for</p>	<p>SCCS asked to set target for reducing methane emissions from agriculture and implement policies to deliver, including on cattle genomics (including microbiome-driven breeding), feed additives, and slurry management.</p> <p>This is a fine initiative in the medium-term (and was identified in this <a href="#">WWF report</a> as having potential) but looking at low methane breeding will be better/more sustainable. Some concerns and questions about how this applies to extensive systems, that are much better for nature.</p>	<p>Methane suppressing feed products or additives aim to reduce the amount of methane emitted by livestock. The aim is to “establish how future support can recognise uptake of these products as well as encouraging pioneering Scottish dairy farms to engage with the potential of these products”. The announcement notes that methane suppressors formed part of an indicative list of measures which farmers may be asked to take in the future, published in the Agricultural Reform Route Map, and that the pilots will help to establish how the “potential of this technology can be harnessed”.</p> <p>This builds on previous research commissioned by the Scottish Government on methane-suppressing additives published in 2021 and further research produced by SRUC as part of the Scottish Government’s strategic research programme in 2022.</p>	<p>Welcome but could have been more detail and gone further</p>



<p>future agricultural support, published last year, envisages support for use of these products in the beef and dairy sectors as part of Tier 2. The pilot will help show how the potential of this technology can be harnessed.</p>			
<p>The Scottish Government will establish Regional Land Use Partnerships (RLUPs) as an initiative with coverage across Scotland by the end of the next Parliamentary term. This is beginning with the recruitment of up to three new areas over the next year, recognising successful partnership must be driven by communities from the bottom up.</p>	<p>Mixed views on existing RLUPs - more evaluation on value might be needed.</p>	<p>An original project piloting the development of 'Regional Land Use Frameworks' was established in the Borders and Aberdeenshire from 2013-2015. Regional Land Use Partnerships (RLUPs) have subsequently been trialled through five pilots since 2021. The partnerships aim to include a range of land managers and stakeholders to enable inclusive land use, supporting both net zero and nature recovery goals. The Land Use Strategy 2021-2026 committed that each pilot would develop its own Regional Land Use Framework by 2023.</p> <p>The 2021 Bute House Agreement already set out a commitment that, if the pilots meet expectations and show that they have taken a democratic, local approach, the Scottish</p>	<p>Existing commitment</p>



		<p>Government will develop plans for a second phase from 2023, “aiming for further roll out across the country before the future rural support scheme is established”. The policy package commitment, whilst primed by the Bute House Agreement, confirms that this second phase will take place, with a tangible commitment to three new areas. There is currently no information on the scale of or location of these new areas, or what long-term funding arrangements might be for RLUPs in future.</p>	
<p>Investigation of how partial re-wetting can co-exist with continued agricultural activity and access to Agricultural Support, and further research on costs and benefits of partial re-wetting, including up to £1 million invested in pilot partial re-wetting projects. This will inform potentially improved incentives for land managers to manage peatlands for nature and carbon from 2026 onwards.</p>	<p>SCCS asked for a ban on peat for horticulture and to tighten up regulations/code re muirburn, including early review of ‘peat depth’ definition.</p>	<p>Degraded peatlands are often in a drier state than they should be and are restored using interventions which ‘re-wet’ the ground. The policy package made a commitment to investigate how ‘partial re-wetting’ of peatlands can co-exist with continued agricultural activity, and with access to agricultural support by investing up to £1m in pilot partial rewetting projects. The Scottish Government committed to further research on costs and benefits of this approach, and research into the extent, depth and quality of peat under grassland. The overall aim is to inform improved incentives for land managers to manage peatland from 2026.</p>	<p>New commitment, which is welcome, but more could have been committed to on peat</p>



<p>As part of this, we propose further research to understand the extent, depth and quality of peat under grassland.</p>		<p>This appears to be a new commitment, and links into the overall plans to develop a new agricultural support framework discussed above, as well as overall peatland restoration plans.</p>	
<p>We will build on the current Cairngorms Deer Pilot to develop a national scheme which incentivises increased management and investment in the venison supply chain.</p>	<p>More evidence on value of pilot scheme needed before we can assess.</p> <p>SCCS ask was to reduce wild deer numbers to ensure more/faster native woodland regeneration and save funds from SG/FLS deer management budget.</p>	<p>The Cairngorms community deer management pilot started in 2023 and offers local residents the opportunity to learn deer management skills and, when fully trained and qualified, free access to NatureScot's Creag Meagaidh National Nature Reserve (NNR) to shoot deer in season for their own consumption. The project aims to support recommendations from the 2019 independent Deer Working Group report, which recognised the benefits of more local consumption of wild venison, stating:</p> <p>"That rate of local consumption appears low compared to some other European countries. However, the Group considers that the increased level of local consumption in Scotland has many attributes that are in the public interest if the food is safe (for example: potentially a better price for suppliers; added</p>	<p>Existing commitment.</p>



		<p>value retained locally in rural areas; healthy type of meat; local produce for residents and visitors; potentially lower carbon footprint than livestock meat; fewer travel miles, etc.).”</p> <p>The Scottish Government also consulted in January 2024 on regulatory changes aimed at supporting the wild venison market, acting on other recommendations of the Group.</p> <p>The Scottish Government has already indicated that the pilot will be rolled out further. Answering a question in the Scottish Parliament on 21 February 2024 regarding the potential roll-out of the Cairngorms pilot, which noted community models of deer management are common in many European countries, the Minister for Green Skills, Circular Economy and Biodiversity said:</p> <p>“I am pleased with the result of the pilot scheme on community-led deer management, I am excited about the work that is under way in the Cairngorms national park and I look forward to expanding the programme, so that we can have more community benefits from our deer management plans.”</p>	
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		<p>The policy package re-affirms this commitment and expands on it through committing specifically to a new “national scheme”, although broadly in line with existing work in response to the Deer Working Group.</p>	
<p>We will consult on options for a carbon land tax on larger landholdings in summer 2024, as part of exploring regulatory and fiscal changes that could be made to further incentivise peatland restoration afforestation, and renewable energy generation.</p>	<p>SCCS ask was to introduce a carbon emissions land tax so progress on this is welcome.</p>	<p>This builds on a pledge made in the 2024-25 Budget, where the Scottish Government stated that:</p> <p>“In 2024-25, the Scottish Government will work with our partners in COSLA and local government, and other stakeholders, to examine how further policy measures – regulatory and fiscal – can support existing policies and interventions to improve a wide range of land management outcomes, including the restoration of peatlands and the creation of more woodlands. This will also include consideration of a proposal for a Carbon Emissions Land Tax, as has been suggested by the John Muir Trust.”</p> <p>In March 2024 the John Muir Trust published an updated proposal for a carbon emissions land tax in Scotland. The proposal includes two models for the tax; the first being a banded system to differentiate land holdings based on</p>	<p>Welcome that this is moving to consultation stage, building on existing commitment.</p>





		<p>the quantity of greenhouse gases realised from their habitats. The second model proposed a fixed rate of tax per hectare which varies depending on different land types, with rebates applied depending on management and condition to encourage emission reductions. The John Muir Trust state that by 2040 Scotland could remove 6 million tonnes of greenhouse gases from the atmosphere annually.</p>	
<p>We are considering the recommendation from the Green Heat Finance Taskforce to review and publish, by the end of 2024, analysis of how non-domestic rates reliefs can better support our climate ambitions and encourage investment in energy efficiency and zero direct emissions (or clean) heating system, working closely with the New Deal for Business.</p>		<p>The formation of a GFHT was announced in the Heat in Buildings Strategy in 2021 and the first meeting was in February 2022. The Taskforce's Terms of Reference set out that there should be 'interim findings provided by March 2023' with a 'final report and recommendations in September 2023'.</p> <p>The first output from the GFHT was published on 22 November 2023, with the aim 'to stimulate discussion around how best to develop the range of financing options that we see as being important in delivering the significant transformation of heating in buildings'. A Part 2 report will focus on 'place-based mechanisms and larger scale financing options for energy efficiency and zero direct emissions heating systems'. The Minister for Zero Carbon Buildings,</p>	<p>Existing commitment</p>



		<p>Active Travel and Tenants' Rights wrote to the Net Zero Committee in November 2023 stating that the Scottish Government would formally respond to the recommendations of the Part 1 report once the Part 2 report is published this year.</p>	
<p>Following the production of a Just Transition Plan for Grangemouth, we will co-develop a Just Transition Plan for Mossmorran.</p>	<p>Welcome - but needs to be a proper plan, with workers and communities fully involved in its design.</p>	<p>The Scottish Government have already published a draft Just Transition Plan (JTP) and energy strategy (January 2023). JTPs for three other sectors (agriculture and land use, buildings and construction, and transport) were expected to be published prior to the Climate Change Plan. The Scottish Government have already committed to produce a place-based plan for the Grangemouth area, which was the subject of an enquiry in the Economy and Fair Work Committee. The Scottish Government have now committed to produce a second place based JTP for Mossmorran once the Grangemouth plan is finished. At an Economy and Fair Work Committee evidence session in December 2023, the then Cabinet Secretary stated that the Scottish Government intended to publish the Grangemouth Just Transition Plan in Spring 2024.</p>	<p>New commitment which is welcome, but JTPs need to have much more detail</p>



<p>We will seek agreement to the establishment of a 4 nations climate response group. The remit of a new Group will be developed, but will include climate financing, the balance of reserved and devolved powers, and presented to the UKG and other nations for further discussion.</p>	<p>Welcome - we have been calling for better join up between nations.</p>	<p>The Scottish Government has proposed to establish a four-nation climate response group, with a remit to include climate financing, including engaging with the issues identified in the Scottish Fiscal Commission report with respect to reserved and devolved powers.</p>	<p>Welcome new proposal</p>
<p>To continue strengthening the capacity of climate policy development within the Scottish Government, the following will be taken forward:</p> <ul style="list-style-type: none"> <li>• explicit and detailed consideration of the staffing needs for taking forward this climate change policy package and wider programme as part of Portfolio</li> </ul>	<p>The consideration of internal barriers to progress is welcome, especially increased capacity in the climate change team.</p> <p>SCCS asked for a <u>meaningful</u> climate test and/or conditions to any public investment in either public or private building or business. Consider the establishment of a central “delivery unit” to oversee climate education to implement the climate test and to track and ensure delivery of actions across government and the public body family.</p> <p>SCCS asked for a “net zero strategy” for Scottish</p>	<p>The Scottish Government states that its Executive Team will now lead ‘explicit and detailed’ consideration of the staffing needs to take forward the climate change policy package, and that this will include consideration of options for secondment or short-term use of external expertise. The Scottish Government’s Global Climate Emergency Programme Board will have a formal advisory role on the climate impact of proposals in the Programme for Government and the Scottish Budget.</p> <p>In their report published in March 2023 How the Scottish Government is set up to deliver on their</p>	<p>Welcome - we encouraged them to think about internal barriers to delivery</p>



<p>Workforce Planning to be led by the Scottish Government's Executive Team</p> <ul style="list-style-type: none"> <li>continued active consideration of options for secondment/short-term use of external expertise to support the development of policies</li> </ul> <p>In addition, the Global Climate Emergency Programme Board and the Cabinet Sub-Committee for the Climate Emergency will have a comprehensive and formal advisory role on the climate impact of proposals for both the Budget and the Programme for Government. This would be</p>	<p>Government operations, buildings, etc, and to introduce a strict public procurement policy, across the public sector, that favours low carbon goods and services; to be followed by mandatory due diligence reporting (supported by Scottish Government guidance).</p>	<p>climate change goals Audit Scotland noted that 'There has been no workforce plan in place for the DG Net Zero area since it was established in November 2021, although one is expected in spring 2023.' Audit Scotland recommended that the Government 'Ensure that a Director General Net Zero workforce plan is in place by spring 2023, which takes sufficient account of the number of staff and skills required to deliver on its climate change responsibilities.'</p> <p>This will filter policy, identifying those with a high impact (from a climate perspective), and lead to more precise calculations of the impact of policy decisions on the climate. In the budget session in the Net Zero, Energy and Transport Committee earlier this year the Cabinet Secretary stated: In the budget session in the Net Zero, Energy and Transport Committee earlier this year the Cabinet Secretary for Transport, Net Zero and Just Transition stated:</p>	
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<p>based on the systematic examination of carbon emissions impacts of expenditure being taken forward through the current pilot of the Net Zero Assessment. The intention is, on completion, to roll the pilot out across all significant expenditure decisions from the end of 2024. The Cabinet Sub-Committee for the Climate Emergency will also ensure net zero issues are fully reviewed in the development of the forthcoming Green Industrial Strategy, Just Transition Plans and the refresh of the National Strategy for Economic Transformation.</p>		<p>“The Deputy First Minister and I work on this jointly. Officials in my team have been working with officials in the chief economist’s directorate, and they are looking to bottom out a methodology. Our expectation is that we will pilot a launch on targeted policies in the spring, with the hope of rolling that out by the end of 2024”</p> <p>This climate policy package reiterates that this will be rolled out starting from the end of 2024, but notes that this will be a ‘full roll out’.</p>	
<p>Following on from the climate assembly, and the report from the Committee’s People Panel</p>	<p>We welcome further public engagement but it was unclear how the recommendations from the last Climate Assembly were dealt with, so there needs to be a clear process for this.</p>	<p>This proposal follows on from Scotland’s Climate Assembly in 2021, and the most recent Scottish Parliament led People’s Panel on Climate Engagement.</p>	<p>Welcome but await detail, and more needs to be done on</p>



<p>on climate engagement, we will take forward a new assembly/participative process, which, unlike previous assemblies, will develop public understanding of the implications of the transition to net zero for Scottish households and businesses.</p>	<p>SCCS asked for an effective climate information campaign, and recent People's Panel backs up the need for this.</p>		<p>public engagement</p>
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