



# Stop Climate Chaos Scotland

## Reaction - Draft Report on Proposals and Policies (RPP)

18 November 2010

### Summary

- SCCS is pleased to see a plan of action setting out how proposals and policies can meet each annual emissions reduction target up to and including 42% by 2020. SCCS now calls for a cross-party commitment to translate plans into action.
- However, the draft RPP acknowledges that current policy can only achieve a 38% cut in emissions by 2020. Drafted proposals must therefore be translated into policy if the remaining reductions are to be achieved.
- Over a third of total effort described to meet the 2012 target comes from proposals, not policies. Early action on tackling climate change is critical in securing Scotland's emergence from recession and setting itself firmly on a low carbon trajectory.
- The draft RPP relies heavily on voluntary measures to deliver emissions reductions. The RPP must provide greater confidence that the projected emissions reductions associated will be achieved, unless there is considerable evidence of current success with a particular voluntary measure.
- There are many economic, social and environmental benefits to early action to tackle climate change. Many measures would save money, reduce energy bills, reduce fuel poverty, create jobs and investment opportunities for the low carbon market.
- The 2011-2012 Scottish Budget offers the opportunity to support greater investment in policy areas that would help realise our 42% target.
- Having unanimously passed the Climate Change (Scotland) Act in 2009, Parliament must now use the next 60 days to thoroughly scrutinise, debate and improve the draft RPP to give greater confidence that our legal climate change targets can be met.

### Background

SCCS is calling for a **credible** and **transparent** package of policies that describe the right level of **ambition** needed to hit each annual target up to and including the 2020 42% target. The RPP must serve as a comprehensive description of climate action commitments over the coming decade, which can also be scrutinised annually by Parliament.

### From proposals into policies

SCCS is pleased to see a plan of action setting out how proposals and policies can meet each annual emissions reduction target up to and including 42% by 2020. This demonstrates that 42% is possible. However, the draft RPP states that current policies can only achieve a 38% cut in emissions by 2020, with a heavy reliance on proposals – particularly in the early years - to deliver the remaining cuts. For example in 2012, as much as 86% of the reductions identified within the transport sector are attributed to proposals only<sup>1</sup>. SCCS believes that our current *policy* effort must increase in order to hit our legal climate targets. The draft RPP also relies on voluntary measures to deliver emissions reductions, which naturally limits uptake of the necessary measures<sup>2</sup>. Unless there is considerable evidence of current success with a particular voluntary measure, the RPP must provide greater confidence that the projected emissions reductions will be achieved.

<sup>1</sup> This does not represent the 'step-change' in devolved policy action that is described as needed in the draft RPP (p84 Report on Proposals and Policies).

<sup>2</sup> For example, in the land-use section, almost 60% of policies and proposals are voluntary measures.

## Homes and Communities

Emissions from our domestic housing sector account for about a quarter of our emissions. SCCS believes many of the energy saving policies and proposals set out in the draft RPP are vital, including stronger energy standards for new buildings in 2013 and 2016, continued insulation schemes and a more ambitious standard for existing social rented homes. However, the level of ambition in the draft RPP still falls well short of the contribution housing can and should make to the 42% target. SCCS calls for the inclusion of £100m a year for a national retrofit programme – including universal area-based energy saving schemes, low interest loans and grants for more expensive measures, enhanced funding to tackle fuel poverty and the introduction of minimum energy efficiency standards for private housing from 2015.

## Transport

Today's car dominated transport sector is described by the UK Climate Change Committee as having the greatest abatement potential outside the traded sector. The draft RPP also demonstrates that significant emissions cuts could be achieved in the transport sector should the right policies be put in place. However, proposals must be translated into policies for real reductions to be seen. The Government's own research shows that the best value for money in reducing emissions will be achieved by the widespread introduction of travel planning (and other 'Smarter Choices' measures), the introduction or increase in parking charges, reductions in road speeds and measures to improve bus services.

## Rural Land Use

The land use sector has the unique opportunity to take carbon from the atmosphere and lock it away in soil and vegetation. The measures within the draft RPP will go some way to helping land managers to do this and also cut their emissions. However, too many of the land use policies are voluntary measures reliant on agri-environment funding, which has been reduced in the budget. A compulsory approach is urgently needed to ensure farmers adopt money saving carbon-friendly farming practices. The Scottish Government must commit to new funding for restoration of 600,000 hectares of peatland habitats so that they move from being degraded emitters of carbon, to secure and increasing stores of carbon rich soils.

## Benefits of early action

Delivering on this package would secure real and lasting benefits such as a greener, fairer Scotland, with less pollution, more active lifestyles and a healthier natural environment. The transformation described by the draft RPP to better housing stock, sustainable transport, renewable energy and low carbon electricity generation represents a bold plan for long term job creation, releasing Scotland's potential for a low carbon economy.

**The Climate Change (Scotland) Act sets out a 60 day period of Parliamentary scrutiny for the draft report. During this period, SCCS encourages all parties to work together to ensure the final report describes the necessary step change in policy delivery we need to see.**

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Stop Climate Chaos Scotland (SCCS) is a diverse coalition of over 60 organisations campaigning together on climate change, including environment, faith and development organisations, trade and student unions and community groups. For more information visit [www.stopclimatechaos.org/stop-climate-chaos-scotland](http://www.stopclimatechaos.org/stop-climate-chaos-scotland).

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