



Introduction

Friends of the Earth Scotland welcomes the opportunity to brief ahead of the Labour Party debate on Climate Change. We believe action taken now will not only help achieve the targets in the Climate Change (Scotland) Act but can also have significant social and economic benefits for Scotland. The right decisions will set Scotland on a path to a low-carbon, sustainable future and will help support climate justice internationally.

1. The importance of Early Action

The vast majority of scientists are convinced that climate change is happening – and the time for tackling it is fast running out. With this urgency in mind the Scottish Parliament is to be congratulated for passing its world leading climate legislation back in late June 2009. The UK Committee on Climate Change (UKCCC), which has advised the Government on various parts of the Act, has suggested annual targets from 2013 of 3% per year reductions. Yet for the next three years they have simply suggested marginal cuts based on business as usual proposals. Early action pays extra dividends by disproportionately reducing the cumulative emissions budget (which Ministers must take account of when setting annual targets). Business as usual isn't good enough so we hope the Scottish Government will bring forward more ambitious targets for 2010-2022 in the statutory instrument on annual targets.

- **The Minister could be asked if he will bring forward annual targets that are more ambitious than business as usual over the next three years.**
- **The minister could also be asked how he intends to take account of a fair and safe cumulative budget in setting annual targets for 2010-2022**

2. Policy Change Required

The most important way the Scottish Government can show leadership is through action – actually delivering on the intentions of the Climate Change (Scotland) Act. This will require both new policies in certain areas and a reversal of policies in others. Friends of the Earth Scotland would support a review of the climate delivery plan that looks at how Scotland can achieve 42% emissions reductions even if the EU or UK fail to increase their targets, so as to inform the Scottish Government's Report on Policies and Proposals (expected to be published in September). In line with the UKCCC third option on how Scotland could meet a 42% target without the EU increasing its targets, we believe Scotland should aim for 47% emissions reduction in the non-traded sector (47% from a 1990 level = 32% below 2005). Most importantly, the report on policies and proposals should concentrate on the options available to reduce emissions over the next few years.

One of the most cost-effective schemes that could be financed is a truly universal home insulation scheme.¹ We support the Economy, Energy and Tourism Committee's calls for such a scheme to be financed to the tune of £100-170 million. Alongside such a scheme the Energy Efficiency Action Plan needs to set out a truly ambitious role for Scotland's buildings to play in reducing emissions and tackling fuel poverty. Council tax rebates for energy efficiency and microgeneration measures and minimum standards for the private rented sector are but two of the policy measures that we will be looking to see come forward in the near future.

- **The Minister could be asked if the Government are considering raising the funds given to the Home Insulation Scheme and whether any new funds will go to a universal scheme as opposed to one that is means tested.**

Public procurement also has an extremely important role to play. Research by the New Economics Foundation found that good procurement policies have a 'multiplier effect' on the local economy.² Good

1 WWF report, 'Achieving our potential': http://assets.wwf.org.uk/downloads/report_v_5.pdf

2 See for example: Local multiplier 3 (LM3): http://www.nef-consulting.co.uk/page_101.html

practice in procurement already exists in Scotland, for example in East Ayrshire's school food programme³, but generally is patchy and not widespread. We believe that the guidance to public bodies with regards to their duties under the Climate Change Act should have a strong focus on procurement as a means to reduce emissions. Parties should also consider a Public Procurement Bill in the next Parliamentary session.

- **The Minister could be asked if the guidance to public bodies with regard to their duties under the Climate Change (Scotland) Act will have a strong focus on low-carbon procurement.**

Decarbonising Scotland's energy system is crucial if we are to meet our climate change targets. With this in mind we believe that the proposal for a new coal fired power station at Hunterston is the wrong proposal, at the wrong time, in the wrong place. Although carbon capture and storage could have a role to play tackling climate change on a global level it should be tested on existing power stations first. Research commissioned by Friends of the Earth Scotland, RSPB, WDM and WWF has shown that renewables could meet up to 143% of Scotland's electricity demand by 2030. Scotland needs neither new coal nor new nuclear power.

- **The Minister could be asked if he supports the development at Hunterston and if it will help or hinder Scotland meeting its 42% emissions reduction target by 2020.**

Emissions from the transport sector have risen considerably over the past 20 years and continue to do so. While electric and low-carbon vehicles will have an important role to play decarbonising transport in the long term – and car batteries can be used for storing renewable electricity; consideration also needs to be given to demand reduction measures in the short term. In light of the spending constraints that the Scottish Parliament face over the coming years, Friends of the Earth Scotland believes it is completely unsustainable to be spending hundreds of millions of pounds on major road building projects such as the M74, Aberdeen Peripheral Route and additional Forth Crossing – while spending less than 1% of the budget on active travel. We believe a review of Scotland's trunk road network should be undertaken and where possible emission increasing road projects such as those outlined above should be cancelled. Serious consideration should also be given to reducing speed limits to 50mph.⁴

- **The Minister could be asked if he is open to increasing the share of the transport budget that goes to active travel; and, if so, how he considers spending £2 billion on an additional Forth road crossing is complementary to this**

3. Further Implementation of the Climate Change Act

Friends of the Earth Scotland, working with colleagues in the Stop Climate Chaos Scotland coalition will continue to engage in helping achieve the implementation of the Climate Change Act. With this in mind, two particular areas of secondary legislation to be laid in April, alongside the laying of annual targets, are the limits on carbon credits that the Scottish Government can use between 2010-2012 and the method by which the Government accounts for aviation emissions at altitude.

- **The Minister could be asked if he will tighten the limit on carbon credits that can be used between 2010-2012 and if aviation emissions will be accounted for with regard to their full climate impact.**

Conclusion

In order to maintain Scotland's leadership on climate change Government and Parliament must be ambitious in the implementation of the Climate Change (Scotland) Act. In the short term this should be reflected in the annual targets, carbon credits and aviation instruments that will be laid before Parliament. More importantly, we need to start implementing more of the policies required to cut emissions as well as stopping policies that continue to raise emissions. Scotland has world-leading climate change laws, but they will count for little if we don't deliver on the promises within the Climate Change (Scotland) Act 2009 and do so in a way that supports climate justice.

For further info contact: Francis Stuart, Parliamentary Officer, fstuart@foe-scotland.org.uk, 0131 243 2701

³ <http://www.east-ayrshire.gov.uk/ess/onsite/hungryforsuccess.asp>

⁴ See for example Friends of the Earth Netherlands report 'why slower is better' demonstrating that cutting speed limits to 80km/hr can cut Netherlands emissions by 12%. Available on request.