

## Annex: Email question D and E

**From:** [redact]@transport.gov.scot>  
**Sent:** 06 November 2020 11:40  
**To:** [redact]@gov.scot>  
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**Subject:** Read-out: Catch-up between TS and DfT, 04/11/20

Dear all

For info, here's a read-out of the meeting we had with DfT regarding their Transport Decarbonisation Plan (TDP).

### Attendees

DfT: [redact]  
TS: [redact]

### Overview of progress on TDP

- The 'Setting the Challenge' document was published in March, and stakeholder engagement took place over the summer.
- The TDP is nearing completion, but the policies discussed on this call are not yet official government policy and not for wider sharing.
- Some aspects of the TDP will apply to UK as a whole – except where responsibility is devolved (unless DAs want a common position).
- DfT is hoping to finalise TDP in November, but much is contingent on the Spending Review scheduled for 25<sup>th</sup> Nov.
- Given uncertainties (e.g. Spending Review) the TDP may not be published until January.

### Content of TDP

- A key policy will be stronger regulation for **road transport**, where most carbon savings are to be made. This will include phase-out dates for all road vehicles (with recognition that different types of vehicle are at different stages of readiness).
- The consultation on bringing forward the ban on sales of fossil-fuel vehicles to '203x' is still live and outputs are still subject to ongoing discussion.
- **For HGVs** there will potentially be different dates for smaller/larger vehicles, along with tighter efficiency regulation.
- DfT will publish a green paper on the future post-EU regulatory regime, with a possible zero-emissions mandate, to include cars and vans (and potentially other vehicles). This won't be finalised in the TDP, but there may be high-level indications of what a framework could look like.
- We asked about how demand/modal shift features in the TDP. DfT stated that it will cover **modal shift** to AT/PT, shared mobility, guidance for LAs, car clubs. On AT there won't be much more than what was already laid out in the 'Gear Change' cycling strategy published earlier this year. There will be nothing specific on demand. Rather than explicitly trying to discourage car use, they want to make other options more appealing.
- **Buses:** DfT are keen to see a potential phase-out date for fossil-fuel buses. This would be England only (but they'd be open to making it UK-wide). Thinking still ongoing.
- In their stakeholder engagement there was lots of feedback on planning, particularly to support AT. They are exploring this with colleagues, around potential planning reform.

- We asked about Fuel Duty. DfT stated that this is firmly in the Treasury's remit, and that the DfT's focus will continue to be regulatory, rather than on tax. DfT offered to put us in touch with Treasury officials regarding their 'Route to Net Zero', regarding its scope and content.
- **Freight:** the TDP will look at modal shift for freight (road to rail/water) and will include a commitment to have a target for England and Wales. It will also consider what infrastructure will be necessary to support this.
- Existing EU standards will be cut and pasted into the TDP. Future tightening of standards will be subject to further consultation.
- **Aviation/shipping:** the TDP will continue international emissions goals, and DfT will consider these again after summits in 2022/3. An aviation net zero strategy will follow next year. Shipping will be subject to further consultations.
- The TDP narrative will refer to a mode shift from aviation to HS rail, including what role domestic aviation considerations might have for HS rail. This may come in the aviation consultation.
- **Rail:** subject to ongoing discussions, but DfT working on a blueprint for potential delivery.
- A Science Plan may be published alongside the TDP. This will provide the mechanism for the delivery of technological change such as hydrogen for maritime, aviation and HGVs.
- EQIAs will be carried out for individual policies with appropriate consultations and timeframes.

#### Actions/next steps

- DfT colleagues committed to sharing a draft of the TDP with us before the official write-around.
- TS flagged the asks of the UK Government in the transport chapter of the CCPu, e.g. going further on EU regulations. We informed DfT colleagues we would share these asks with DfT.
- TS may want to write (at official level) formally asking to see their proposals within good time ahead of publication.

Thanks

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Climate Change Unit | Transport Scotland

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