

Aldersgate Report: food for thought?

Anna Douglas, Region Gävleborg and former UK adviser air quality & climate change



ALDRERGATE GROUP

The Aldersgate Group is a politically impartial, multi-stakeholder alliance championing a competitive and environmentally sustainable economy.

Shifting gear

Urgent action is required

Improving the efficiency of the transport system

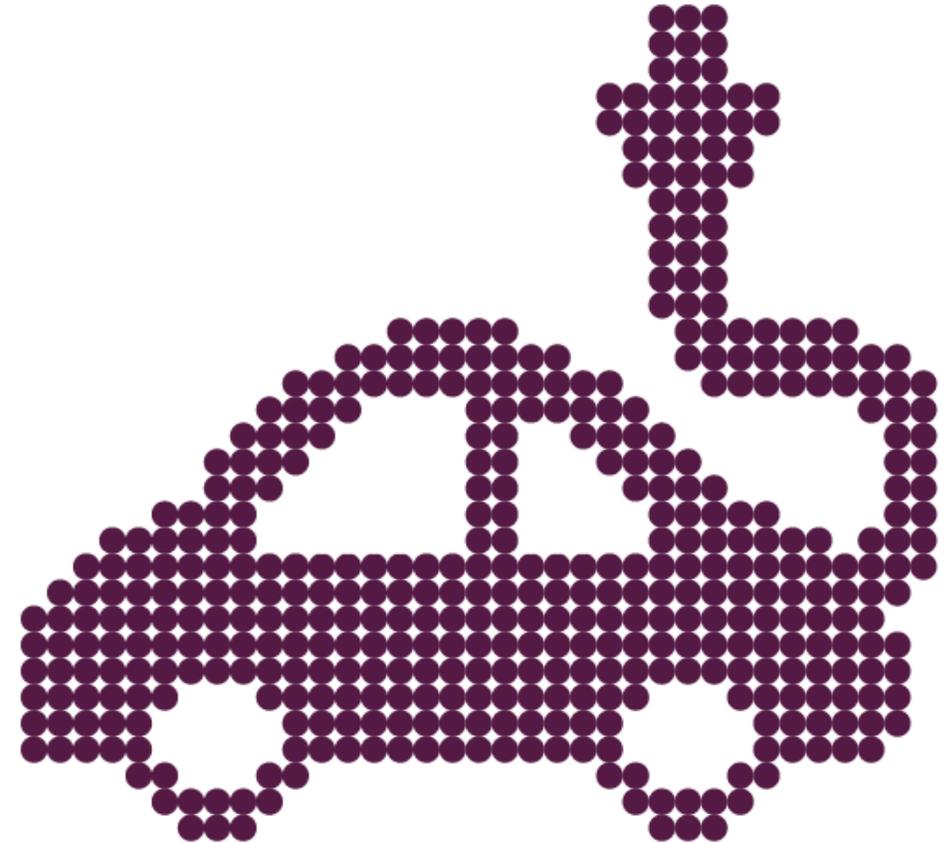
Enabling the shift to sustainable transport

Securing leadership in the manufacture and take up of clean vehicles

Driving greater resource efficiency in vehicle manufacturing

Financing low carbon transport infrastructure

<http://www.aldersgategroup.org.uk/asset/1324>



**SHIFTING EMISSIONS INTO
REVERSE GEAR  PRIORITIES FOR
DECARBONISING TRANSPORT**

An aerial photograph of a dense forest in winter. The ground is covered in a thick layer of snow, and the trees are mostly evergreens, some of which are dusted with snow. A straight road or path cuts through the center of the forest, running vertically. The lighting is soft, suggesting a bright but overcast day.

Gävleborg

Do we have a problem with transport? Yes

Are we taking action? Yes

Do we need to do more? Yes!

Can we benefit from this transition? Yes!

Society, Economy & Environment

Transport in Gävleborg

- The transport sector accounts for a large part of the emissions
 - approximately 20 per cent of the energy consumption in the county, but almost half of the greenhouse gas emissions.
 - higher per inhabitant in the county (2.3 tonnes per inhabitant) compared to most other counties and national average (1.7 tonnes per inhabitant).
 - Geography, heavy industry intensity and fossil dependence?
- The transport sector is also an important part of the transition.
 - ✓ biofuels are increasing- 17 % of the energy use in the transport sector in the county in 2015.
 - ✓ Emissions from the sector have decreased since 2007 but traffic has increased.
 - ✓ Population growth as well as the increased globalization and regional expansion have meant that goods and people travel and are transported to a greater extent than before.

An aerial photograph of a dense forest. A road or path runs vertically through the center of the image, dividing the forest into two halves. The trees are mostly evergreens, with some deciduous trees showing autumn colors. The lighting is bright, suggesting a sunny day.

Opportunities for Gävleborg

Innovation is needed to bring forward new products, services, ways of working, partnerships, business models and relationships. We can learn and lead, with the right policy framework

Key recommendations for the UK- Aldersgate

Summary of policy recommendations

To decarbonise the UK transport system and accelerate the transition to low and zero emission mobility, government should:

Integrated transport network strategy

- bring together road and rail strategies to ensure that the most environmentally and economically beneficial schemes are taken forward.

Long-term funding to improve the efficiency and environmental performance of local transport systems

- in line with the funding model currently in place for Highways England and Network Rail.

Make Public transport most attractive

- support other forms of low carbon mobility where public transport is not viable -improving accessibility, reliability and affordability - rail, bus, reduce the need for private vehicles, car clubs & planning new housing and commercial developments.

Improve the efficiency of freight transport

- more goods onto the rail network and maximise logistic efficiency for deliveries, where goods are then loaded onto zero emission vehicles for the 'last mile'.

Increase the uptake of cycling and walking

- longterm investment to a comprehensive, high-quality cycling/walking network and investing in a public health communications campaign.

Clean Air Zones (CAZs)

- a strong regulatory framework and clearer guidance to set ambitious minimum standards with respect to the charges levied on road users.

Accelerate the uptake of ZEVs

- by guaranteeing upfront purchase grants until EVs reach cost parity, delivering an affordable, efficient and widely accessible EV charging infrastructure, clarifying future CO2 emission standards and incentivising the continued growth of a manufacturing base for ZEVs.

Encourage greater innovation

- in complex areas where zero emission technology is not yet deployable at scale, such as for long distance journeys and HCVs, by trialling different technologies on roads and rail lines such as hydrogen and biofuels, as well as traditional rail electrification.

Resource efficiency in manufacturing

- by incentivising the use of more resource efficient components such as long-lasting performance tyres, the re-use and reconditioning of EV batteries for second-life appliances and a much greater use of secondary materials in vehicle manufacturing.

New fiscal measures and leverage private investment

- This should include developing a new system of road pricing, which utilizes improvements in connectivity and charges users based on distance travelled, sharing risk with the private sector to deliver better value for money on infrastructure projects, and encouraging transport authorities to diversify revenue streams to reduce reliance on central government funding.

How does this apply in Sweden & Gävleborg?

Read the report- <http://www.aldersgategroup.org.uk/asset/1324>



This is possible! Riversimple





regiongavleborg.se

Anna Douglas

Anna.douglas@regiongavleborg.se

+46725438919