

Cleaner Air for Scotland 2 Towards a Better Place for Everyone 2022/23 Progress Report

September 2023

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Foreword

This is the second annual progress report for Scotland's air quality strategy 'Cleaner Air for Scotland 2 – Towards a Better Place for Everyone' (CAFS2) which was published in the summer of 2021. Since CAFS2 was published the Scottish Government has worked closely with our partners, through the CAFS2 Delivery and Working Groups, making progress across the actions set out in the Delivery Plan, building on the achievements of the previous Cleaner Air for Scotland strategy.

I am pleased to announce that for the first time, outside of recent lockdown periods, no automatic monitoring sites in Scotland are exceeding air quality objectives. This important achievement shows that actions being put in place, through tighter regulation, improved fuel quality, cleaner vehicles and an increased focus on sustainable transport, are delivering for the people of Scotland.

Glasgow City Council introduced Scotland's first (bus only) Low Emissions Zone (LEZ) in 2018. 2022 saw all vehicle LEZs introduced for the first time in Scotland. These innovative LEZs will effectively deliver pollution reduction in our city centres.

Over the past year we have worked closely with local authorities and the Scottish Environment Protection Agency to strengthen the Local Air Quality Management (LAQM) regime. Our partners have worked enthusiastically with us on the revision of LAQM policy guidance and I thank them for that.

We have published a baseline survey of current awareness amongst the Scottish public of air pollution health effects and source contributors. This is key to the development of our public engagement framework for air quality, helping to secure air quality improvements through effective communication and messaging.

In addition, the National Planning Framework 4 was adopted by the Scottish Ministers on 13 February 2023. It sets out our spatial strategy for Scotland's long term development. Its preparation included consideration of air quality matters. The adopted policy is clear that development proposals will consider opportunities to improve air quality and reduce exposure to poor air quality.

It is vitally important that we build on successes to date and take continued action to drive down pollution levels still further, bringing real benefits for the health and wellbeing of our communities. I am encouraged by our partners' clear commitment to achieving our shared vision of Scotland having the best air quality in Europe, and I look forward to these partnerships continuing.

Màiri McAllan MSP

Cabinet Secretary for Transport, Net Zero and Just Transition

Introduction

The Scottish Government's Cleaner Air for Scotland 2 strategy (CAFS2) sets out the policy framework for air quality in Scotland to 2026 and includes a comprehensive list of actions across the following ten policy areas:

1. Health
2. Integrated Policy
3. Placemaking
4. Data
5. Public Engagement and Behaviour Change
6. Industrial Emissions Regulation
7. Tackling Non-Transport Emissions Sources
8. Transport
9. Governance, Accountability and Delivery
10. Further Progress Review

This second annual report summarises progress on all the actions since CAFS2 was published in July 2021.

Detailed information is provided for completed and completed ongoing actions. New to this progress report is the addition of milestones for all actions that are being delivered in the medium to longer term, these are set out in section Annex C of this report. This was part of the recommendations following Environmental Standards Scotland's (ESS) investigation into air quality.

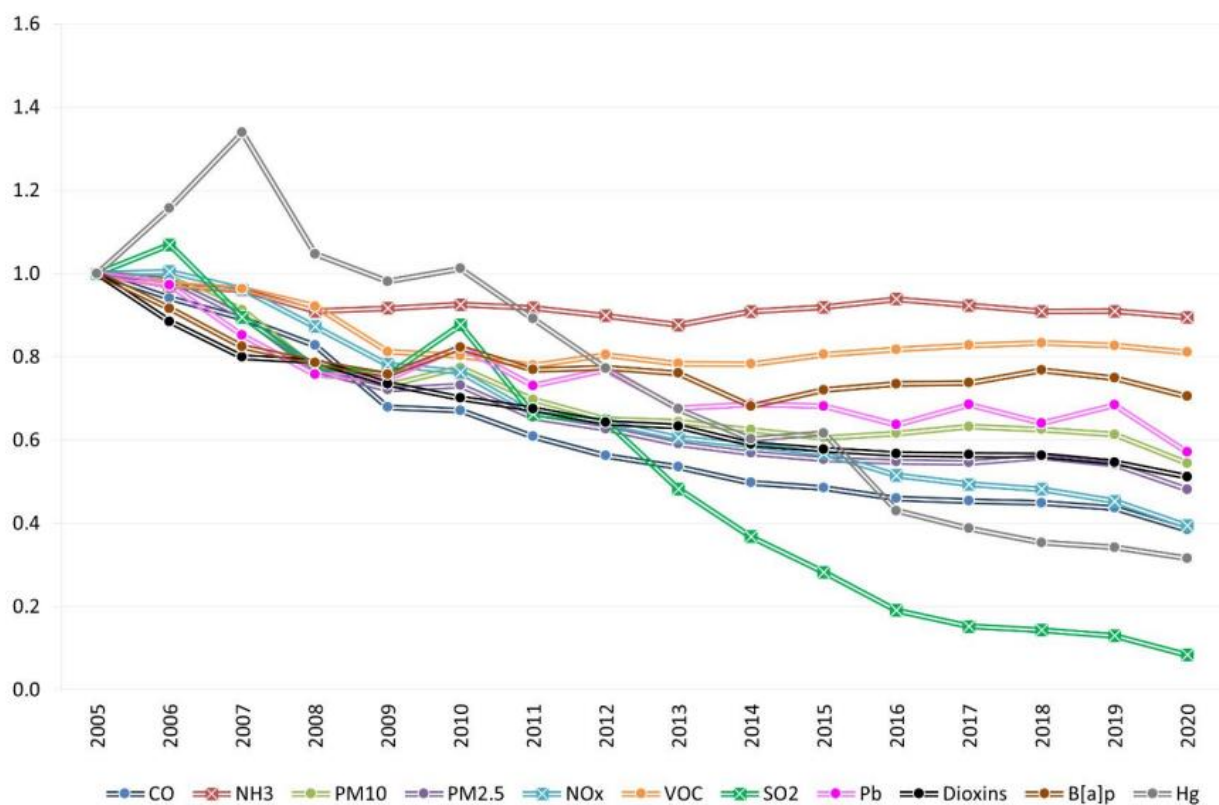
Improvements in air quality across Scotland

Scotland enjoys a high level of air quality, and over the past three decades levels of the main air pollutants have declined significantly.

Between 2005 and 2020 (the latest year for which figures are available), nitrogen oxide emissions have decreased by 61%, fine particulate matter by 52% and sulphur dioxide by 92%. Additionally, the number of monitoring sites exceeding air quality objectives is reducing – for nitrogen dioxide from 14 in 2013 to zero in 2022; for particulate matter from 17 in 2013 to zero in 2022.

Excluding data from 2020 and 2021 (which are not representative of long term trends due to the impact of the Covid-19 pandemic), pollution levels across the Scottish monitoring network of c.100 sites continue to decrease year on year. 2022 represents the first time that objectives for all pollutants at all automatic monitoring sites have been met outside of pandemic lockdown periods.

Figure 1 – emissions trends for the main air pollutants in Scotland 2005 – 2020.



Air Pollutant Inventories for England, Scotland, Wales, and Northern Ireland: 2005-2020

Summary of progress with Cleaner Air for Scotland 2 actions

1. Health

While all of the health actions in CAFS2 have been classed as long term, progress is being made on delivering against the actions and delivery milestones have been set. A Health Working Group has been established to support delivery of actions, and we have commissioned research to assess the evidence on health impacts of low level air pollution in countries with ambient air pollution similar to Scotland. The report is due to be published by the end of 2023.

2. Integrated policy

We are working across Scottish Government to ensure a joined-up approach to delivery of measures needed to improve air quality across a range of policy areas such as climate change, transport, agriculture and planning. In particular we have worked to ensure the National Planning Framework 4 (NPF4) takes account of CAFS2, and that air quality is a key consideration in the update of the Prevention of Environmental Pollution from Agricultural Activities (PEPFAA) code. Much progress has also been made delivering actions in conjunction with Transport Scotland and the Scottish Environment Protection Agency (SEPA) as well as other members of the expert Working Groups.

3. Placemaking

Good progress has been made on the placemaking actions, with the short term actions on track to be delivered by the end of 2023. The longer term actions to promote and support the use of the Place Standard Tool are also complete with delivery ongoing to ensure the Place Principle is embedded in our current and future action to improve air quality. The Placemaking Working Group is now focusing on supporting the action to undertake a review of nature based and green infrastructure interventions which can benefit air quality, this action is expected to be completed during 2024.

4. Data

All short term actions are on track to be delivered by the end of 2023. Focus has been on the establishment of a central data storage for traffic data and advice for local authorities on how to commission traffic data collection to support local air quality objectives. This work supports the development and use of the National Modelling Framework, which is a key action in the strategy. The medium and long term actions are all on track to deliver within the specified timescales.

5. Public Engagement and Behaviour Change

The publication of the [public engagement survey](#) has been a key deliverable in this area. A seminar was held in December 2022 to present the draft findings from the survey to members of the Working Groups. The next step is to develop a public engagement framework for air quality. This will be a priority for the Public Engagement Working Group and links to the delivery of a number of actions in CAFS2.

6. Industrial Emissions Regulation

Good progress has been made in delivering the industrial emissions actions, with the short term action completed and milestones set for the delivery of longer term actions. Of note is the completion of the longer term action to review the role of incineration in Scotland's waste hierarchy which was completed in May 2022.

7. Tackling Non-Transport Emission Sources

Good progress is being made to deliver actions to tackle emissions from agriculture and domestic (household) burning. A key deliverable in reducing emissions from agriculture is the update of the PEPFAA code which is due to complete by the end of 2023. We have also published an [evidence report](#) to inform proposals for introducing a ban on the sale of house coal and high sulphur content manufactured solid fuels in Scotland. Commissioned research under our Strategic Research Programme will also inform delivery of a number of the domestic emissions and agriculture actions.

8. Transport

The majority of short term actions are complete with good progress made delivering the medium and long term actions. Focus has been on the delivery of the LEZs in the four cities and associated actions. The LEZs were introduced in May 2022 and enforcement began in Glasgow 1 June 2023, while Edinburgh, Dundee and Aberdeen enforcement will commence in mid-2024. A number of actions have also been delivered to support a modal shift from private vehicles to active travel and to support the uptake of low emission vehicles.

9. Governance, Accountability and Delivery

All of the short term actions are complete. We have also made good progress delivering the medium term actions to review the LAQM policy guidance and to develop a more systemic approach to Air Quality Action Plan (AQAP) production. Revised [LAQM policy guidance](#) was published in March 2023 to take account of the recommendations arising from the ESS investigation into air quality, and we intend to make further updates to wider policy areas within the guidance during 2024.

10. Further Progress Review

One of the actions in CAFS2 is to commence a review of the strategy during 2024 with a view to having an updated strategy in place by the end of 2025. At a meeting of the Ministerial Working Group on 28 June 2023, we sought views on adjusting the timeline for reviewing CAFS2 and publishing the next strategy to align with completion of research projects and key longer term actions which will run until 2026. We will develop the timeline with the CAFS2 Delivery and Working Groups and publish the adjusted timeline in the next progress report.

Annex A: completed actions

Since CAFS2 was published in July 2021, 16 actions have been fully delivered. Each action in CAFS2 has been assigned a short (to 2022), medium (to 2024) or longer term (to 2026) timeframe for delivery within the Delivery Plan. The majority of the completed actions are those identified as short term priority actions in the Delivery Plan, however three medium term and one longer term action have also been completed.

Topic and timeframe	CAFS2 Action	Update
Integrated policy (short term action)	Scottish Government with support from SEPA will ensure that the national nitrogen balance sheet for Scotland reflects the contributions to relevant air quality pollutants from all sectors of the economy. Also, ensure that the new evidence base from the balance sheet is used to inform future policy making around air quality and its alignment with other strategic frameworks. Once established the Balance Sheet will be reviewed on a regular basis.	In December 2021 the secondary legislation for the Scottish Nitrogen Balance Sheet was successfully laid in Parliament, and the accompanying report and dataset published online https://www.gov.scot/publications/establishing-scottish-nitrogen-balance-sheet/

<p>Placemaking (short term action)</p>	<p>Scottish Government will ensure that National Planning Framework 4 (NPF4) has regard to CAFS2 in its preparation, in accordance with the Planning (Scotland) Act 2019.</p>	<p>NPF4 was adopted by the Scottish Ministers on 13 February 2023, following approval by the Scottish Parliament in January. NPF4 forms part of the statutory development plan and has an enhanced position and influence on planning decisions as planning applications are determined in accordance with the development plan and relevant material considerations. The NPF4 vision for sustainable, liveable and productive places is clear that our high quality environment and natural capital provides the essentials we need to survive, including clean air. Lifelong health and wellbeing is a cross-cutting outcome of NPF4, which includes the taking into account of air pollution. The NPF4 spatial strategy identifies five broad 'regions' covering all of Scotland where priorities for change are identified. Improving local liveability is identified as a means to reduce urban car use and improve air quality in the Central area, with expansion of woodlands in urban areas also supporting air quality.</p> <p>Policy 23(d) states: "Development proposals that are likely to have significant adverse effects on air quality will not be supported. Development proposals will consider opportunities to improve air quality and reduce exposure to poor air quality. An air quality assessment will be required where the nature of the proposal or the air quality in the location suggest significant effects are likely".</p> <p>Co-benefits for air quality will also be delivered through NPF4 policies on: tackling the climate and nature crises; forestry, woodland and trees; energy; zero waste; sustainable transport; design, quality and place; local living and 20 minute neighbourhoods; blue green infrastructure; and minerals.</p>
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Behaviour change (short term action)	Scottish Government will commission a baseline survey of current awareness amongst the Scottish public of air pollution health effects and source contributors.	A survey was undertaken between 1 and 13 September 2022. A total of 1,520 respondents completed the survey with initial findings presented to the CAFS2 Delivery and Working Groups in December 2022. The report was published 26 June 2023.
Industrial emissions regulation (short term action)	Scottish Government will ensure that EU standards and principles relating to emissions of air pollutants continue to apply in Scotland following the UK's exit from the EU, in line with the duties introduced by the Continuity Act 2021.	There has been no change to the status of EU legislation relating to industrial emissions and air pollution and all relevant legislation is transposed and compliance is still expected.
Industrial emissions regulation (long term action)	The Scottish Government will review the role of incineration in Scotland's waste hierarchy.	Dr Church was commissioned by the Minister for Green Skills, Circular Economy and Biodiversity to lead an independent review on the role of incineration in Scotland's waste hierarchy in November 2021, fulfilling Scottish Government's commitment to do so in Programme for Government and the Bute House Agreement. Dr Church's independent review , Stop, Sort, Burn, Bury? Independent Review of the Role of Incineration in the Waste Hierarchy in Scotland (the Review), was published 10 May 2022. The Review had 12 full recommendations and two provisional recommendations. Scottish Government published its response to the Review, accepting Dr Church's recommendations, on 16 June 2022.
Tackling non transport emissions (short term action)	Scottish Government will use available data and other information to set a Scottish contribution for overall UK ammonia emissions reduction targets required under the National Emission Ceilings Directive.	The National Air Pollution Control Programme (NAPCP) was published 9 February 2023. The NAPCP sets out how the UK can meet the legally binding 2020 and 2030 emission reduction commitments.

<p>Transport (short term action)</p>	<p>Transport Scotland will work with local authorities and SEPA to introduce LEZs into Scotland's four largest cities.</p>	<p>Following the introduction of Scotland's first LEZ in Glasgow in 2018 for buses, further LEZs in Aberdeen, Dundee and Edinburgh, were established at the end of May 2022, together with an expansion of the Glasgow LEZ to cover other vehicle classes.</p> <p>LEZ enforcement for all vehicles commenced in Glasgow city centre from 1 June (with a further 12 months grace period for residents within the zone), and starts in the city centres of Dundee on 30 May 2024, Aberdeen and Edinburgh from 1 June 2024.</p>
<p>Transport (short term action)</p>	<p>Transport Scotland will work with local authorities and delivery partners to make temporary active travel infrastructure, delivered under the Space for People (SfP) fund during the COVID-19 outbreak, permanent in the medium to longer term. Where appropriate and with due process, for example, in taking account of the implications for disabled people.</p>	<p>All schemes in SfP fund have been delivered, and evaluation published in September 2022 found that all objectives were met, including that to protect public health through the provision of temporary infrastructure for walking, wheeling and cycling. We have seen a 17% rise in people walking, and a 15% rise in cycling at SfP sites compared to reductions elsewhere, and local authorities plan to keep more than 61% of interventions delivered through the SfP programme.</p>
<p>Transport (short term action)</p>	<p>Transport Scotland will ensure that taxi operations are incorporated into the drafting of 'LEZ Guidance', with cross reference to the 'Taxi and Private Hire Car Licensing' guidance.</p>	<p>LEZ guidance was published in October 2021 and includes the cross reference.</p>

<p>Transport (short term action)</p>	<p>Transport Scotland will explore the merits of a national taxi and private hire licencing database in terms of supporting the LEZ enforcement regime.</p>	<p>Taxis are treated as cars for the purpose of LEZ enforcement and therefore a national database is no longer required.</p>
<p>Transport (medium term action)</p>	<p>Scottish Government will take forward a policy consultation in advance of drafting Workplace Parking Levy (WPL) regulations, and thereafter, take forward the regulations required to support the WPL provisions in the Transport (Scotland) Act 2019 which require commencement and supporting regulations.</p>	<p>WPL regulations and guidance implemented in 2022.</p>
<p>Transport (medium term action)</p>	<p>Transport Scotland will encourage all Scottish employers to apply the Acas homeworking principles (where possible) within their Carbon Management Plans.</p>	<p>Since the period of widespread homeworking throughout the COVID-19 pandemic, many organisations have now adopted some form of hybrid working approach and have well developed processes and principles for working from home for their employees. It is for Scottish employers to set the scope of their Carbon Management Plans, if they exist, and they will consider the impact of homeworking if this falls within their emissions boundary. It is therefore considered not necessary or relevant that this action is taken forward given the wider understanding of homeworking and the consideration of associated emissions.</p>

<p>Governance, accountability and delivery (medium term action)</p>	<p>The Scottish Government with support from SEPA will develop a more systematic approach to Air Quality Action Plan (AQAP) production and implementation, including a standardised format and a methodology for agreeing and setting defined timescales for completing individual measures, revoking Air Quality Management Areas (AQMAs) and reporting progress.</p>	<p>In March 2023 we published revised LAQM guidance. The guidance has been updated to include a more systemic approach to AQAP production and implementation following recommendations made by ESS.</p> <p>AQAP and AQMA amendment and revocation templates have also been produced and are available on request from SEPA.</p>
<p>Governance, accountability and delivery (short term action)</p>	<p>Scottish Government will establish a Ministerial Group to provide high level leadership and direction for CAFS2.</p>	<p>A Ministerial Group has been established as part of the governance structure to drive delivery for the CAFS2 strategy. The Ministerial Group oversees at a strategic level implementation of the actions set out in CAFS2 and the accompanying Delivery Plan.</p>
<p>Governance, accountability and delivery (short term action)</p>	<p>Scottish Government with support from SEPA will establish a Delivery Group with a clear remit and well defined responsibilities for ensuring that the actions in CAFS2 are delivered.</p>	<p>A Delivery Group has been established as part of the governance structure for CAFS2. The Delivery Group manages the implementation of CAFS2, in particular ensuring that specific milestones and overall timelines for each action are on track and, where necessary, deciding on appropriate mitigation to maintain momentum. The Delivery Group is supported by a series of Working Groups covering key policy areas.</p>
<p>Governance, accountability and delivery (short term action)</p>	<p>The CAFS Delivery Group with support from Scottish Government and SEPA will establish a series of specialist groups to provide advice to and support the work of the Delivery Group.</p>	<p>Five specialist Working Groups have been established to support the Delivery Group. The Working Groups meet on an 'as required' basis to discuss key areas of work and priority actions.</p>

Annex B: completed ongoing actions

28 actions are completed ongoing. We will continue to deliver these actions to ensure they are embedded in our current and future action to improve air quality. Updates for completed ongoing actions are provided in the table below. Each action in CAFS2 has been assigned a short (to 2022), medium (to 2024) or longer term (to 2026) timeframe for delivery within the Delivery Plan.

Topic and timeframe	CAFS2 Action	Update
Integrated policy (short term action)	Scottish Government will ensure that actions in the Scottish Government's Climate Change Plan deliver co-benefits for air quality.	In December 2020 an update to Scotland's 2018-2032 Climate Change Plan was published. The Plan has a number of actions which will deliver co-benefits for air quality, such as a commitment to reduce car kilometres by 20% by 2030. The next full Climate Change Plan will be published in November 2023. As the plan is developed, the wider costs and benefits of policies and proposals are being considered and an assessment of these will be included in the document. Maintaining and improving air quality will be a key consideration.
Placemaking (medium term action)	Local authorities with support from the Scottish Government will assess how effectively air quality is embedded in plans, policies, City Deals and other initiatives, and more generally in cross departmental working, identifying and addressing evidence, skills, awareness and operational gaps.	Local authorities are required to submit air quality Annual Progress Reports (APRs) to the Scottish Government and SEPA in June each year. The APR template was updated in 2022 to require local authorities to submit information on embeddedness of air quality policies within their wider plans. This information was reviewed by SEPA as part of the APR appraisal process in 2022 and next steps for future assessments were identified. SEPA will continue this review on an annual basis and will work with local authorities and the Placemaking Working Group to address any gaps or issues identified through this process.

<p>Placemaking (long term action)</p>	<p>Scottish Government will work with local authorities who wish to develop a targeted approach where appropriate for utilising the Place Standard tool with an air-quality focus.</p>	<p>The Place Standard with an air quality lens is available for use at the ourplace website alongside the other tools – including the new Place Standard with a climate lens, which further supports a holistic place-based approach for considering air quality alongside climate and other aspects of place. The Place Standard Implementation Group promote it alongside the other tools and provide support to any potential users via the ourplace website, the Place Standard Leads network, and the Place and Wellbeing Alliance.</p>
<p>Placemaking (long term action)</p>	<p>Scottish Government will continue to promote the use and role of the Place Standard tool(s) in place-based approaches, enabling delivery of air quality improvement as a co-benefit of delivering high quality sustainable places that support health & wellbeing and reduce health inequalities.</p>	<p>Scottish Government funds Architecture and Design Scotland to deliver Climate Action Towns and also supports the Shaping Places for Wellbeing Programme - both with the Place Standard tool integral to delivery and a strong focus on environment, climate action and including air quality in the delivery of high quality sustainable places that support health and wellbeing and reduce health inequalities. The use of the Place Standard tool was also promoted at the Scottish Air Quality Database seminar in March 2023.</p>

<p>Data (short term action)</p>	<p>The Scottish Government with support from SEPA will commission a review of air quality data collection and reporting in Scotland. The review will identify any notable gaps in data provision, with recommendations on how to fill these. The review will also provide recommendations on how current air quality data and methodologies can be more effectively integrated with other datasets, particularly those relating to transport, human health, environmental quality and spatial planning.</p>	<p>SEPA continue to review the air quality monitoring network locally and nationally as part the APR appraisal process, and will work with local authorities and the Scottish Government to ensure the monitoring network remains fit for purpose. In March 2023 SEPA reviewed the LAQM technical guidance and concluded that guidance regarding the siting of monitoring equipment remains fit for purpose.</p> <p>In addition, section three of the republished LAQM policy guidance has updated criteria for local authorities to follow when considering monitoring and data and requires local authorities to contact SEPA to discuss suitability of new or changes to monitoring locations.</p> <p>Air quality monitoring sites within Glasgow, Dundee, Aberdeen and Edinburgh have also been reviewed as part of the LEZ implementation process, leading to the relocation of some automatic monitors in Edinburgh and the addition of new diffusion tube monitoring sites in Aberdeen.</p> <p>Scottish Government and SEPA will continue to review how current air quality data and methodologies can be more effectively integrated with other datasets and take any recommendations forward as part of the review of CAFS2 and development of CAFS3.</p>
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Data (short term action)	Transport Scotland will establish a comprehensive network of cutting-edge remote sensing air quality monitors on local and trunk roads in the early 2020s.	Remote sensing has been carried out in the four LEZ cities of Edinburgh, Glasgow, Dundee and Aberdeen over 2021 and 2022 to provide accurate data on exhaust emissions in real world driving conditions, with initial findings published by the International Council on Clean Transportation (ICCT).
Data (medium term action)	Transport Scotland, SEPA and Scottish Government will work together to develop a central data storage for traffic data to support the development and use of SEPA's National Modelling Framework (NMF) (and UK AERIUS).	The Improvement Service set up traffic data pages on the Spatial Hub in 2021. SEPA, Transport Scotland and the Improvement Service are encouraging local authorities to upload their existing and new traffic data.
Data (long term action)	Scottish Government with support from SEPA, Transport Scotland and Health Protection Scotland will explore options for transport, air quality and health data-sharing between relevant public bodies.	We have established five specialist Working Groups to support the delivery of CAFS2 actions and to encourage collaborative working. We will continue to work collectively with stakeholders through the Working Groups, sharing information and data amongst members.

<p>Behaviour change (medium term action)</p>	<p>Scottish Government will actively link with other agencies and organisations that are not air quality specific, but which deliver programmes having co-benefits for air quality improvements and behavioural change, such as Cycling Scotland, Sustrans and Living Streets.</p>	<p>The CAFS2 Public Engagement Working Group includes member organisations which are not air quality specific, but which deliver programmes having co-benefits for air quality improvements and behavioural change. We will continue to work collectively with stakeholders through the Working Groups.</p> <p>In addition, during 2022 SEPA and Glasgow Science Centre developed an online Learning Lab “Our Amazing Air” which is a STEM learning programme for the classroom and is currently running its second session in 2023. A learning programme for P5 – P7 pupils supporting learners to investigate what air is and why it is so important for us, what air pollution is and how we monitor it, how air quality can be improved and some of the steps we all can take to have a positive impact on air quality and the environment.</p> <p>The programme includes a variety of materials and support for teachers including an online teacher training session, classroom activities, and teaching materials delivered over a dedicated six week learning block of two hourly sessions per week, complementing the Curriculum for Excellence outcomes. The pupils also get the opportunity for a live meet the expert Q & A session and a visit to the Science Centre. The programme is available for every primary school in Scotland.</p>
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<p>Behaviour change (long term action)</p>	<p>Scottish Government will continue to support Clean Air Day and other activities promoting raising awareness of air pollution.</p>	<p>We are working with stakeholders to develop a public engagement framework for air quality with a view to publish the framework in 2024. This will help inform our future public engagement work for air quality, including Clean Air Day. We provided funding for Clean Air Day in 2023.</p>
<p>Tackling non transport emissions (short term action)</p>	<p>Scottish Government will work with business and industry to support and further develop educational schemes such as Woodsure and Ready to Burn, including manufacturers, suppliers and users of both fuels and appliances.</p>	<p>We are engaging with industry and wider stakeholders through the CAFS2 Domestic Emissions Working Group which has been established with representatives from the stove and solid fuel sectors as well as SEPA, local authorities and academics. We will continue to engage with industry and wider stakeholders on educational and awareness raising schemes, building these into our public engagement framework for air quality.</p>

<p>Tackling non transport emissions (long term action)</p>	<p>Scottish Government will work with farmers through farmer-led groups, supported by scientific and economic expertise to co-develop new ways of working to better contribute towards delivering Scotland's climate change and environmental outcomes</p>	<p>We are continuing to work with the agriculture industry both through the Agriculture Reform Implementation Oversight Board and other industry stakeholder groups such as the Agriculture and Rural Development Group to deliver the Agriculture Reform Programme. Through this, the National Test Programme will support and encourage farmers and crofters to play their part in sustainable and regenerative agriculture and learn about how their work impacts on climate and nature. The first track of the National Test Programme 'Preparing for Sustainable Farming' provided funding to conduct Carbon Audits and Soil Sampling to help farmers and crofters future proof their farms, to create environmental and economically resilient businesses and to start to prepare now for future conditionality. Alongside this 'Testing Actions for Sustainable Farming' will design, test, improve and standardise the tools, support and process necessary to reward farmers, crofters and land managers for the climate and biodiversity outcomes they deliver. The next phase will examine potential future Support Framework measures that best address climate mitigation, adaption and nature restoration, with priority on sectors with the highest emissions, including livestock production. Through the Agriculture Reform Programme we have published our Vision for Agriculture, a Route Map with a clear timeline for change, a draft list of measures, and consulted on proposals for a new Agriculture Bill.</p>
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<p>Transport (short term action)</p>	<p>Transport Scotland will provide financial support to businesses and individuals most affected by the implementation of LEZs through schemes such as the LEZ Support Fund and Scottish Bus Emissions Abatement Retrofit (BEAR) Fund.</p>	<p>The LEZ Support Fund provides grant funding for lower income households and smaller businesses for disposing of non-LEZ compliant vehicles since Sept 2020. Over 2,500 vehicles have been disposed of since inception.</p> <p>Bus and Coach operators have been able to bid for funding towards the costs of retrofitting their vehicles to LEZ entry standards. Over 1200 buses and coaches have been awarded funding for retrofitting.</p>
<p>Transport (short term action)</p>	<p>Local authorities working with Transport Scotland and SEPA will look at opportunities to promote zero-carbon city centres within the existing LEZ structure.</p>	<p>SEPA has developed a carbon emissions tool for regional traffic emissions based on miles travelled to help promote zero-carbon city centres. SEPA has shared the regional traffic emissions tool with the Society of Chief Officers of Transportation in Scotland, Transport Scotland and local authorities within the LEZ Consistency Group, and will promote the use of the tool within local authority strategic transport strategies and wider within Strategic Environmental Assessments.</p>
<p>Transport (short term action)</p>	<p>Transport Scotland will support fleet renewal toward the purchase of new ultra-low and zero emission buses in tandem with preparing/retrofitting the applicable existing mid-life bus and coach fleet for LEZ compliance (BEAR fund). Scottish Government will continue to support battery-electric and hydrogen fuel-cell buses through subsidy schemes, investing £120 million over 5 years from 2021/22.</p>	<p>To date, Transport Scotland has provided funding which has resulted in over 1200 buses/coaches being retrofitted to Euro VI emission standard for LEZ compliance. Transport Scotland is also offering up to £58 million through the final phase of the ScotZEB Challenge Fund to deliver transformational, collaborative change in the bus market to deliver a zero-emission future in the bus, coach, and community transport sectors.</p>

<p>Transport (short term action)</p>	<p>Transport Scotland will work with local authorities and active travel partners to provide funding for permanent active travel infrastructure and behavioural change programmes, through grant funded programmes in line with the National Transport Strategy Sustainable Travel Hierarchy and the Sustainable Investment Hierarchy and where the projects are clearly aligned to the Active Travel Outcomes Framework.</p>	<p>The Active Travel Budget for 2022-23 is at the record level of £150 million. This is allocated in grants direct to local authorities, or through delivery partners to fund active travel infrastructure and behaviour change schemes. All funder partner grants are aligned to the Active Travel Outcomes Framework.</p>
<p>Transport (short term action)</p>	<p>Transport Scotland will manage the Bus Partnership Fund to support local authorities to establish bus priority infrastructure and adapt the trunk road network to prioritise high occupancy vehicles.</p>	<p>The Scottish Government remains committed to investing £500m in bus priority over the longer term to tackle the negative impacts of congestion on bus services, as announced in the 2019 Programme for Government. A cornerstone in the delivery of which is the Bus Partnership Fund (BPF). In March 2020, the BPF was paused as a result of the pandemic. The fund resumed activity in November 2020 with the first awards made in June 2021. A further round of funding was awarded in February 2022. To date up to £26m of BPF funding has been awarded to 11 Partnerships covering 28 local authorities across Scotland.</p> <p>Transport Scotland will continue to work with Partnerships and stakeholders to make sure that the case for bus priority is made. It will also continue to work with Partnerships to identify risks and best practice to ensure that bus priority measures are effectively and efficiently delivered to contribute to our National Transport Strategy priorities.</p>

<p>Transport (short term action)</p>	<p>Transport Scotland will continue to support cleaner taxis through provision of LEZ support funding.</p>	<p>The LEZ retrofit fund provides up to £10,000 per taxi towards the cost of upgrading taxis to the Euro 6 standard. LEZ support funding has enabled over 280 taxis to be retrofitted to Euro 6 emissions standard.</p>
<p>Transport (short term action)</p>	<p>Transport Scotland will engage extensively on future financing and delivery models to support growth in the public electric vehicle charging, including ChargePlace Scotland.</p>	<p>All 32 local authorities are continuing to work on electric vehicle infrastructure strategies and expansion plans, which will support subsequent development of business cases to be submitted to the Electric Vehicle Infrastructure Fund through financial year 2023/24. Transport Scotland and Scottish Futures Trust continue to engage with the private sector, including gathering information on the ongoing and planned private sector investment in electric vehicle infrastructure.</p>
<p>Transport (short term action)</p>	<p>Transport Scotland working with Scottish Procurement and Scottish Futures Trust will work across the public sector to accelerate the decarbonisation of vehicle fleets by establishing innovative ways to invest in zero emission vehicles at scale across the public sector, whilst maximising opportunities to leverage commercial investment through aggregated demand for new products, vehicles and infrastructure.</p>	<p>Transport Scotland, Scottish Procurement and Scottish Futures Trust (SFT) have explored options to enable and accelerate decarbonisation of the public sector fleet. SFT has published a report on options to lever private sector investment in public sector fleets. Following publication of the SFT report on alternative financing in 2022 and in addition to the NHS Fleet Pathfinder Project, two local authority pathfinder projects have also been approved to explore opportunities for improved collaboration across the public and private sector fleet, sharing access to charging infrastructure, attracting private sector investment and reducing the reliance on public sector funding to expand zero emission fleets and access to associated infrastructure.</p>

<p>Transport (short term action)</p>	<p>Transport Scotland will continue to support the uptake of zero emission vehicles by supporting local authorities to bring forward innovative projects to incentivise battery electric and hydrogen vehicles, including through the Switched on Towns and Cities programme and the Scottish Cities Alliance.</p>	<p>Transport Scotland continues to work with local authorities and support development of collaborative approaches in fleet procurement.</p> <p>During COP 26, Glasgow City Council opened Scotland's first commercial electric vehicle charging hub, supported by Switched on Towns and Cities and intended to support public and private sector fleets.</p>
<p>Transport (medium term action)</p>	<p>Transport Scotland will deliver a vehicle disposal programme in Scotland that is founded on the principle of emissions reduction.</p>	<p>The LEZ Support Fund provides grant funding for lower income households and smaller businesses for disposing of non-LEZ compliant vehicles. Since Sept 2020 over 2,500 vehicles have been offered grants for disposal.</p>
<p>Transport (long term action)</p>	<p>Transport Scotland will work collaboratively with partners to deliver our Active Travel vision of enabling walking, cycling and wheeling to be the most popular mode of travel for short, everyday journeys in our towns and cities.</p>	<p>Transport Scotland continues to work closely with local authorities and partners to fund active travel projects with our budget for 2022-23 at record levels of £150 million.</p> <p>Programme for Government 2021 committed to ensure that at least £320 million or 10% of the total transport budget goes on active travel by 2024-25.</p> <p>The Transformation Project is working with delivery partners in order to maximise the opportunities in active travel delivery in the short term (2022/23) and medium term (2023/24-2024/25), presented by increased budgetary commitments, for the most effective and efficient achievement of active travel outcomes.</p>

<p>Transport (long term action)</p>	<p>Transport Scotland will ensure that all trunk roads will comply with European air quality limit values.</p>	<p>The European air quality limit values are being met on all trunk roads in Scotland. We will continue to monitor compliance.</p>
<p>Transport (long term action)</p>	<p>Transport Scotland will explore how it can reallocate road space to cycling and pedestrians following learning from COVID-19 Spaces for People programme.</p>	<p>The Active Travel Budget for 2022-23 is at the record levels of £150 million. This is allocated in grants direct to local authorities, or through delivery partners to fund active travel infrastructure and behaviour change schemes. All funder partner grants are aligned to the Active Travel Outcomes Framework.</p>
<p>Transport (long term action)</p>	<p>Transport Scotland will ensure that the Rail Safety and Standards Board Air Quality Strategic Framework recommendations are supported and delivered where practicable in Scotland.</p>	<p>Both Network Rail and ScotRail continue to work together on air quality initiatives on an ongoing basis as part of their Sustainable Rail Strategy, and are funded by Transport Scotland to deliver these objectives on their behalf.</p> <p>Construction of the electrification infrastructure of the rail network at Glasgow - Barrhead and East Kilbride continues and it is anticipated will complete in 2024 and diesel trains will be removed from these routes and be replaced by cleaner, greener electric trains.</p>

<p>Transport (long term action)</p>	<p>Transport Scotland will collaborate and engage with the freight industry and retailers to explore the options for, and the associated logistics of, 'last/first mile' delivery approaches.</p>	<p>Transport Scotland has published research which baselines current vehicles, journeys and greenhouse gas emissions for last mile deliveries, and is working with logistics operators to understand and address the barriers and opportunities of decarbonisation.</p> <p>The use of zero emission vehicles and a broader focus on efficiency and alternatives to van delivery will positively impact air quality. The Scottish Government committed to phasing out the need for new petrol and diesel vans by 2030 in the Climate Change Plan update.</p> <p>The Scottish Government promotes a focus on 20 minute neighbourhoods where people can live, work, learn and access goods and services within a small area, reducing distances travelled.</p>
<p>Governance, accountability and delivery (short term action)</p>	<p>The CAFS2 Delivery Group with support from Scottish Government and SEPA will produce an enhanced and strengthened annual performance report documenting progress in implementing CAFS2.</p>	<p>In June 2022 the first CAFS2 progress report was published. Future reports will be published on an annual basis.</p>

Annex C: milestones for longer and medium term actions

For longer and medium term actions, as set out in the Delivery Plan, we have identified key milestones to track delivery progress. Updates against these milestones will be provided in future progress reports. Each action in CAFS2 has been assigned a short (to 2022), medium (to 2024) or longer term (to 2026) timeframe for delivery within the Delivery Plan.

Topic and timeframe	CAFS2 Action	Milestone(s)
Health (long term action)	Scottish Government with support from Public Health Scotland will assess the evidence on health impacts of low level pollution in countries with levels of ambient air pollution comparable to Scotland.	<p>In March 2023 we commissioned a literature review to assess the evidence on health impacts of low level air pollution in countries with levels of ambient air pollution comparable to Scotland.</p> <p>By end 2023 we will publish the evidence report from the literature review.</p>
Health (long term action)	Scottish Government with support from Public Health Scotland will commission an assessment of actual exposures experienced by a representative sample of the Scottish population, assessing pollution exposures over a realistic activity range during a normal time period.	By end 2024 we will commission research.
Health (long term action)	Scottish Government with support from Public Health Scotland will commission population research on the long term effects of air pollution using cohort methods to aid further understanding of health impacts and explain the apparently different epidemiology in Scotland.	Following publication of the literature review of health impacts of low level air pollution, we will meet with members of the Health Working Group to discuss if further research is required to aid further understanding of health impacts, by Spring 2024.

Health (long term action)	Transport Scotland with support from Scottish Government will contribute to research on in-vehicle air quality measurement methodology, the use of recirculation mode for long-distance journeys related to CO ₂ and in-vehicle air pollution related to occupational health.	End 2024 Transport Scotland will commission research.
Health (long term action)	Scottish Government with support from Public Health Scotland will convene a task group to identify what, if any, actions might best be undertaken at Scottish level to address the issues associated with indoor air pollution.	<p>The Air Quality Expert Group published a report on indoor air quality in November 2022 Report: Indoor Air Quality - Defra, UK.</p> <p>During 2024 we will review the outcomes and key findings from this and other ongoing research.</p>
Integrated policy (short term action)	Scottish Government with support from SEPA will ensure that all actions taken by the Scottish Government to address air quality maximise the potential for co-benefits with climate change mitigation and adaptation. The 50 recommendations for maximising co-benefits set out in the CAFS Governance Group climate change report will be used to guide this process. We will work with local authorities to ensure that a similar approach is taken at local level.	<p>The CAFS Governance Group climate change report has been used to identify actions in CAFS2 which have potential co-benefits with climate change action. We will ensure opportunities for cross disciplinary benefits are taken into consideration as each CAFS2 action is progressed, with particular attention to actions identified as having the greatest potential for co-benefits, such as the public engagement framework for air quality.</p> <p>In 2024 we will work to ensure a similar approach is taken at a local level by including guidance for local authorities as part of the wider revision of the LAQM policy guidance.</p>

<p>Integrated policy (medium term action)</p>	<p>SEPA will work with local authorities to ensure that noise action plans are closely aligned with air quality action plans to deliver co-benefits. Guidance will be produced to facilitate this.</p>	<p>In 2024 noise mapping to be completed and noise action plans to be developed after that.</p> <p>In 2024 the wider review of the LAQM policy guidance will be complete and the updated guidance will include a section on how local authorities should closely align air quality and noise work.</p>
<p>Placemaking (short term action)</p>	<p>Scottish Government with support from SEPA will promote the aim of the UK Integrating Tools for Air Pollution Assessment (ITAPA) project in developing an online air pollution risk assessment tool for air pollution effects on ecosystems.</p>	<p>The development of the Air Pollution Assessment Service (APAS) tool is ongoing and an initial testing phase has recently completed. At present the Joint Nature Conservation Committee (JNCC) is looking to launch APAS at the end of 2023 or early in 2024.</p>
<p>Placemaking (medium term action)</p>	<p>Scottish Government with support from SEPA will implement the National Modelling Framework Regional air quality model to assess the effects of land-use development on local air quality.</p>	<p>SEPA has contributed 99k to support the development and incorporation of features to facilitate air quality and human health assessments in the APAS tool. At present JNCC is looking to launch APAS at the end of 2023 or early in 2024.</p> <p>A consortium has been formed to consider next steps for implementation of the APAS tool.</p>
<p>Placemaking (medium term action)</p>	<p>Scottish Government will undertake a review of nature based and green infrastructure interventions which can benefit air quality, using the outcomes to develop a database of potential solutions.</p>	<p>In 2024 we will commission a literature review with support from the Placemaking Working Group.</p>

Data (short term action)	Scottish Government with support from SEPA will provide guidance to local authorities on how best to always commission traffic data collection in a way that supports local air quality objectives.	SEPA has developed minimum requirements for future traffic data collection contracts for inclusion onto the Improvement Service Spatial Hub. The Improvement Service has met with several of the key traffic data collection companies to encourage a more standard approach to collecting and presenting traffic data. In 2024 SEPA, Transport Scotland and the Improvement Service will build on these early discussions with the traffic data collection companies and map out the steps needed to standardise data collection going forwards.
Data (long term action)	Scottish Government with support from SEPA will commission research to explore the potential of utilising satellite data to complement air quality monitoring.	In 2025 we will review current research in this area and commission new research if needed.
Data (long term action)	Transport Scotland with support from SEPA will undertake a review of [road] transport data capture and associated gaps with relevance to air quality.	In 2024 SEPA and Transport Scotland will scope out the review and establish a virtual project team to deliver this action.
Data (long term action)	Transport Scotland with support from SEPA will collect transport data within Air Quality Management Areas and beyond to support air pollution mitigation planning, following the good practice established by SEPA's National Modelling Framework.	In 2024 SEPA, Transport Scotland and the Improvement Service will build on discussions with the traffic data collection companies and map out the steps needed to standardise data collection going forwards to support air pollution mitigation planning.
Behaviour change (medium term action)	Scottish Government will develop a public engagement strategy on air quality in Scotland, taking into account the recommendations from the University of the West of England evidence review.	We are working with stakeholders on the development of a public engagement framework, with a view to publish the framework in 2024.

Industrial emissions regulation (long term action)	Utilise SEPA's sector plan approach to encourage businesses to go beyond compliance to achieve further reduction in air pollutants and greenhouse gas emissions.	SEPA is currently in the process of reviewing its strategic regulatory approach. The review will be complete by the end of 2023 at which time the future role of sector planning will be clarified.
Industrial emissions regulation (long term action)	Scottish Government and SEPA will, as part of the review of the Clean Air Act 1993 (see domestic burning actions), address the regulatory gap relating to stack height assessment for SEPA permitted sites.	In 2024 we will work with SEPA and local authorities to review the Clean Air Act 1993. Following the review we will develop a timeline for progressing amendments to the Act if required.
Industrial emissions regulation (long term action)	Transport Scotland will explore opportunities across traffic management, behaviours and legislation/standards to reduce non-exhaust emissions (NEE) from road traffic.	In 2025 Transport Scotland will undertake an assessment of the opportunities to reduce NEE from road traffic, and produce a report.
Industrial emissions regulation (long term action)	Transport Scotland will contribute into research to develop a consistent method of measuring NEE from road traffic, in order to improve the understanding of NEE emissions in Scotland.	In 2026 Transport Scotland expects to complete this action taking account of the findings from the assessment of the opportunities to reduce NEE from road traffic.
Industrial emissions regulation (long term action)	Scottish Government, Transport Scotland and SEPA will engage with industry to produce guidance on requirements for gaseous and particulate emission from Non-Road Mobile Machinery (NRMM).	In 2025 Scottish Government with support from Transport Scotland will look to commission research to help quantify the impact of emissions from NRMM on air quality in Scotland. The evidence will be used to inform the next steps.

<p>Industrial emissions regulation (long term action)</p>	<p>Transport Scotland will develop an emission impact and evidence base on Transport Refrigeration Unit (TRU) emissions.</p>	<p>A report has been published by Transport Scotland's specialist consultant Zemo, which presents the results from research commissioned by Transport Scotland on emissions from auxiliary diesel engines used on some Transport Refrigerated Units (auxTRUs). As part of their next steps Transport Scotland will establish a working group by early 2024 with stakeholders to establish a collaborate approach as to how emissions from auxTRUs can be improved. This action is expected to be completed by end 2024.</p>
<p>Tackling non transport emissions (short term action)</p>	<p>Scottish Government, in developing policies and programmes to support households and businesses in transitioning to low-carbon heating solutions, will consider the needs of those affected by controls on the supply of the most polluting domestic fuels.</p>	<p>The Scottish Government undertakes impact assessments at the early stages of developing policies. An evidence report to inform future proposals to ban the sale of house coal and high sulphur fuels has been published.</p>

<p>Tackling non transport emissions (short term action)</p>	<p>Scottish Government will commission work to provide further evidence on the proportion of particulate matter emissions and other key pollutants attributable to domestic burning in Scotland, together with geographic and demographic distribution of domestic burning.</p>	<p>A research project led by Scotland's Rural College is focusing on urban air pollution issues, particularly domestic combustion, its effects on particulate matter and the consequences for human health. The research will also look at the geographical distribution of combustion and types of fuel used. For a spatially complete assessment of the contribution of domestic burning to particulate matter an atmospheric chemistry and transport model was used together with the 2022 release of the UK National Atmospheric Emissions Inventory (NAEI) for 2020 to model the contribution from biomass burning. This modelling exercise will be updated with further improved emissions, the resolution will be increased from currently 3 km to 1 km, model performance will be assessed against measurements, and the results will then be made available (by March 2024) for an assessment of health impacts as well as their geographical and demographic distribution (by 2025).</p>
<p>Tackling non transport emissions (short term action)</p>	<p>Scottish Government will encourage uptake of Ecodesign stoves through Ecodesign Ready and other initiatives, along with consideration of how best to address widespread replacement of pre Ecodesign appliances.</p>	<p>From January 2022 Ecodesign standards now apply for all new appliances. When developing our public engagement framework for air quality during 2024 we will consider the best approach for engaging with the public on domestic burning issues.</p>

<p>Tackling non transport emissions (medium term action)</p>	<p>Scottish Government with local authorities will consider what changes are needed to the current permitted development rights for flues for woodburning stoves and biomass boilers.</p>	<p>We consulted on the third phase of the review of permitted development rights (PDR) between May and August 2023. The consultation sought views on potential changes to the current PDR for flues for woodburning stoves and biomass boilers. We are carefully considering the responses received and will use these to inform next steps.</p>
<p>Tackling non transport emissions (medium term action)</p>	<p>Scottish Government will work with local government and SEPA to consider revision of the Clean Air Act 1993.</p>	<p>In 2024 we will work with SEPA and local authorities to review the Clean Air Act 1993. Following the review we will develop a timeline for progressing amendments to the Act if required.</p>
<p>Tackling non transport emissions (medium term action)</p>	<p>Scottish Government will undertake a specific assessment of visible smokes and their health and amenity impacts arising from muirburn. The assessment will consider pollution characteristics and downwind impacts into populated areas, along with appropriate management responses and interventions.</p>	<p>The Wildlife Management and Muirburn (Scotland) Bill was introduced in the Scottish Parliament on 21 March 2023. The Bill repeals the muirburn provisions in the Hill Farming Act 1946 and replaces it with provisions to require that any muirburn should be unlawful unless carried out under a licence, for limited purposes, with further limitation on muirburn on peatland. Limitations on muirburn for the purposes of environmental sustainability are likely to have co-benefits for air quality. We will explore these in more detail during 2024 to inform our next steps.</p>

<p>Tackling non transport emissions (medium term action)</p>	<p>Scottish Government will work together with SEPA and the agricultural industry to develop a voluntary code of good agricultural practice for improving air quality in Scotland.</p>	<p>Work is currently underway with SAC Consulting and SEPA colleagues to update the PEPFAA code. Content of the PEPFAA code is being produced in chapters which will be published online. The CAFS2 Agriculture and Environment Working Group agreed that measures to prevent emissions to air should be incorporated into the relevant chapters of the PEPFAA code, rather than as standalone guidance. We have identified two chapters as being particularly important for air quality, these being manure handling and storage, and inorganic and liquid fertilisers. The chapter covering manure handling and storage is currently under review with relevant officials and both chapters are expected to be complete by end 2023.</p>
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<p>Tackling non transport emissions (medium term action)</p>	<p>Scottish Government will support investigation into the method of assessing risk of significant harmful ecological effects from atmospheric nitrogen (nitrogen deposition and elevated concentrations of ammonia and NOx), comparing critical loads/levels with dose-response or other options.</p>	<p>A project led by the James Hutton Institute is focusing on understanding the interactive impacts of nitrogen deposition and climate change on biodiversity and ecosystem functioning, particularly carbon and nitrogen cycling. The project will develop indicators of these impacts for use in environmental monitoring on protected areas and in the wider countryside and explore the potential for mitigation of impacts and appropriate methods to apply.</p> <p>The final strand of this project will be modelling of scenarios of nitrogen deposition and climate impacts on natural ecosystems. These modelling frameworks will be used to explore and map risks to biodiversity and ecosystem function for a series of scenarios of future nitrogen deposition rates and climate change, based on socioeconomic, climate change and air quality policy scenarios. The key outputs of this work will be risk maps/visualisations and a scientific manuscript in year five of the project (2026/27). NINE The James Hutton Institute.</p>
<p>Tackling non transport emissions (medium term action)</p>	<p>Scottish Government with support from SEPA and NatureScot will assess the potential costs of implementing identified improvements to the current site condition monitoring of designated conservation sites, to improve on current methods which don't detect air pollution effects.</p>	<p>A project led by the James Hutton Institute commenced in April 2022. The second work package will consider the mitigation potential for identified nitrogen impacts. Field experiments began in August 2023.</p>

<p>Tackling non transport emissions (medium term action)</p>	<p>Scottish Government with support from SEPA and NatureScot will review current monitoring of terrestrial ecosystems (and air pollution effects) in Scotland.</p>	<p>NatureScot is reviewing current monitoring of terrestrial ecosystems to support a transition from a feature based approach to a whole ecosystem health approach. As part of the project tools will be developed to support consideration of air pollution effects.</p> <p>2023/24 – system development phase (technical development, end user research and testing).</p> <p>2025/26 – system deployment and implementation (training, transition and integration).</p>
<p>Tackling non transport emissions (long term action)</p>	<p>Scottish Government will take forward, working with businesses that may be affected and other interested parties, potential measures to control the supply of the most polluting domestic fuels – including a ban on house coal, restricting the sulphur content of smokeless fuels to 2%, prohibiting the sale of certain types of wet wood and introduction of a minimum renewables content for manufactured smokeless fuels. In taking forward this work, we are mindful that any new measures would require to be implemented over a period of time, such as a transitional period during which businesses could adapt to the new requirements without disproportionate costs.</p>	<p>An evidence report to inform proposals for introducing a ban on the sale of house coal and high sulphur content manufactured solid fuels in Scotland has been published.</p>

<p>Tackling non transport emissions (long term action)</p>	<p>Scottish Government and SEPA will continue to share best practice and raise awareness of greenhouse gases and ammonia, and actions that farmers and crofters can take to minimise their environmental impact while improving efficiency.</p>	<p>Good practice to minimise emissions to air will be incorporated into relevant chapters of the updated PEPFAA code. By end of 2023 the slurry and manure management and inorganic and liquid fertilisers chapters of the revised code review are expected to be complete.</p> <p>In addition a project led by Scotland's Rural College commenced in April 2022, with one of its objectives being the development of tools to encourage farmers, land managers and decision makers to reduce ammonia emissions. Researchers will draw on literature and existing and developing expertise to develop a farm-level ammonia foot printing and decision support tool for ruminant farmers, demonstrating the benefits of mitigation interventions on commercial farms. In March 2024 recruitment for farm case studies will begin.</p>
<p>Tackling non transport emissions (long term action)</p>	<p>Scottish Government will consider options to reduce emissions from large scale units in consultation with the agricultural sector, aligning with broader policy development around future rural support.</p>	<p>Early 2024 we will discuss with the CAFS2 Agriculture and Environment Working Group and consider options.</p>

<p>Transport (short term action)</p>	<p>SEPA working with local authorities and Transport Scotland will provide updates on the performance of the LEZs and continue to update the LEZ models to reflect changes associated with projects such as Spaces for People fund.</p>	<p>SEPA are working with the local authorities in developing the reporting criteria for assessing LEZ performance. Local authorities are now looking at other areas out with their LEZ boundary that were identified through SEPA modelling as potentially persistent areas of concern. SEPA has met with other parties that have been reporting on Clean Air Zones along with Glasgow University in building up reporting methodologies.</p> <p>The formal LEZ reporting process will start from when enforcement begins, with the first annual report to be expected from Glasgow in 2024.</p>
<p>Transport (medium term action)</p>	<p>Public bodies should incorporate travel from employee commute as part of their corporate carbon footprint and will report these emissions via their public bodies duties reporting.</p>	<p>Scottish Government guidance to public bodies - <i>Public Sector Leadership on the Global Climate Emergency</i> published in Oct 2021 - says that it is expected as a matter of best practice that public bodies should have targets to reduce emissions from commuting and the guidance makes suggestions for how public bodies might influence and measure commuting emissions. The Scottish Government is developing new statutory guidance on public bodies' climate change duties and climate change reporting to be published in 2025.</p>

<p>Transport (long term action)</p>	<p>Transport Scotland will work to more fully understand the role of non-electrification routes to decarbonising transport – to lead to a better-defined wider policy position that complements existing electrification work streams. We will explore alternative fuels’ potential to power certain vehicle types in the short, medium and long term, whilst still contributing to Scotland’s statutory climate change targets.</p>	<p>Transport Scotland is working with Scottish Enterprise to consider the place of low carbon fuels such as biomethane, in our transport system, (including road transport, as well as harder to decarbonise non-road modes of transport). Transport Scotland recently funded a study looking at the opportunities for Scotland in low carbon fuels. The conclusion was that there were potential opportunities for Scotland in sustainable aviation fuel production and maritime decarbonisation in particular, in the long term, with hydrogen as a feedstock. However no specific opportunities in low carbon fuels for road transport were identified at this time. The draft Energy Strategy & Just Transition Plan (ESJTP) was published 10 January 2023. Consultation closed 9 May 2023 . Over 1500 responses were received. These are currently being independently analysed and the results will be taken into account as we move towards finalisation of the ESJTP in due course.</p>
<p>Transport (long term action)</p>	<p>Transport Scotland will collaborate with the private sector to identify effective pragmatic solutions on the uptake of zero and ultra low emission vehicles.</p>	<p>Scottish Government’s Vision for the future public electric vehicle charging network for cars and vans and the Electric Vehicle Infrastructure Fund (EVIF) support the public and private sectors to work together to grow the network.</p> <ul style="list-style-type: none"> • Early 2024 - publication of HGV Decarbonisation Pathway by the Zero Emission Truck Taskforce. • End 2026 - EVIF has doubled the public EV charging network to 6,000 charge points.
<p>Transport (long term action)</p>	<p>Transport Scotland will work to revoke all Air Quality Management Areas where trunk roads are the primary contributor to air pollutants.</p>	<p>In 2024 Transport Scotland will meet with the two local authorities where trunk roads contribute to air pollution to discuss key issues.</p>

<p>Governance accountability and delivery (medium term action)</p>	<p>Scottish Government with support from SEPA will undertake a further revision of the LAQM policy guidance to take account of developments since the last update in 2016.</p>	<p>March 2023 revised LAQM policy guidance was published with revisions to sections 1 – 9. The revisions take account of the recommendations made by ESS to strengthen the LAQM regime following its investigation into air quality.</p> <p>In 2024 we will review the wider policy areas covered by the LAQM policy guidance and update as necessary.</p>
<p>Governance, accountability and delivery (medium term action)</p>	<p>The Scottish Government with support from SEPA will assess the advantages and disadvantages of extending LAQM assessment to all areas with public access, to provide the necessary evidence base on which to make a decision on whether this would deliver overall benefits.</p>	<p>In 2024 we will engage with SEPA and local authorities to develop a scope for the assessment.</p>
<p>Further progress review (long term action)</p>	<p>Scottish Government with support from SEPA will initiate a review on progress with implementing CAFS2 during 2024, with a view to having a further version of Scotland’s air quality strategy in place by the end of 2025.</p>	<p>We will develop a timeline with the CAFS2 Delivery and Working Groups and publish the revised timeline in the next progress report.</p>



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