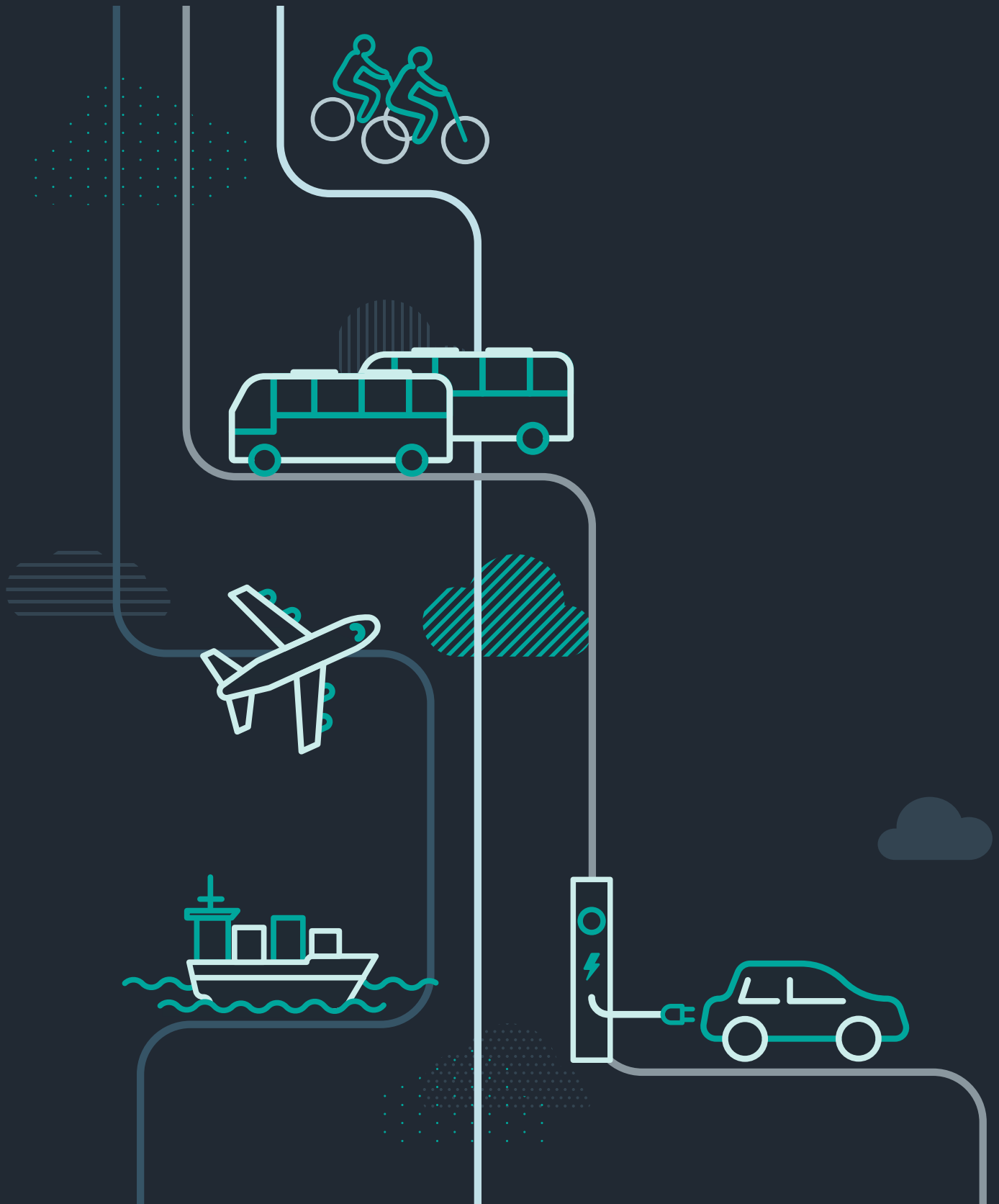




Llywodraeth Cymru
Welsh Government

Transport: Sector Emission Pathway



Transport: Sector Emission Pathway

Ambition

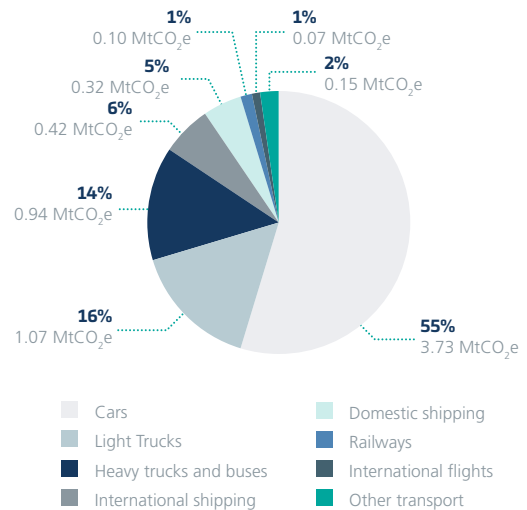
The Welsh Government is putting Wales at the forefront of a shift towards active travel and a low carbon public transport system which is accessible to all and contributes to liveable and sustainable communities.

Where do transport sector emissions come from?

The Transport sector includes transport emissions within Wales along with Wales' share of emissions from international aviation and international shipping. At 6.8 MtCO₂e, transport accounted for 14% of Welsh emissions in 2016. Transport is our third largest carbon emitting sector, following the power and industry sectors. Practically all transport emissions (99%) are emissions of carbon dioxide.



Transport sector emissions in 2016 (MtCO₂e)

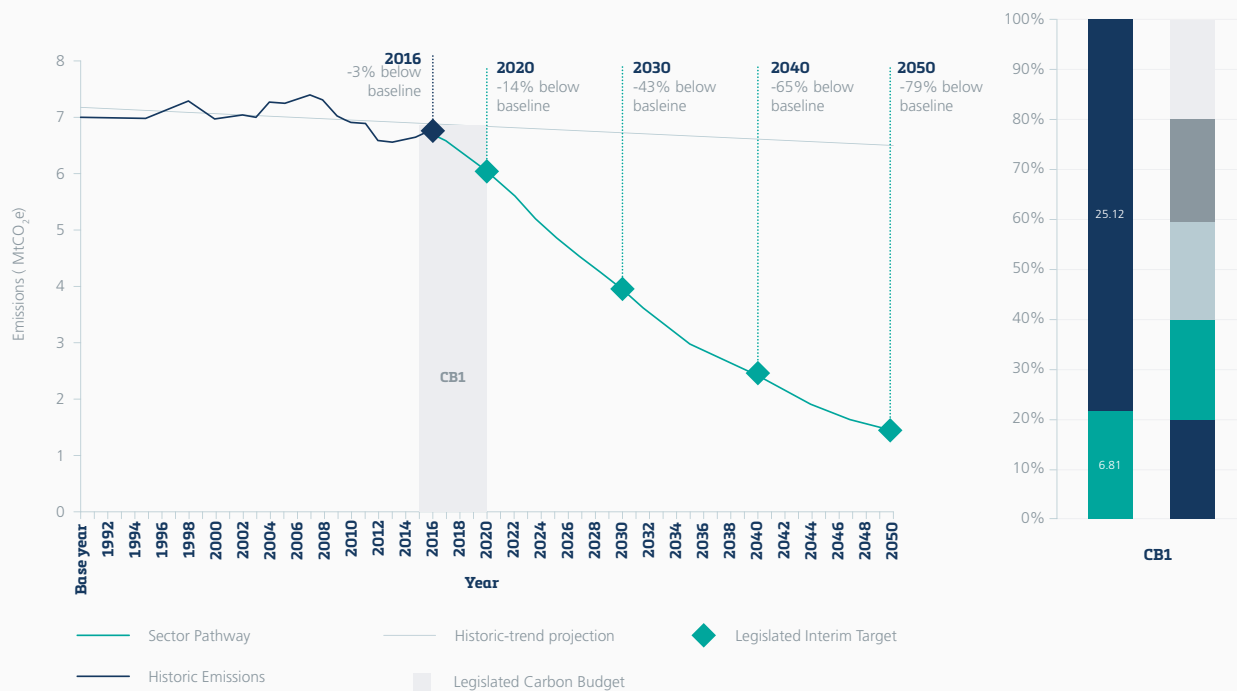


How the biggest emissions sources in the transport sector contribute to the Welsh total

Source	% of total Welsh emissions
Cars	7.7%
Light trucks	2.2%
Heavy trucks and buses	2.0%



Historic emissions for the Transport Sector and UKCCC modelling to show emission reductions for the first carbon budget (CB1) and a possible route for a contribution to an 80% reduction in all Welsh emissions in 2050

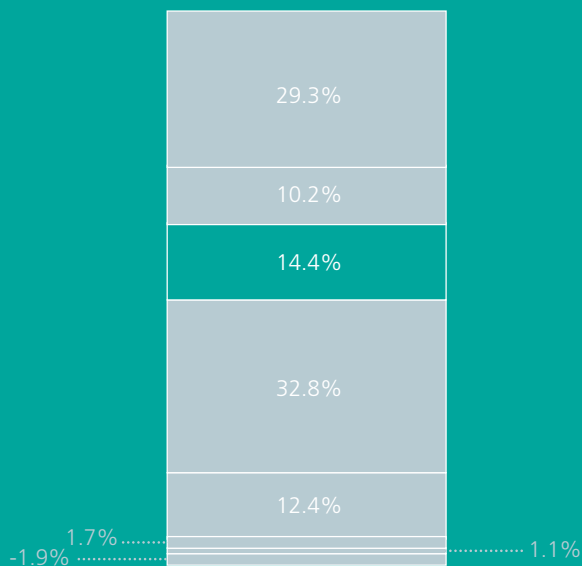


What are we aiming for?

2020 Emissions Target

Emissions in 2020 will be 11% lower than in 2016. This will mean that transport sector emissions are 14% lower than the baseline in the year 2020.

Transport sector allocation for Carbon Budget 1



The total budget for the transport sector for CB1 is estimated to be 31.9 MtCO₂e. The Transport Sector contributes 14.4% of the total Welsh budget for CB1.

In 2016 the sector emitted 6.81 MtCO₂e using up 21% of the Transport Sectors contribution to CB1.

Transport sector to 2030

Transport sector emissions will reduce by 43% from baseline levels by the year 2030 through:

- › behavioural change measures (modal shift to more sustainable travel);
- › increasing uptake of electric vehicles; and
- › reducing emissions from road and rail transport through vehicle and fuel efficiency measures.

Policies & Proposals for Carbon Budget 1 (2016-2020) & towards 2030

Transport in Wales, like many other countries, is dominated by the use of the private car. The car has brought many benefits but is contributing to problems such as air quality issues, congestion and a significant proportion of CO₂ emissions (55% of Transport CO₂ emissions). We will encourage a shift from an over reliance on the private car to more sustainable transport modes. This shift has a key role to play in emissions reduction in the near term.

Policies & Proposals

We will support a change in travel behavioural through

- › Behavioural change measures (modal shift to more sustainable travel)
- › Increasing Active Travel
- › Significantly increasing modal share of active travel for short journeys
- › Increasing travel by rail
- › Increasing travel by bus
- › Use planning policy to promote sustainable travel and reduce the need to travel

We will use measures that increase the uptake of electric and ultra low emission vehicles through

- › Increasing the proportion of vehicles which are electric and ultra low emission
- › Plan for and invest in EV charging infrastructure
- › Aiming to reduce the carbon footprint of buses to zero by 2028
- › Aim to reduce the carbon footprint of Taxis and Private Hire Vehicles to zero by 2028
- › Piloting activity to promote the use of zero and ultra low emission road vehicles
- › Promote the decarbonisation of private sector fleets in Wales

We will look at the options around behaviour change through

- › Reduce Transport Emission
- › Reducing emissions from road and rail transport through vehicle and fuel efficiency measures

Well-being

Travel in Wales is currently dominated by the private car. The transition to low carbon vehicles and modal shift to public transport and active travel, will have significant public health benefits in terms of reducing air pollution.

Active travel, such as walking and cycling, also provide other significant co-benefits.

The Well-being Matrix Tool highlighted how the active travel maps against strong direct and wider benefits in relation to the well-being goals, in particularly against a healthier, more prosperous and cohesive communities Wales.

