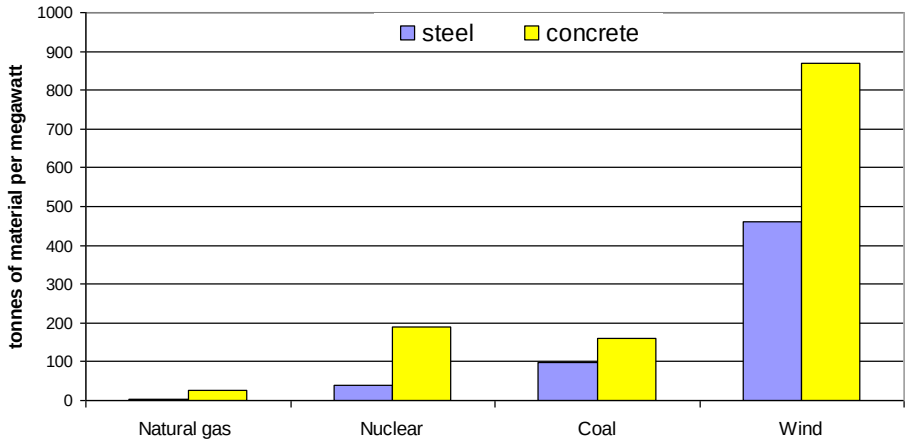
Dr Maja Piecyk

Late written submission

Overall, there is very little mention of freight transport in the RPP2 draft so there isn't very much to comment on. The demand from freight transport services is very much dependent on the developments in other sectors of the economy. For example, decarbonisation measures implemented in other sectors (e.g. power generation) may significantly increase the demand for transport movements. Therefore, any assessment of a potential to reduce GHG emission from freight transport activities in Scotland should these interdependencies into account. The graph below gives an indication of material requirements (and, indirectly, transport movements) associated with different energy sources so e.g. switching to renewables may decarbonise the energy generation sector, but it is likely, at least temporarily, to cause extra emissions associates with freight transport activities.



Source: Petersen, 2006

To achieve significant reductions in GHG emissions from the sector, a combination of technological and operational measures will be required. I am not an expert in vehicle engineering so I cannot really comment on the likely developments in fuel or powertrain technologies. The operational measures should include efforts to shift more freight onto less GHG-intensive transport modes, better utilisation of vehicles (i.e. fewer but fuller trucks), re-considering delivery patterns (e.g. allowing night-time deliveries, changing access restrictions), supporting drivers training, etc. I am also attaching two reports you may find useful. The Logistics 2050 one illustrates the scale of the challenge if reduction in line with the UK 80% by 2050 target was applied to the road freight transport sector. The second one gives an overview of freight transport sector in Scotland.

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