

Zero Emission Truck Taskforce - Terms of reference

Background and Purpose

In 2019, in the context of a global climate emergency, the Scottish Parliament enacted legislation setting the world's most ambitious targets for tackling climate change. In addition to setting targets to reduce greenhouse gases by 75% by 2030 and 100% by 2045, the legislation specifies that the transition must be Just across the economy, for businesses and for society.

The transport sector is the largest emitter of greenhouse gases in Scotland, and emissions from HGVs account for 12% of Scottish road transport greenhouse gas emissions (as of 2019). Across the haulage and logistic sectors there is increasing interest in zero-carbon fleet transition with a number of operators actively engaging in trialling battery electric and hydrogen trucks. There are several challenges, not least the early stage of zero emission HGV technology, the greater upfront capital cost of new technologies in comparison to diesel models, the current limitations of zero emission fuel supply and lack of zero emission fuelling infrastructure. Overcoming these challenges is unlikely to be achieved through traditional ways of working or by one sector alone.

In this context, the taskforce will work over the period of one year to:

- agree a vision for zero-emission trucks in Scotland;
- co-design the solutions for transitioning the road haulage and logistics sector to fully zero emission vehicles;
- set out a collaborative pathway with clear actions for all parties, that collectively will achieve the vision.

Scope and Remit

The remit of the taskforce is to identify and co-design creative and practical solutions to maximising opportunities and tackling any hurdles in relation to:

- Technology (battery-electric, hydrogen fuel-cell and other potential zero-emission technologies; depot considerations)
- Charging infrastructure (electric, hydrogen or other zero emission fuel) including requirements in rural, island and urban areas; shared infrastructure; on-route charging
- Costs, including understanding total costs of ownership and economies of scale
- Finance, including suitable financial structures, products and guarantees
- Operator engagement, skills and knowledge

Workforce skills and confidence will be considered across all these areas.

Encouraging modal shift to rail is the subject of existing activity and therefore out of scope.

Commitment

Taskforce members will commit to attending all meetings as far as possible to build relationships and shared understanding. Delegation will be minimised.

All members will be active participants, bringing proposals and solutions forward from the organisation they are representing, and ensuring their organisation takes forward agreed actions.

Members will be champions for the taskforce and the pathway once it has been co-designed, raising awareness and encouraging action among peers.

Organisation

The taskforce will sit under the auspices of the Zero Emissions Mobility Industry Advisory Group.

It will meet every 6 to 8 weeks throughout 2022-23. The deputy Chair will be Stuart Grieg (Director of Low Carbon Economy, Transport Scotland) and the position of Chair will rotate among members.

The formation of working groups to take forward specific tasks or investigations at a more operational level may be required, in which case taskforce members may choose to delegate to appropriate staff/ members.

Secretariat, including fact-finding and provision of information, will be provided by Transport Scotland.