

**Draft Budget 2014-15 & spending plans 2015 - 2016**  
**Details of funding for climate change mitigation measures**

This document summarises the principal lines within the Scottish Government's budget and spending plans which support the delivery of measures to reduce greenhouse gas emissions.

The information has been organised in line with the emissions sectors identified in *Low Carbon Scotland - Meeting the Emissions Reduction Targets 2013-2027*, the Scottish Government's second climate change report on proposals and policies. Indications are provided where elements of Ministerial portfolio budgets are allocated across separate sectors.

The majority of the figures in this document are presented at "level 4" where it is possible to do so. This provides a more detailed breakdown than the "level 3" figures presented in the draft budget. There is no single definition of level 4, and indeed there is wide variation in the level 4 figures provided. However, as a general rule, level 4 figures show the principal budget lines allocated to individual Directorates within the Scottish Government.

At this level of disaggregation, the information is subject to change without notice during the year and outturn spending at this operational level may not necessarily reflect the disaggregation as recorded in budgets.

In order to provide as up to date a summary as possible, the tables in this document include proposed changes to budget lines which would be made as a result of the 2014-15 budget process and spending review 2015-16. Changes are subject to the Parliament passing the Budget (Scotland) Act 2013 (Amendment) Order 2013.

Figures have been rounded to one decimal point and may not sum to total due to rounding.

**Summary of sectoral totals**

	<b>2013-14 budget</b>	<b>2014-15 draft budget</b>	<b>2015-16 plans</b>	<b>Total over three years</b>
Energy	113.6	104.2	142.4	<b>360.2</b>
Homes and Communities	139.7	136.5	104.5	<b>380.7</b>
Business and the Public Sector	10.3	6.4	7.0	<b>23.7</b>
Transport	81.7	104.4	118.5	<b>304.5</b>
Rural Land Use	39.6	43.7	48.4	<b>131.6</b>
Zero Waste	26.4	23.0	23.0	<b>72.4</b>
Other	1.2	1.2	1.2	<b>3.6</b>
<b>TOTAL</b>	<b>412.4</b>	<b>419.3</b>	<b>445.0</b>	<b>1276.7</b>

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## Draft Budget 2014-15

Detail of funding for climate change mitigation measures

### Energy

(Budgets held within Finance, Employment and Sustainable Growth Portfolio)

#### Energy

	2013-14 budget	2014-15 draft budget	2015-16 plans	Commentary
Renewable and Community Energy	8.2	6.2	8.3	In recognition of the potential of wind, hydro, wave and tidal energy to curb global emissions, this budget supports renewable energy and renewable heat projects, including support for the Scottish Government's Community and Renewable Energy Scheme (CARES), the European Marine Energy Centre and Saltire Prize promotional activity. It also helps increase community ownership of renewable energy developments and supports renewables workforce development. Funding for Heat policy spend will be met from within the Low Carbon Economy line from 14/15.
Critical National Infrastructure	0.3	0.0	0.0	Moved outwith Energy Budget lines and Into Justice portfolio
Grid Enhancement	0.7	0.6	0.3	This budget includes support for the Scottish European Green Energy Centre (SEGEC) and the first phase of implementation of the findings of the Irish Scottish Links on Energy Study (ISLES), to help realise the renewable energy potential off the coasts of the Republic of Ireland, Northern Ireland and Western Scotland. It also provides for expert support and advice on regulatory and market issues. Funding for SEGEC will be met from within the renewable and Community budget line from 14/15.

Renewable Energy (Capital)	20.0	17.0	60.8	The capital budget supports the POWERS initiative (to incentivise inward investments of manufacturing of offshore wind turbines); support for the Marine Sector through the Marine Renewables commercialisation Fund. The uncertainty associated with the UK Government's Electricity market Reform (EMR) process has created a hiatus within the offshore wind sector on future investment decisions. The Scottish Government has listened and reacted to industry concerns and reprofiled POWERS to ensure that it is available to potential inward investors in years in the coming years. Similarly the Marine Sector have sought long term support for their industry. Again we have responded and extended the applications for Marine Renewable Commercialisation Fund into 15/16. There will be a significant boost of capital support these sectors in 15/16 and funds will also be deployed to support Scotland's competitive advantage in new technologies and infrastructure. These funds will support future Renewable and Low Carbon Projects which will support Scotland's transition to a low carbon economy.
Financial Transactions	0.0	5.5	8.5	We will look to maximise the opportunity for Financial Transactions resourcing for key energy Loan and equity schemes including the District Heating Loan Scheme, The Resource Efficient Scotland SME Loans scheme and also the Capital aspects of the community renewables support scheme (CARES).
Maximising Oil and Gas investment in a low carbon economy	0.0	0.4	0.4	The Scottish Government has the objective of maximising the return from our rich hydrocarbon resources but in the context of reducing emissions. The Scottish Government supports CCS as a critical new technology that would transform the way we generate power, help reduce carbon emissions and ensure security of supply.
Fossil Fuel Levy – Renewable Projects (capital)	45.0	35.0	35.0	The Renewable Energy Investment Fund, set up following the release of funds from the fossil fuel levy, offers loan or equity support for shovel ready renewable projects including wave/tidal, district heating and community renewable projects. Investing in these projects and technologies will help make Scotland's emissions reductions targets a reality. We have reprofiled expenditure to allow applications for funding in 15/16. UK Government's energy policy has led to uncertainty and a prolonged investment hiatus in energy infrastructure across the UK. Hence our Renewable Energy Investment Fund had limited drawdown in 2012-13 and is being re-profiled to ensure that support is available for the sector into the future.
<b>Total Level 3</b>	<b>74.2</b>	<b>64.7</b>	<b>113.3</b>	

## Enterprise Agencies investment in renewables

Scottish Enterprise investment in renewables	27.2	29.1	24.1	This budget is for a range of initiatives and projects that will ultimately help us improve our emissions performance, such as the National Renewables Infrastructure Fund (NRIF), which aims to provide the necessary infrastructure to support offshore renewables; Scotland's International Technology and Renewable Energy Zone (ITREZ); the Fife Energy Park; the Power Network Demonstration Centre (2013-14 only) and the WATERS fund (for Wave and Tidal Energy Technology development).
Highlands and Islands Enterprise investment in renewables	12.2	10.4	5.0	This budget will fund a whole range of infrastructure developments that will support the transition to a low carbon economy, including new development sites at Arnish; a deep water decommissioning base at Lerwick; new quaysides at Wick and Invergordon; a marine energy quayside at Scrabster; an infrastructure upgrade at Kishorn; deployment and fabrication units at Hatston and Scrabster; and marine energy research and development projects at Heriot Watt/UHI and the European Marine Energy Centre (EMEC), EMEC onshore infrastructure projects and building work as part of the renewables campus Stromness.
<b>Total</b>	<b>39.4</b>	<b>39.5</b>	<b>29.1</b>	

	2013-14 budget	2014-15 draft	2015-16 plans
<b>TOTAL ENERGY</b>	<b>113.6</b>	<b>104.2</b>	<b>142.4</b>

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### Homes and Communities

(Unless stated otherwise, these budgets are held within the Infrastructure & Capital Investment portfolio)

#### Fuel Poverty/Domestic Energy Efficiency/Climate Change

	2013-14 budget	2014-15 draft budget	2015-16 plans	Commentary
Capital	22.5	22.5	22.5	This supports capital spending associated with delivery of the Home Energy Efficiency Programmes for Scotland (HEEPS) which includes national and area-based schemes to provide advice and upgrades for the least energy efficient/most fuel poor homes.
Revenue	42.5	42.5	42.5	This supports revenue spending associated with the delivery of the Home Energy Efficiency Programmes for Scotland. HEEPS aims to leverage further funding from energy companies under the Energy Companies Obligation to create overall funding of around £200m per annum to tackle fuel poverty and contribute to our emissions targets.
	9.2	14.2	14.2	Additional HEEPS funding of £14.2m added at Stage 3 to 2013-14 Budget and included in 2014-15 and 2015-16 drafts. Also £5m reallocated to alleviate Bedroom Tax in 2013-14
<b>Total Level 3</b>	<b>74.2</b>	<b>79.2</b>	<b>79.2</b>	It is anticipated that £5m from Fuel Poverty RDEL in 2013-14 is to be used to assist with 'bedroom tax' relief resulting in spend of £74.2m on Fuel Poverty in 2013-14

## Scottish Futures Fund - Warm Homes Fund

	2013-14 budget	2014-15 draft budget	2015-16 plans	Commentary
Warm Homes Fund	18.7	31.2	tbc	This is a £50m fund over the lifetime of the current Parliament providing loans for renewable energy projects for homes in fuel poverty. Per the Budget announcement, increased funding in 2013-14 and 2014-15 using Financial Transactions funds is expected to result in £18.7m in 2013-14 and some £31.2m in 2014-15 being made available for the Warm Homes Fund.

**Energy Efficiency Promotion & Policy Implementation  
(Budget held within Finance, Employment and Sustainable Growth Portfolio)**

	<b>2013-14 budget</b>	<b>2014-15 draft budget</b>	<b>2015-16 plans</b>	<b>Commentary</b>
Energy Efficiency & Policy Implementation	16.8	10.8	10.0	This budget supports the promotion of energy efficiency including providing advice and support programmes to encourage householders to be energy efficient; including maximising the opportunities from Green Deal In Scotland; providing energy efficiency loans to SMEs. This includes £4.5million annually to support the Home Energy Scotland service and regional advice centres. In addition, £5m of this budget line has been allocated (together with a further £5.3m from the Low Carbon Economy budget) to provide additional support for public sector energy efficiency over a two year period (2012-13 to 2013-14) (see the Low Carbon Economy line on the Business and Public Sector sheet).

**Green Deal  
(Budget held within Finance, Employment and Sustainable Growth Portfolio)**

	<b>2013-14 budget</b>	<b>2014-15 draft</b>	<b>2015-16 plans</b>	<b>Commentary</b>
Green Deal	14.7	0.0	0.0	Scottish Ministers secured a proportionate share of this GB-wide funding to support the development of a Green Deal market in Scotland. It will fund the majority of the £20m voucher cash back scheme over a two year period 2012/13 to 2013/14) for energy efficiency measures (See the Energy Efficiency & Policy Implementation budget line). In addition to, and working alongside this introductory government incentive, Green Deal finance will be available via Green Deal Providers, who will be responsible for both the provision of finance and arranging the energy efficiency works.

**Sustainable Action Fund  
(Budget held within the Rural Affairs and Environment portfolio)**

	<b>2013-14 budget</b>	<b>2014-15 draft budget</b>	<b>2015-16 plans</b>	<b>Commentary</b>
Sustainable Action Fund - Climate Challenge Fund	10.3	10.3	10.3	The Climate Challenge Fund provides Scottish communities with finance to support low-carbon action at a local level. Since the CCF's establishment in 2008, through to the latest round of awards (Round 14, June 2013), the Fund has awarded over 48 million pounds to supported 587 projects across 421 communities.
Sustainable Action Fund - Other	5.0	5.0	5.0	This element of the Sustainable Action Fund is used to support the Scottish Government's Greener Scotland strategic objective. This includes funding for environmental campaigns, the Government's low carbon behaviour change programme and sustainable development education activity. This budget also covers the costs of developing and expanding the Sustainable Scotland Network to provide support for the wider public sector alongside existing work with local authorities in support of the Climate Change Public Bodies Duties. It focuses on key areas of sustainable development, climate change and sustainable procurement including: events and networking services, best-practice knowledge exchange, performance improvement, capacity building, and scrutiny, with the overarching aim of improving local authority/public sector awareness, practice, assessment, action and reporting.
<b>Total Level 3</b>	<b>15.3</b>	<b>15.3</b>	<b>15.3</b>	

***N.B.** The Energy Efficiency Promotion & Policy Implementation, Green Deal and Sustainable Action Fund budgets also help to deliver measures that will support emissions reduction in businesses and the public sector.*

	<b>2013-14 budget</b>	<b>2014-15 draft budget</b>	<b>2015-16 plans</b>
<b>TOTAL HOMES &amp; COMMUNITIES</b>	<b>139.7</b>	<b>136.5</b>	<b>104.5</b>



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### Transport

(Budgets held within the Infrastructure & Capital Investment portfolio)

#### Support for Sustainable & Active Travel (SSAT)

	2013-14 budget	2014-15 draft budget	2015-16 plans	Commentary
<b>Total SSAT budget line</b>	35.0	29.0	15.0	
of which Fastlink	20.0	10.0	0.0	To promote modal shift to public transport through development of the Fastlink Bus Rapid Transit project.
Scottish Green Bus Fund	2.5	0.0	0.0	See also below
SSAT core allocation	5.0	5.0	5.0	Covers grant funding for active travel, smarter measures and wider low-carbon transport (LCV / alternative fuels policy etc). In 2013/4, includes grants to Sustrans, Cycling Scotland, Bike Station (£45k) and Forth Environment Link (Stirling Rail Hub; £87k) for cycling infrastructure and promotion. Also includes £0.1m in 2013/4 for Government work to develop an active travel marketing campaign. 2014/15 allocations will be determined in the wake of monitoring and evaluation of 2013/14 delivery, but will include Stirling Rail Hub (£85k) as well as on-going work by Sustrans to develop behavioural change initiatives and community links in partnership with local authorities.
Additional support for active travel infrastructure (Feb 2013)	5.0	4.0	0.0	UK Consequentials, announced Feb 2012 (£13m over 2012/13-2014/15)

Additional support for active travel (Sept 2013)	2.5	0.0	0.0	Green Stimulus allocation, announced September 2012 (£6m over 2012/13 and 2013/14)
Additional support for active travel infrastructure (Jan 2013)	0.9	0.0	0.0	Funding for the Oban-Appin NCN development and access to stations (Airdrie-Bathgate). Part of the £3.9m announced in Jan 2013; see also Trunk Roads shovel-ready line below.
Additional support for active travel infrastructure (Sept 2013)	0.0	10.0	10.0	Draft Budget, September 2013
Total estimated SSAT support for active travel infrastructure and promotion.	11.8	18.3	14.3	This takes account of an estimated £0.7m per annum to support the take up of low carbon vehicles and alternative fuels, smart mobility etc. 2014/15 grant funding will be determined in the wake of monitoring and evaluation of 2013/14 delivery as well as 2014/15 policy priorities. The Future Transport Fund, CWSS grants to local authorities and Network Strengthening and Improvements in TRBO (see below) also support cycling.
Other elements of the SSAT core allocation:				
Energy Saving Trust - sustainable transport promotion	1.0	tbc	tbc	Grant funding for the Energy Saving Trust provision of sustainable travel support for organisations (incl. promoting workplace travel-planning) and fuel efficient driver training. 2014/15 grant funding will be determined in the wake of monitoring and evaluation of 2013/14 delivery as well as 2014/15 policy priorities.
CarPlus	0.4	tbc	tbc	Grant funding to Carplus to support the development in Scotland of affordable, accessible and low-carbon car-sharing clubs and ride-sharing services. 2014/15 grant funding will be determined in the wake of monitoring and evaluation of 2013/14 delivery as well as 2014/15 policy priorities.

Smarter Measures including Smarter Choices Smarter Places (SCSP)	0.3	tbc	tbc	SCSP was a sustainable travel demonstration programme undertaken in 7 communities 2008-2012, with a full evaluation undertaken and published in April 2013. Follow-on work is now under development, including dissemination of the learning as well as development of thinking with local authorities around new initiatives to promote sustainable travel within communities. 2014/15 grant funding will be determined in the wake of monitoring and evaluation of 2013/14 delivery as well as 2014/15 policy priorities.
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#### Local Authority grants for Active Travel (Cycling, Walking and Safer Streets)

	2013-14 budget	2014-15 draft budget	2015-16 plans	Commentary
LA grants for Active Travel	5.6	8.2	8.0	Ring-fenced capital grants for programmes of work to support cycling, walking and safer streets. Forms part of the Local Government settlement. 2015/16 allocations are provisional

#### Scottish Futures Fund - Future Transport Fund

	2013-14 budget	2014-15 draft budget	2015-16 plans	Commentary
Low Carbon Vehicles	1.8	5.0	tbc	Capital funding for work to support the take up of low carbon vehicles and alternative fuels, including the provision of infrastructure.
Low Carbon Buses	2.8	4.8	tbc	This portion of the Future Transport Fund provides additional money to be paid through the Scottish Green Bus Fund, detailed separately below.
Cycling infrastructure	1.3	4.5	tbc	To support the development of the cycling infrastructure across Scotland, through partnership work by Sustrans with local authorities (see also above, for further grants to support active travel)
Freight Modal Shift	2.0	4.5	tbc	To promote freight modal shift away from road transport, through support for infrastructure projects
<b>Total Level 3</b>	<b>7.8</b>	<b>18.8</b>	<b>20.3</b>	

**Network Strengthening and Improvements in TRBO**

	2013-14 budget	2014-15 draft budget	2015-16 plans	Commentary
Grant funding for active travel infrastructure	1.8	1.2	0.0	Additional 'Shovel Ready' funding announced January 2013. In 2013/4 £1.6m is being invested by Transport Scotland in the Great Glen NCN route (£1.0m in 2014/5). £0.2m for school cycle parking in both 2013/4 and 2014/5.

**Support for Freight Industry**

	2013-14 budget	2014-15 draft budget	2015-16 plans	Commentary
Freight mode-shift support	1.1	1.1	1.1	Mode Shift Revenue Support (MSRS) grants to encourage alternatives to road transport, plus the Water Freight Grant (WFG), a start-up grant for new water freight services

**Additional Low Carbon Vehicle Support**

	2013-14 budget	2014-15 draft budget	2015-16 plans	Commentary
Plugged in Places	1.6	0.0	0.0	Capital investment in a programme of electric vehicle infrastructure, with support from the UK Government's Office of Low Emission Vehicles. This complements Future Transport Fund investment on Low Carbon Vehicles. Other budget lines also support LCV work and decisions about such funding from 2014-15 will be taken subject to evaluations and policy priorities.

**Scottish Green Bus Fund (comprises elements of funding from other transport budgets detailed in this spreadsheet)**

	2013-14 budget	2014-15 draft budget	2015-16 plans	Commentary
Scottish Green Bus Fund	[2.5]	[4.8]	tbc	<p>The Scottish Green Bus Fund (SGBF) pays part of the additional cost to operators of buying low carbon, mainly hybrid, buses compared with conventional vehicles. Allocations to individual operators are decided through a bidding process. The 2013-14 round was announced on 30 August 2013, with funding of around £2m available so far in this financial year, expected to support the introduction of a further 20-25 green buses on Scotland's roads.</p> <p>The SGBF draws money from other sustainable transport budgets. In order to maintain consistency with other Budget documents the individual elements of the fund are counted as part of their parent budgets in this spreadsheet. <u>To avoid double counting</u>, the SGBF money is shown in square brackets in this table and is not included in the overall totals in this spreadsheet.</p> <p>In 2013-14, [£2.5m] will be available, from the Support for Sustainable and Active Travel budget (SSAT). The Future Transport Fund (FTF) is providing £2.8m to repay the SSAT funding accelerated from 2013-14 into 2012-13. In 2014-15, £4.75m will be provided from the FTF.</p>

### Vessels and Piers - Hybrid Ferries

	2013-14 budget	2014-15 draft budget	2015-16 plans	Commentary
New Ferries	0.0	2.0	0.0	Commentary: emission savings from ferry services to be achieved through investment in modern, fuel-efficient vessels

### Intelligent Transport Systems (ITS)

	2013-14 budget	2014-15 draft budget	2015-16 plans	Commentary
ITS Maintenance	7.0	7.0	7.0	Annual costs of running and operating the Traffic Scotland service and supporting systems, supporting congestion management and efficient network usage.
ITS New Works	1.0	1.0	1.0	Completion of the Traffic Scotland ITS Action Plan, e.g., enhancing Traffic Scotland field equipment and upgrading the Traffic Scotland control system, supporting congestion management and efficient network usage.
<b>Total Level 3</b>	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	

## Rail projects

	2013-14 budget	2014-15 draft budget	2015-16 plans	Commentary - Rail
Edinburgh-Glasgow Improvement Programme	6.7	4.5	0.5	Construction of the new Edinburgh Gateway station
Rail: major public transport projects	14.1	0.0	0.0	Support for the RAB financing costs of Edinburgh-Glasgow Improvement Programme (including Cumbernauld electrification and advance work for Stirling-Alloa-Dunblane electrification), Borders Railway and Paisley Canal electrification. Costs reflected in Rail Infrastructure from 2014/15. All projects supporting modal shift and/or electrification.
Rail Infrastructure	0.0	31.6	65.6	Core RAB funding costs for Borders Railway, Edinburgh-Glasgow Improvement Programme and rolling programme of network electrification. All rail project costs (EGIP, Borders, other electrification programme included in ORR Determination for Control Period 5 from 2014/15. All projects supporting modal shift and/or electrification.
<b>Total Level 3</b>	<b>20.8</b>	<b>36.1</b>	<b>66.1</b>	

	2013-14 budget	2014-15 draft budget	2015-16 plans
<b>Total low-carbon transport spend</b>	<b>81.7</b>	<b>104.4</b>	<b>118.5</b>

Three-year total:

304.5

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### Rural Land Use

(Budgets held within the Rural Affairs and Environment portfolio)

#### Agriculture

	2013-14 budget	2014-15 draft budget	2015-16 plans	Commentary
Farming for a Better Climate	0.3	0.3	0.3	<p>Farming for a Better Climate is a targeted communication strategy delivered by the Scottish Agricultural College encouraging farmers to adopt efficiency measures that reduce emissions while having a positive impact on business performance. It promotes action that can be taken in five key areas that are flexible to individual farm businesses:</p> <ul style="list-style-type: none"> <li>- improving efficiency in the use of energy and fuels;</li> <li>- developing renewable energy;</li> <li>- locking carbon into the soil and vegetation;</li> <li>- optimising fertiliser and manure application; and</li> <li>- optimising livestock management and storage of waste.</li> </ul> <p>The funding also supports four Climate Change Focus Farms to demonstrate the practical application of emission reduction measures.</p>
Future Proofing Scotland's Farming and Scottish Farming Innovation Network	0.1	0.1	0.1	<p>Soil Association Scotland - Future Proofing Scotland's Farming is a three-year project (2011-2014) funded through the Scotland Rural Development Programme Skills Development Scheme (£150,000) and Quality Meat Scotland (£50,000). Aims to prepare agricultural businesses for the impacts, opportunities and risks that both climate and economic change bring.</p> <p>Soil Association Scotland - Scottish Farming Innovation Network is a three year project (2013-2015) funded through the Scotland Rural Development Programme Skills Development Scheme (£137,000) with additional industry funding. Aims to encourage farmers to implement low carbon practices.</p>

Land Managers Renewables Fund	3.0	3.0	3.0	Land Managers Renewables Fund is a component of the Scottish Government's Community and Renewable Energy Scheme (CARES). It is available to land managers to help facilitate the development of renewables for rural businesses including on farms.
Farm Woodland Schemes	2.7	2.3	2.0	Payments of EU funding for ongoing commitments to participants in schemes (now closed to new entrants) to encourage farmers and land managers to create woodland on agricultural land.  Farm woodland scheme. Closed 1992, 298 participants. Farm Woodland Premium Scheme. Closed 2002, 974 participants. Farmland Premium Scheme. Closed 2006. 773 participants.
<b>Total</b>	<b>6.1</b>	<b>5.7</b>	<b>5.4</b>	

### Forestry - Woodland Creation

	2013-14 budget	2014-15 draft budget	2015-16 plans	Commentary
Woodland Creation (part of 'Woodland Grants' Level 3 budget line)	30.0	31.0	31.0	The 'Woodland Grants' budget line provides support to the private sector for woodland creation, improvement and maintenance through the Scotland Rural Development Programme. The Woodland Grants budget is £36m per year, of which about £30m in 13/14 and £31m in 14/15 and 15/16 (shown in this table) will support woodland creation, and the balance the management of existing woodlands. Funding is mainly provided through Rural Priorities. N.B. 55% of this budget is EU co-financing in 13/14 and 14/15, and an assumed 50% in 15/16 and this element is included in the figures shown here.
Forest Enterprise	3.0	2.0	2.0	This represents provision in the Forest Enterprise budget for Woodland Creation.
<b>Total</b>	<b>33.0</b>	<b>33.0</b>	<b>33.0</b>	

## Peatland Restoration

	2013-14 budget	2014-15 draft budget	2015-16 plans	Commentary
Peatland Restoration	0.5	5.0	10.0	This budget will provide funding (through the SRDP) to support peatland restoration work, recognising the multiple benefits that peatlands provides for water quality, biodiversity and carbon. This funding supplements the support that is also available via bids to the Scotland Rural Development Programme.

	2013-14 budget	2014-15 draft budget	2015-16 plans
<b>TOTAL RURAL LAND USE</b>	<b>39.6</b>	<b>43.7</b>	<b>48.4</b>

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### Zero Waste

(Budget held within the Rural Affairs and Environment portfolio)

#### Zero Waste Fund

	2013-14 budget	2014-15 draft budget	2015-16 plans	Commentary
Zero Waste Fund	26.4	23.0	23.0	Support, for a range of programmes to move towards a more circular economy - reducing waste and using materials efficiently for both economic and environmental benefits. Including Resource Efficient Scotland, Waste (Scotland) Regulations 2012; developing the reprocessing sector; waste prevention and minimisation; reuse and recycling awareness including behaviours; and support for local authorities to achieve waste targets. In addition, the budget funds work to tackle litter and flytipping.

	2013-14 budget	2014-15 draft budget	2015-16 plans
<b>TOTAL ZERO WASTE FUND</b>	<b>26.4</b>	<b>23.0</b>	<b>23.0</b>

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### Other Rural Affairs and Environment Portfolio Climate Change Budgets

#### Climate Change Policy Development and Implementation

	2013-14 budget	2014-15 draft budget	2015-16 plans	Commentary
Committee on Climate Change	0.2	0.3	0.3	The Scottish Government makes an 8.4% contribution to the CCC's running costs on a pro-rata basis with the other national administrations. The figures in this table also include the Scottish Government's 4.2% financial contribution to the work of the Committee's Adaptation Sub-Committee.
Other Policy Development and implementation	1.0	0.9	0.9	This budget is administered directly by the Scottish Government's Climate Change and Water Industry Division to support a number of ongoing programmes, including improvement work on the Greenhouse Gas Inventory, outreach work with the Intergovernmental Panel on Climate Change, funding Adaptation Scotland (formerly Scottish Climate Change Impacts Partnership), and supporting the Scottish Government's international climate change engagement activities and engagement with business and other sectors in Scotland.
<b>Total Level 3</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	

	2013-14 budget	2014-15 draft budget	2015-16 plans
<b>TOTAL CLIMATE CHANGE POLICY DEVELOPMENT AND IMPLEMENTATION</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>