


# Department for Transport Sustainable Development Action Plan April 2009- March 2010

## Foreword

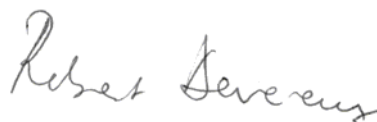
An effective transport system is essential for a successful economy and society, providing everyone with access to goods and services, employment opportunities and social and leisure opportunities.

But we know that modern transport can also have an adverse impact on people and on the environment, through greenhouse gas emissions, air pollutants and noise. That is why we are committed to building a transport system which is truly sustainable, reflected in the five clear goals which form our Departmental Objectives. In November we published "Delivering a Sustainable Transport System" which we explained how we were putting this into action in a way that both tackles our immediate problems and shapes our transport system to meet the longer term challenges. In that report we said that our biggest transport challenge is supporting continued economic growth while at the same time reducing carbon emissions – that challenge of being rich and green is at the heart of the Department's work.

In July we will be publishing our Carbon Reduction Strategy for Transport as part of the government's wider plans for delivering the challenging targets it has set for reducing emissions in order to avoid drastic climate change. As well as building a sustainable transport system, we must also ensure that sustainability is an integral part of every aspect of the Department's policies, operations and activity. That is the aim of this Sustainable Development Action Plan.



**Jim Fitzpatrick**  
DfT Sustainable Development Minister



**Robert Devereux**  
Permanent Secretary

## What is sustainable development?

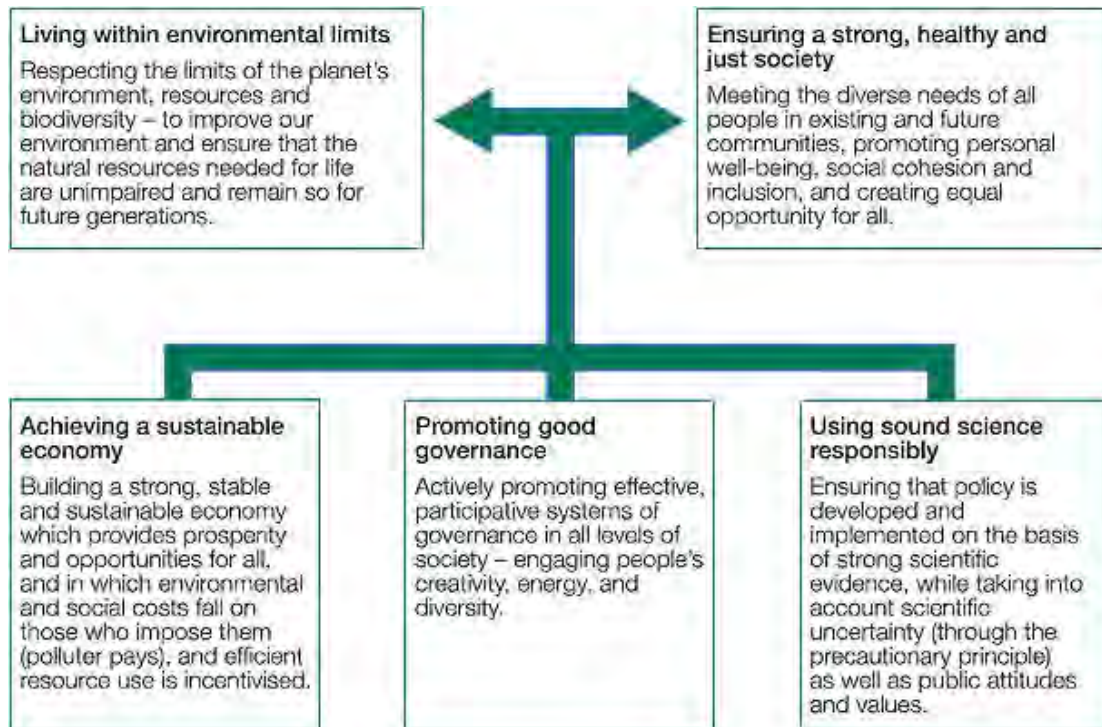


The UK's sustainable development strategy 'Securing the future' was published in 2005, and sets out the goal and principles of sustainable development.

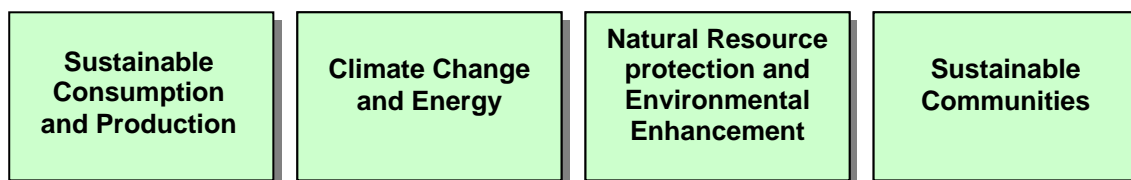
The goal of sustainable development is 'to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life of future generations'.

'Securing the Future' requires all central government departments and their agencies to publish sustainable development action plans to demonstrate how we are embedding sustainability in our activities.

The five principles of sustainable development set out in 'Securing the Future' are:



These principles are designed to form the basis for policy in the UK. In addition to this, the strategy set out four shared priority areas for UK action which are:



## Purpose of this document

This plan sets out the Department for Transport's contribution to sustainable development, and in particular to delivery of the goal and principles of Securing the Future. It sets out actions for ensuring that sustainable development is recognised in our policies, people, operations and procurement.

It also sets out examples of existing DfT initiatives and shows how the principles and priorities of sustainable development are embedded in them.

This document is published on the DfT's website. It will also be advertised to DfT staff during the week of publication through the department's internal bulletin, and distributed to key staff.

This is DfT's fourth sustainable development action plan. It covers the period from June 2009 to May 2010. All of the previous DfT action plans are available on DfT's website at:

[www.dft.gov.uk/about/howthedftworks/sda/](http://www.dft.gov.uk/about/howthedftworks/sda/)

## What sustainability means to the Department for Transport

A good transport system is vital for a prosperous economy - delivering goods, services and increasing accessibility. We also recognise the negative impacts that transport can have in terms of congestion, noise, local air quality issues, CO<sub>2</sub> emissions, and are committed to reducing these.

The Department for Transport has an important role to play in delivering sustainable development. Our objective is to have a modern transport system that works for everyone maximising the benefits whilst minimising these negative impacts.

In November 2008 DfT published Delivering a Sustainable Transport System which sets out the Department's latest strategic thinking and shows how we are translating our strategy into action.

It set out five goals for transport which are:

- to **support** national **economic** competitiveness and **growth**, by delivering reliable and efficient transport networks;
- to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**;
- to **contribute to better safety, security, and health** and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health;
- to **promote** greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society;
- to **improve quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**.

These five goals are now DfT's strategic objectives and are closely aligned to the principles of sustainable development:

<b>DfT Strategic Objective</b>	<b>Linked SD principle</b>
Tackle climate change	Living within environmental limits
	Using sound science responsibly
Contribute to better safety, security, and health	Ensuring a strong, healthy, and just society
	Using sound science responsibly
Promote equality of opportunity	Ensuring a strong, healthy, and just society
	Promoting good governance
Improve quality of life	Ensuring a strong, healthy, and just society
	Using sound science responsibly
Support economic growth	Achieving a sustainable economy
	Ensuring a strong, healthy, and just society

These principles are important and we must deliver on them if we are to create a sustainable transport system. DfT's biggest sustainability challenge is:

### **Supporting economic growth while reducing greenhouse gas emissions**

Transport is a vital contributor to economic growth. However, it is also a significant source of greenhouse gas emissions and a contributor to global warming.

In the Climate Change Act 2008 the Government has committed to reducing greenhouse gas emissions across the economy by at least 80 per cent by 2050 compared to 1990 levels. The transport sector will have its part to play in achieving these challenging reductions. DfT already has measures in place to reduce transport's emissions. In addition, we are developing a carbon reduction strategy for transport to be published as part of a wider suite of

government documents in the summer. The strategy will look at the full range of options for putting transport on to a less carbon intensive path.

Climate change is the greatest environmental challenge facing the world today. The effects will be felt globally, as rising sea levels threaten the very existence of some small island states and put millions of people at risk. Temperature increases, drought, flooding, and ocean acidification will affect people's health and way of life, and cause the loss of many species of plants and animals.

Some key ways in which the Department is working to reduce CO<sub>2</sub> emissions are set out in the text box below:

**Reducing carbon emissions:**

**In 2008 the EU set demanding mandatory standards for CO<sub>2</sub> emissions from new cars sold in Europe. The UK was amongst the vanguard of member states pushing the EU to set a challenging long-term fleet average target of 95g of CO<sub>2</sub> per kilometre by 2020. The UK also supported special provisions for small volume and niche manufacturers. This could save a total of around 7.6 million tonnes of CO<sub>2</sub> annually by 2020.**

**The Government is providing £100 million to support research, development and demonstration of key technologies for lower carbon vehicles, including Electric Vehicle options, and in January 2009 announced a further £250 million towards consumer incentives for ultra-low carbon cars.**

**The agreement to include aviation in the EU Emissions Trading Scheme will save an estimated 194 million tonnes of CO<sub>2</sub> across the EU in 2020 – broadly equivalent to the total CO<sub>2</sub> emissions for the Netherlands and Sweden combined in 2007.**

**To encourage people to use alternatives to their cars, the Government is promoting the use of sustainable transport through a number of different policies including:**

- Investing in public transport (in 2007/08 government spent around £4billion on the railways)**
- Increasing Cycling England's budget to £140 million over three years**
- Promoting the use of school and work place travel plans as well as other 'Smarter Choices' measures**
- Investing £5 million in the 'ACT ON CO<sub>2</sub>' communications campaign encouraging sustainable travel.**

Sustainable development will be the key to achieving our goals of economic growth and reduced CO<sub>2</sub> emissions.

Although reducing carbon emissions is important it is not the only way that DfT contributes to sustainable development. DfT has many policies aimed at ensuring a 'Strong, Healthy, and Just Society'. An example of one of these is below.

**Concessionary fares:**

**From April 2008 over 11 million older and disabled people have been able to use off-peak local buses free of charge anywhere in England. This is having a real impact. The concession recognises the importance of public transport for older people and the role access to transport has to play in tackling social exclusion and maintaining well-being.**

**The improved concession allows people to travel further on buses at off-peak times, guaranteeing access to facilities outside their local area and helping them to keep in touch with family and friends. It provides new leisure opportunities so that when visiting other parts of England on holiday, eligible people can travel free on local buses at off-peak times.**

### Helping to deliver the shared priorities

This diagram shows some key examples of DfT policies that help to deliver a strong contribution to each of the four SD priorities.

**Sustainable Consumption and Production**

International co-operation on developing sustainability standards for biofuels.  
Improving the fuel efficiency of the vehicles that we use.

**Climate Change and Energy**

Working with Defra's Climate Change Adaptation policy to help ensure that the transport system can cope with unavoidable climate change.  
Reducing the environmental impact of the fuels we consume.  
Inclusion of aviation in the EU Emissions Trading Scheme.

**Natural Resource Protection and Environmental Enhancement**

Ensure application of new EU Air Quality Directive.  
Reducing the impact of noise from the transport system.

**Sustainable Communities**

Reducing the number of people killed or seriously injured in Great Britain.  
School travel planning working with DCSF on objective for all schools to have an active school travel plan by end of March 2010.  
National concessionary fares scheme.  
Improving accessibility and inclusion promoting sustainable transport choices.

## PSA targets

DfT contributes to the following public service agreement targets which help to deliver sustainable development and illustrate our key challenge of reducing CO<sub>2</sub> emissions whilst delivering economic growth:

PSA 5: Deliver reliable and efficient transport networks that support economic growth

PSA27: Lead the global effort to avoid dangerous climate change

PSA28: Secure a healthy natural environment for today and the future

All PSAs are subject to six-monthly self assessment, challenge and reporting (via the Prime Minister's Delivery Unit) to the Prime Minister and Cabinet.

PSA 5, which the DfT is responsible for, is reported to the DfT Board as part of the six-monthly assessments.

## DfT's Agencies

This action plan is one of eight published each year by the DfT 'family'. The others are published by DfT's seven executive agencies. They all add to transport's overall contribution to delivering sustainable development.

Agency	Role
Highways Agency	Manages, maintains, and improves England's motorways and trunk roads.
Driver and Vehicle Licensing Agency	Facilitates road safety and general law enforcement by maintaining registers of drivers and vehicles, and collects Vehicle Excise Duty
Vehicle and Operator Services Agency	Provides a range of licensing, testing and enforcement services with the aim of improving the roadworthiness standards of vehicles, ensuring the compliance of operators and drivers, and supporting the independent Traffic Commissioners.
Driving Standards Agency	Sets standards for drivers, riders and trainers, provides driver education and learning resources, registers and supervises quality assured instructors, and provides driving assessments conducted as computer based and practical tests.
Vehicle Certification Agency	Supports industry by providing internationally recognised testing and certification for vehicles, their systems and components.
Government Car and Despatch Agency	Operates two core businesses: Government Cars and Government Mail.

Maritime and Coastguard Agency	Works to prevent the loss of lives at the coast and at sea, to ensure that ships are safe, and to prevent coastal pollution
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Each of these agencies has published its own sustainable development action plan which sets out how they contribute to sustainable development.

Since 2007 DfT(C) has co-ordinated publication of all of the DfT and agency action plans, advising the agencies on the requirements and running workshops to discuss the way forward.

Each year DfT(C) sets a timetable for delivery of these action plans and ensures that they are reviewed against the SDC's set of criteria to improve the overall quality of the plans.

All of the DfT 'family' plans are circulated to the agencies before publication for best practice sharing.

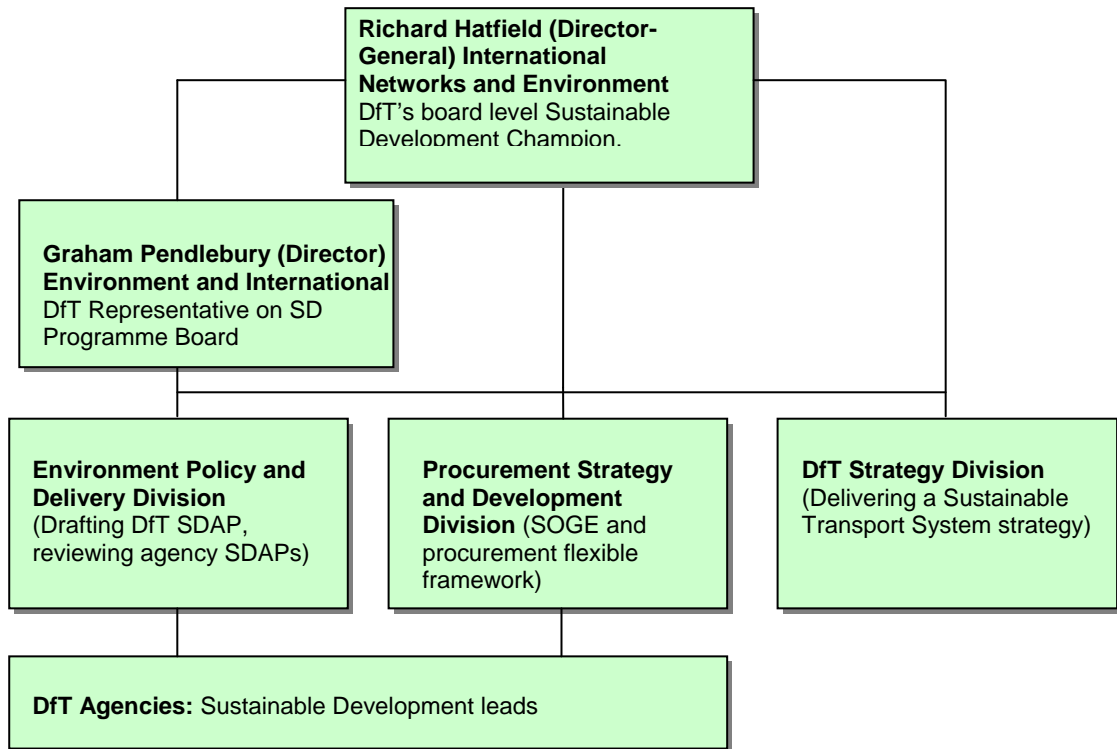
DfT also works to ensure that we provide a coherent transport story and ensure that the full range of the Department's activities are included. This is achieved by reviewing the sustainable development action plans and the provision of common introductions in the agency action plans. All plans are sent to Richard Hatfield (DfT's Sustainable Development Champion) for review before publication.

Copies of the latest action plans can be found on the Department's website at:

[www.dft.gov.uk/about/howthedftworks/sda/](http://www.dft.gov.uk/about/howthedftworks/sda/)

**How sustainability is organised within DfT**





In addition, Jim Fitzpatrick MP is the Department's Minister with responsibility for sustainable development.

## Actions

Sustainable Development Commission guidance states that sustainable development action plans need to cover policy, people, operations, and procurement. The following tables set out DfT's actions and contributions to each of those areas.

## Policy

DfT integrates sustainability into its decisions in a number of ways, including through its strategic objectives, through value for money assessments, and through impact assessments.

The Department is committed to producing Impact Assessments (IA) for new regulations, which assess the full range of impacts of a policy decision. The IA template requires policy makers to complete specific impact tests on a number of issues including the environment, competition, small firms, health, human rights and equality. This is designed to urge policy makers to consider the sustainability of policy decisions.

The Department's Better Regulation Unit emphasises the importance of capturing these sustainability impacts in the training, advice and written guidance it provides to policy makers.

The SDC's review of our 2008 action plan stated that DfT needed to improve its performance on the monitoring and accountability of SD. Some of the targets (number 2 and 5) in this section have been added to address these concerns.

No	Target	Timescale	Ownership
1	<p>Publish a Carbon Reduction Strategy as part of the Government's wider climate and energy strategy to demonstrate how DfT will reduce transport's greenhouse gas emissions.</p> <p>This Strategy will identify potential emissions reduction pathways for transport, looking at the full range of options for putting transport on a less carbon-intensive path.</p>	Summer 2009	Environment Policy and Delivery Division
2	<p>Add 'Sustainable Development' to the 30 key risks discussed and monitored at meetings of the DfT Board.</p> <p>This will ensure that high level scrutiny is given to issues of sustainable development each month.</p>	June 2009	Environment Policy and Delivery Division
3	<p>The Department will continue to ensure a strict appraisal regime is used to assess the Value for Money of transport investment projects. This includes monetising carbon emissions from new schemes, and quantifying the impact of transport on biodiversity, heritage, the water environment, air quality and the</p>	Ongoing	Department-wide – monitored by Transport Analysis and Economics Directorate

	physical fitness of the population. Impacts upon the landscape and townscape are also considered during this process.		
4	The Department will ensure the correct application of the New Approach to Appraisal (NATA) to ensure that the promoters of infrastructure schemes take into account the full range of impacts on the Climate Change, Quality of Life and the Natural Environment, Equality of Opportunity, the Economy and Health, Safety and Security. Adverse impacts, and opportunities to mitigate against them, are identified and clearly indicated to decision-makers.	Ongoing	Department-wide – monitored by Transport Analysis and Economics
5	Set up regular meetings between DfT SD leads and DfT's SD Champion.  Meetings to discuss progress against targets in the SDAP and to address any weaknesses on sustainability.	Quarterly.  First meeting in May 2009	Environment Policy and Delivery Division
6	Embedding sound science: The DfT continues to hold seminars on scientific topics (e.g. Chief Scientific Adviser's Seminars) Chief Scientific Adviser continues to attend Board, ExCo and Strategy committees.  This helps to ensure that the Department's scientific activities are well directed and that policy development is soundly based on good science.	Ongoing	Department-wide – monitored by Transport Analysis and Economics Directorate and the Chief Scientific Adviser's Unit
7	Strategic Networks – Developing a long term strategy for National Networks reflecting the principles set out in DaSTS.  Linking the strategy more closely to DaSTS will help to ensure that sustainable development is further embedded in the work of the Department.	Ongoing	National Networks
8	Translate, deliver and embed key elements of DaSTS into long term International Networks strategic planning	Ongoing	International Networks
9	Refine the DaSTS challenges in light of the consultation exercise and publish conclusions by May. Further integrate across the Department.	May for publication.  Autumn for integration	Strategy Team
10	Richard Hatfield to chair DfT strategy committee. This will ensure that strategy development across the Department is done in line with the 5 DaSTS Goals.  The five DaSTS goals are closely linked to the principles of sustainable development so this will help integrate sustainability across DfT.	Ongoing	Department-wide

## People

DfT has developed a vision incorporating sustainability and reflected in our DfT Leadership Standards. The Standards articulate how leaders can help deliver the vision and are now embedded within performance management objectives for 2008/9 for the SCS and other leaders for whom they are relevant.

A comprehensive leadership development programme in support of the standards was launched in September 2008 and will continue in 2009.

### **DfT implementation of Government Skills Strategy**

The Leitch Review reported that it is imperative that everyone in this country develops the skills of sustainable living and working. That means planning sustainable development at the heart of skills provision, ensuring that it is a fundamental goal of our economic and social progress. DfT signed a Skills Pledge in support of the Leitch recommendations and has developed a Skills Strategy to reflect our commitments.

An analysis across central DfT and its 7 Agencies has established the baseline for the Skills Pledge. The target is for 95% of all staff to achieve a level 2 national vocational qualification. For DfT overall, 92% of the workforce has achieved the target. DfT(C) (98%) and Marine and Coastguard Agency (96%) have met the target with DVLA not far behind with 94%.

Action plans are in place and progress will be tracked and reported on regularly.

As part of the Strategy, the Department has linked into the Apprenticeship Pathfinder. These apprenticeships are the centre-piece of government policy on skills and enable individuals of all ages to develop their skills and work towards national qualifications.

By March 2009, 80 people within DSA had enrolled as apprentices and DVLA sees an average of 20-30 apprentices complete the programme each year. DfT has committed to an additional 100 apprenticeship starts by March 2010 across the DfT family.

### **Local Employment Partnerships**

DfT is supporting the commitment given by Sir Gus O'Donnell to participate in Local Employment Partnerships, which are agreements between an employer and Jobcentre Plus to provide opportunities to benefit claimants to help disadvantaged people get back to work.

The Department is focusing on junior pay band temporary vacancies and promoting the benefits of Local Employment Partnerships with advertising line managers. This initiative also has the potential to contribute to the delivery of the Department's diversity strategy.

## Demonstrating Corporate Social Responsibility through volunteering

We are working in partnership with a Third Sector organisation to enable staff to become involved in community projects – including conservation work, working with the elderly, children with special needs, and supporting unemployed people to help them to enter, or re-enter, the job market. For example, a number of Fast-Stream staff within DfT(C) are being carefully matched with job-seekers to act as mentors and good role models to the job-seekers living in a deprived area of Westminster (the Churchill Garden Estate), in order to help them gain employment. Our staff will provide up to 2 hours of one-to-one mentoring per week, providing guidance on writing strong job applications and good CVs, and on interview techniques.

DfT provides staff with 3 days per annum for undertaking volunteering activity.

## Well-being

All staff have access to an external Employee Assistance Programme which provides assistance and counselling where needed to support the health and welfare of staff.

The Department provides a comprehensive package of support to employees who become ill, with access to Occupational Health Services as appropriate. We are looking at how this offering can be enhanced this year alongside the award of a new OH contract, and how we can make best use of tax efficient schemes that enhance employee well-being.

No	Target	Timescale	Ownership
11	To create a diverse workforce reflective of society based on the civil service “Promoting Equality, Valuing Diversity” three year strategy through leadership and accountability, behaviour and culture change, talent management and representation.	By 2020	Human Resources Directorate
12	To develop refresher training on sustainable procurement (including whole life costing principles), and make this available to procurement staff across DfT.	end October 2009	Supplier Engagement and Sustainability Division
13	Actively explore the potential to embed sustainable procurement into DfT procurement staff competencies, reward schemes and continuous professional development programme. Agree with HR function and, if acceptable, communicate and implement.	June 2009	Supplier Engagement and Sustainability Division /People Strategy Working Group.
14	To work towards the government skills strategy target of 95% of all staff being at level 2 NVQ	March 2011	HR Learning and Development Division
15	To achieve 100 additional apprenticeship starts within DfT.	March 2010	HR Learning and Development Division
16	In compliance with statutory duties under anti-	Next scheme	Accessibility

	<p>discrimination legislation the Department will produce a single equality scheme (race, disability and gender) every three years and annual progress reports on each equality strand.</p> <p>Each scheme will ensure that current and future policies take account of equalities principles.</p> <p>Each scheme will contain an Action Plan which details the actions to be taken both to fulfil our legal responsibilities and embed equality principles in our policy making, delivery and management practices.</p>	due December 2009	and Equalities Unit
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## Operations

DfT is measuring its sustainable operations performance against the Sustainable Operations on the Government Estate (SOGE) Framework targets. In the last published report DfT was rated at four stars out of a possible five. The main drivers to achieving this rating include significant work on the DfT baselines ensuring that they represent as near identical an organisation as we are now; huge improvements in the quality and quantity of data now reported; considerable effort on the part of Department and Agency colleagues to drive forward culture change in their organisations that enable new sustainability initiatives to be successfully introduced.

There are clearly still areas of the SOGE Framework that require further attention if we are to meet all the targets. Some work, such as consultation with the Carbon Trust, has produced recommendations across the Department which when implemented will produce savings in both monetary and environmental terms. The targets detailed below should see the Department consolidate its current position as well as drive forward new initiatives which will address the current shortfall in the DfT sustainable performance. DfT will continue with its central co-ordination role for sustainable operations and be responsible for collating the DfT annual SOGE return. In particular we will:

No	Target	Timescale	Ownership
17	Implement a Waste and Water Management programme across DfT with the aim of reducing overall waste arisings, increasing waste recycling and reducing water consumption. The target of this action is, where feasible, to enable DfT to meet the current SOGE Framework waste and water targets. Additionally this action will enable DfT to be better placed for the start of the new SOGE Framework in April 2011.	End December 2009	Procurement Strategy and Development Division
18	Hold bi-annual SOGE Estates Fora with all DfT Executive Agencies and NDPBs with the aim of promoting best practice (including procurement aspects) and introducing new concepts to maintain a concentrated focus on the delivery of measures required to achieve the SOGE targets. Each Forum to cover two areas of the SOGE targets with input and presentations from specialist/expert providers.	End April 2009 & End November 2009	Procurement Strategy and Development Division
19	Continue to monitor progress against the Carbon Management Energy Efficiency Report and review actual emissions savings against the forecasts in the report. This remains a focus for DfT as the actions adopted from the report will be a contributory factor to DfT achieving the Carbon from Offices SOGE target.	Half yearly progress updates	Procurement Strategy and Development Division
20	Consider introduction of the Carbon Standard across the Department with the aim of identifying and reducing all CO <sub>2</sub> emissions from the Department and not just those covered by the SOGE targets.  If the Carbon Standard is considered appropriate for	Initial review by end July 2009	Procurement Strategy and Development Division

	<p>DfT, a further action plan will be drawn up for implementation (including timescales). That plan will outline the actions needed to achieve the required continuous improvement under the Carbon Standard. These actions will also link to requirements under the Carbon Reduction Commitment (CRC) and the new SOGE Framework which is expected to be aligned to the Climate Change Act, CRC and DECC.</p> <p>If the Carbon Standard is not applicable to DfT for 2009-10 then we will consult the Carbon Trust to determine the best next steps. The primary objective of this consultation will be to continue improving the sustainable performance of the DfT estate.</p>		
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## Procurement

DfT is measuring its sustainable procurement performance against the Sustainable Procurement Task Force (SPTF) Flexible Framework. To date, we have delivered awareness training to 200 procurement staff, held workshops to consider risks and opportunities for specific types of DfT spend, identified our high impact (priority) areas and produced guidance notes to cover 29 different categories of procurement spend. Each of our high/medium priority areas has been allocated an owner who is responsible for drawing up an action plan to manage risk and improve performance. We have set up a network of representatives in DfT(c), Agencies and NDPBs who are responsible for championing sustainable procurement and communicating progress and updates. They receive a regular newsletter and we held our first forum on 23 January 2009. Our Sustainable Procurement Strategy is published on the DfT website at [www.dft.gov.uk/about/procurement/sustainablestrategy](http://www.dft.gov.uk/about/procurement/sustainablestrategy). DfT(c) will continue with its central co-ordination role for sustainable procurement and be responsible for measuring DfT's progress against the Flexible Framework. In particular we will:

No	Target	Timescale	Ownership
<b>Centrally co-ordinated initiatives on behalf of wider DfT</b>			
21	<p><b>Policy, Strategy &amp; Communications</b></p> <p>Review DfT Sustainable Procurement Strategy and suggest necessary revisions.</p> <p>Any significant changes (including downgrading of risk) to be subject to consultation and Board approval</p>	<p>End April 2009</p> <p>End July 2009</p>	Sustainable Procurement Policy Manager
22	<p>Continue to send regular newsletters to nominated DfT Sustainable Procurement "Reps" to communicate policy changes, raise awareness of forthcoming events, initiatives and opportunities and seek feedback and contributions on work co-ordinated by DfT(c), for example refresher training.</p> <p>Hold regular forum for "reps" to encourage networking, sharing of ideas and to provide the opportunity to discuss challenges. To include relevant speakers, for example from CESP.</p>	<p>At least every 8 weeks</p> <p>Every six months</p>	Supplier Engagement and Sustainability Division
23	<p><b>Procurement Process</b></p> <p>Visit each Agency Head of Procurement (and DfT(c) representative) to discuss recommendations arising from the 2008 external audit of sustainable procurement, individual progress against the Flexible Framework targets, use of DfT guidance notes and their own sustainable procurement action plans to ensure sustainability embedded in procurement</p>	End June 2009	Supplier Engagement and Sustainability Division

	process and risks managed.		
24	<p><b>Engaging Suppliers</b></p> <p>To identify DfT's 100 highest impact suppliers (as defined in our Sustainable Procurement Strategy) and make necessary arrangements to communicate with, and assist, them in completing the Carbon Disclosure Project Questionnaire <a href="http://www.cdproject.net/">http://www.cdproject.net/</a>.</p> <p>Analyse responses to the Carbon Disclosure Project questionnaire and agree appropriate next steps for the various categories of spend. If necessary, this could include additional work with certain sectors.</p>	<p>By end July 2009</p> <p>End November 2009</p>	Supplier Engagement and Sustainability Division
25	<p><b>Measurement and results</b></p> <p>Undertake review to confirm DfT has achieved level 3 of the Flexible Framework with leadership in at least one area of Level 5</p>	To commence by October 2009	Supplier Engagement and Sustainability Division
26	Draw up plans for meeting Levels 4 and 5 of the Flexible Framework and consider these alongside further review of Sustainable Procurement Strategy.	End April 2010	Supplier Engagement and Sustainability Division
<b>Specific work streams "owned" by DfT(c)</b>			
27	<p><b>Uniforms:</b></p> <p>Agree DfT's sustainability requirements with internal stakeholders and communicate to Office of Government Commerce Buying Solutions to help shape improvements to their pan-government Framework Arrangement.</p>	End June 2009	Supplier Engagement and Sustainability Division
28	<p><b>Business Travel:</b></p> <p>Draw up action plan to build upon and expand current good practice across the Department (such as training for high risk drivers, use of videoconferencing, salary sacrifice schemes for purchase of season tickets and bicycles and encouraging use of lower emission hire car categories), and address any areas of weakness.</p> <p>Consult with key stakeholders across DfT on business case and targets for reducing grey fleet. When agreement reached, submit business case to DfT Board and implement.</p>	<p>End June 2009</p> <p>End December 2009</p>	Supplier Engagement and Sustainability Division
29	<p><b>Rail:</b></p> <p>Embed the principles of sustainability in all passenger franchises let by the Department drawing on industry best practice. The successful bidder for the South Central Franchise will be announced in summer 2009.</p>	In line with DfT's franchise timetable	Rail Technical and Professional Directorate
30	<b>Storage and Distribution:</b>	Quarterly progress	Communications Directorate

	Continue to work closely with Contractor to reduce impacts associated with energy consumption, packaging, paper use, waste and transportation.	meetings	
31	<p><b>Paper:</b></p> <p>Continue to work with OGC, Defra and the Paper Industry to improve the way paper is procured and used (for example the “Paper Vision for the Future” initiative).</p>	Via regular meetings of Buying Solutions Category Strategy Team for Print Paper and NAPM Two Sides Paper Initiative Steering Group	Communications Directorate
32	<p><b>Print:</b></p> <p>Work with Office for Government Commerce Buying Solutions to encourage greater sustainability from the suppliers on their Print Framework. For example by chemical and ink technology improvements as well as waste and energy management.</p>	Development of supplier questionnaire will be discussed at the next CD working group	Communications Directorate

## Monitoring, evaluation, and accountability

Sustainable development is integral to the work of the Department and its importance is underlined by a wide range of progress reporting. The DfT has a SD Champion to ensure that any concerns over sustainability are raised at the DfT Board.

DfT also reports progress against its operations and procurement targets at regular intervals.

In 2010 a progress report will be published to demonstrate how we have done against the targets within this plan.

We will also publish a new SD Action Plan in 2010. It will take into account feedback from stakeholders on this plan and if necessary some targets may be carried over to the new plan.

The table below shows how DfT will monitor and report on the targets in the SDAP as well as our SOGE, and sustainable procurement, targets.

June/July 2009	Annual progress report for DfT's 2008 SDAP
Monthly	'Sustainable Development' to be one of 30 key programmes reported on at DfT Board (target no. 2)
Monthly	SOGE reports on DfT's headquarters Great Minster House
Quarterly	Meeting between DfT SD Champion and SD leads to discuss progress of SDAP and other SD issues. (target no. 5)
Quarterly	Updates on main areas of utilities consumption from each of DfT's agencies
Quarterly (From July 2009)	Collect data on SOGE quarterly via an estates database called e-PIMS
Six-Monthly	Office for Government Commerce (OGC) require DfT to report against 'trajectories' which are similar to our SOGE targets.
Six-Monthly	Assessment of delivery against PSA targets.
October/November 2009	Annual external audit of DfT's progress against procurement Flexible Framework
June 2010	Publish an annual report against the targets in this plan.
June 2010	DfT publishes an updated SDAP

## Annex A

### Progress against DfT's key contributions in 'Securing the Future'

In 2005 DfT set out six key contributions to delivering the Securing the Future strategy. This section gives a brief outline of our progress against these contributions.

Key contribution	Progress
<p>1. Developing cleaner fuels and vehicles: 2002 Powering Future Vehicles (PFV) strategy and the New Vehicle Technology Fund (spending in excess of £100 million per annum); eco labelling proposal being considered by Low Carbon Vehicle Partnership.</p>	<p>In April 2008 the Renewable Transport Fuels Obligation came into force which obliged fuel suppliers to source a certain percentage of their road transport fuels from renewable sources.</p>
<p>2. Ambitious targets in PFV strategy to increase the number of new sales of low emitting cars (by 2012, 10 per cent emitting 100g/cm<sup>3</sup> or less) and the number of low carbon buses (by 2012, 600 or more buses coming into operation per annum will emit 30 per cent or less below 2002 average carbon emissions).</p>	<p>In December 2008 a new EU regulation on CO<sub>2</sub> emissions from new cars was agreed. This sets ambitious CO<sub>2</sub> targets for car manufacturers selling vehicles in the EU and, following pressure from the UK and other member states, also contains a challenging long term target for 2020. The regulation also contains a provision to provide extra incentive up until 2015 for ultra-low carbon vehicles below 50g/km.</p>
<p>3. Reducing aviation emissions: pushing at EU and international level for the inclusion of aviation emissions in emissions trading schemes.</p>	<p>The Government has led the debate within Europe to include aviation in the European Emissions Trading Scheme (EU ETS) and is pleased that on 2 February 2009 the Aviation ETS Directive (EC/2008/101) came into force. It is estimated to generate an EU-wide saving of 194 million tonnes of carbon dioxide in 2020 and marks significant progress towards the implementation of a scheme which will enable the aviation sector to take responsibility for its carbon emissions in the most cost-effective way. The Government wants the EU ETS to operate as effectively and efficiently as possible and for it to be a stepping stone to a comprehensive, global mechanism.</p>
<p>4. Sustainable freight strategy: including funding for Road Haulage Modernisation Fund and developing Freight Quality Partnerships. Lorry road user charging is due to be delivered in 2007-08.</p>	<p>Plans for lorry road user charging have been suspended. Since 2005 the DfT has promoted sustainable distribution through the Sustainable Distribution Fund (SDF). This consists of two programmes: the modal shift programme, which helps to transfer freight from road to rail or water transport; and the efficiency programme, to encourage the more efficient use of all forms of transport. The SDF also supports targeted research to underpin Freight Best Practice initiatives (which came from the Road Haulage Modernisation Fund). The SDF programmes are delivering around 250,000 tonnes of CO<sub>2</sub> savings</p>

	annually.
5. New round of local transport plans: integrating air quality action plans and setting clear objectives for accessibility planning.	<p>DfT's Local Transport Plan guidance emphasises the importance of local authorities integrating Air Quality Action Plans into their Local Transport Plans where transport is the primary cause of poor air quality. DfT aims to publish updated guidance in summer 2009.</p> <p>DfT is currently undertaking a long-term process and impact evaluation of accessibility planning. An initial report is expected in mid-2009.</p>
6. School travel: working with DfES to implement the Travelling to School action plan, including the introduction of travel plans in all schools by 2010.	<p>Launched in 2003, The Travelling to School Initiative (TTSI) has sought to increase the proportion of pupils travelling to school sustainably i.e. walking, cycling and by bus. It is based around the delivery of school travel plans and there is an aspirational target that by March 2010 all schools (including independent) will have an approved plan. As at March 2008 over 17,000 schools (69%) had an approved plan.</p>