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20 March 2019

Dear James

Fuel Poverty (Target, Definition and Strategy) (Scotland) Bill

Following careful consideration and close reflection of the evidence provided during Stage 1 and in line with the recommendations made in the Committee's Stage 1 Report, I am pleased to provide you with an overview (as set out at Annex A) of the series of amendments now lodged by the Scottish Government. These, if agreed, will make important improvements to the Bill.

To further assist the Committee in its understanding of the Scottish Government's amendments and what the effect would be if the proposed amendments passed, a copy of the Bill showing where the amendments sit forms Annex B.

As with all our work on the Bill, the amendments reflect the extensive consultation and engagement process that we have undertaken so far and which will continue as the Bill moves through the Parliamentary process.

If the Committee requires any further clarification in respect of these amendments in advance of the Committee session on 27 March at which amendments to the Bill will be considered, please do not hesitate to contact me. I am also happy to meet with Members on an individual basis to discuss any specific issues they have.

KEVIN STEWART

Scottish Ministers, special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See www.lobbying.scot

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ANNEX A

FUEL POVERTY (TARGET, DEFINITION AND STRATEGY) BILL

SCOTTISH GOVERNMENT AMENDMENTS: SUMMARY

The Government's amendments are discussed below broadly in themes for ease of consideration. The numbering of the amendments below matches their numbering on the daily list.

TARGETS

In line with the commitment made by the Minister for Local Government, Housing and Planning in his Stage 1 evidence to the Committee and at the Stage 1 debate, the Scottish Government has introduced amendments to put two 2030 targets from the draft Fuel Poverty Strategy on the face of the Bill: that by 2030 the fuel poverty rate will be no more than 15% and the median fuel poverty gap no more than £350 in 2015 prices before adding inflation.

In light of the Committee's recommendation that the Scottish Government bring forward proposals for a separate target for targeting extreme fuel poverty at Stage 2 and the Minister's commitment at the Stage 1 debate to do so, the Scottish Government has introduced amendments to put both an extreme fuel poverty target and an interim target in respect of extreme fuel poverty on the face of the Bill.

In order to help tackle extreme fuel poverty, the Scottish Government has also introduced an amendment to put a 2040 median fuel poverty gap target on the face of the Bill – this being that by 2040, the median fuel poverty gap will be no more than £250 in 2015 prices before inflation.

The 2030 targets will ensure that the Scottish Government maintains momentum and progress throughout the delivery of the Fuel Poverty Strategy.

The new targets for extreme fuel poverty and the 2040 median fuel poverty gap target are challenging but achievable and commit us to prioritising tackling those in extreme fuel poverty.

17. **Definition of 2040 target** - This amendment is a consequential amendment as a result of amendment 18 which introduces the 2030 target. It removes the definition of the 2040 target from section 1 of the Bill. It does this because, as a result of the need to use the label "fuel poverty targets" to capture the 2030 and 2040 targets together, amendment 41 creates a new interpretation section in which the 2040 target is now defined.
18. **2030 target** - This amendment inserts a new section into the Bill for the three 2030 targets.
26. **Content of fuel poverty strategy re fuel poverty targets** - This amendment obliges the Scottish Ministers to set out in the fuel poverty strategy the approach that they intend to take to ensure that the 2030 fuel poverty targets are met as well as the 2040 target.
27. **Content of fuel poverty strategy re fuel poverty targets** - This amendment obliges the Scottish Ministers to set out in the fuel poverty strategy the organisations with which they intend to work to ensure that both the 2030 and 2040 fuel poverty targets are met.

29. **Content of fuel poverty strategy re fuel poverty targets** - This amendment obliges the Scottish Ministers to set out in the fuel poverty strategy how they intend to assess the progress towards meeting the 2030 fuel poverty targets as well as the 2040 target.
30. **Content of fuel poverty strategy re fuel poverty targets** - This amendment obliges the Scottish Ministers to set out in the fuel poverty strategy how they intend to assess whether the 2030 fuel poverty target is met alongside the assessment of whether the 2040 target is met.
33. **Content of reports on fuel poverty re fuel poverty targets** - This amendment obliges the Scottish Ministers, when reporting on fuel poverty, to set out in the report the steps taken during the reporting period for the purpose of meeting the 2030 fuel poverty target as well as the 2040 target.
34. **Content of reports on fuel poverty re fuel poverty targets** - This amendment obliges the Scottish Ministers, when reporting on fuel poverty, to set out the progress made in the reporting period towards meeting the 2030 target as well as the 2040 target.
35. **Content of reports on fuel poverty re fuel poverty targets** - This amendment obliges the Scottish Ministers, when reporting on fuel poverty, to set out in the report the steps that they propose to take in the next reporting period in order to meet the 2030 target as well as the 2040 target.
40. **Reference to short title in section 12(3) of the Bill** – This amendment is consequential on amendment 43, which is in turn itself a consequential amendment to reflect the fact that the Bill will, if amendment 18 is agreed, have more than one target. If amendment 43 is agreed, the short title would be the Fuel Poverty (Targets, Definition and Strategy) (Scotland) Bill.
41. **New interpretation section re targets** - This amendment is a consequence of the amendment to introduce interim 2030 targets. It creates a new interpretation section in which “the 2040 target” and the “fuel poverty targets” are defined, the latter being both the 2040 target and the 2030 target.
42. **Coming into force of new interpretation section re targets** - If amendment 41 introducing the new interpretation section is passed, amendment 42 would bring that section into force on the day after Royal Assent.
43. **Short title** - This consequential amendment would change the short title to reflect the fact that there is now more than one target, so that the Act would be the Fuel Poverty (Targets, Definition and Strategy) (Scotland) Act 2019.
44. **Long title** – This consequential amendment would change the long title by deleting the reference to “a target” and substituting the word “targets” to reflect the fact that the Bill as amended would contain more than the one target.
15. **Expansion of 2040 target** - This amendment would expand the 2040 target to encompass an extreme fuel poverty target - that no more than 1% of households are in extreme fuel poverty in the year 2040 – on the face of the bill.
16. **Expansion of 2040 target** - This amendment would expand the 2040 target to encompass the 2040 median fuel poverty gap target that is contained in the draft Fuel Poverty Strategy. This is in line with the Scottish Governments commitment at Stage 1

to put the interim median fuel poverty gap target which the draft Strategy contains onto the face of the Bill.

EXTREME FUEL POVERTY

The Scottish Government intends to ensure that those experiencing the greatest fuel poverty are prioritised in our efforts to tackle fuel poverty. As a consequence of the Committee's recommendation that we bring forward proposals for a separate target for targeting fuel poverty, and in line with the Minister's commitment at the Stage 1 debate to lodge a Stage 2 amendment to define extreme fuel poverty, we are proposing a new statutory definition for extreme fuel poverty.

24. **Definition** - This amendment would insert a new section on the meaning of extreme fuel poverty. The definition of extreme fuel poverty would be the same as the proposed new definition of fuel poverty with the exception that, for the first part of the test, more than 20% of a household's income after housing costs is required to be spent on fuel (rather than 10%).

This amendment would also apply the provisions of section 2 on the meaning of fuel poverty to extreme fuel poverty other than those of section 2(1) (which contains the test for overall fuel poverty). This ensures the meaning of extreme fuel poverty is the same as that of fuel poverty apart from the percentage of a household's adjusted net income that is being spent on necessary fuel costs.

FUEL POVERTY GAP

We believe monitoring the fuel poverty gap, in addition to the overall prevalence of fuel poverty, can help ensure that the severity of fuel poverty is better understood and reduced.

Therefore we propose amending the Bill to enshrine the targets from the draft Fuel Poverty Strategy which address the fuel poverty gap in legislation. The amendments which provide for these targets are amendments 16 and 18 and, in support of these targets, we also wish to put the definition of fuel poverty gap on the face of the Bill.

25. **Definition** - This amendment would insert a new section on the meaning of fuel poverty gap and has been introduced as a result of the Scottish Government's commitment at Stage 1 to put an interim fuel poverty gap target on the face of the Bill and its further proposal to put a 2040 median fuel poverty gap target on the face of the Bill to help fight extreme fuel poverty.

38. **Regulations** - The proposed new section on the meaning of fuel poverty gap contains references to prices indices and allows the Scottish Ministers to amend the section by regulations to replace references to one prices index with references to another (as is often done when legislation refers to CPI). This amendment would make these regulations subject to the affirmative procedure and would also allow them to make the standard provision specified in section 11(b)(i) and (ii) (this being incidental, supplementary, consequential, transitional, transitory or saving provision and different provision for different purposes).

REMOTE RURAL, REMOTE SMALL TOWN AND ISLAND MINIMUM INCOME STANDARD (“RRRSTI MIS”)

As we have set out to the Committee, we are bringing forward an uplift based on an RRRSTI MIS in line with their recommendation and to account for the higher cost of living in these areas. This will introduce a regulation-making power subject to the affirmative procedure with the intention for it to include a full assessment of prices in RRRSTI areas and we will combine this with extensive primary research to identify differences in the basket of goods and services required by households in RRRSTI areas.

20. **Uplift** – This amendment makes subsection (5) of section 2 subject to a new subsection for RRRSTI households. Section 2(5) sets the percentage of MIS at which, after the deduction of the notional costs allocated as part of MIS which are listed in Section 2(5)(a) – (d), a household’s remaining net income after housing costs is deemed sufficient for that household to maintain an acceptable standard of living for the purpose of part two of the two part test for fuel poverty contained in Section 2(1)..

21. **Uplift** - To account for the higher cost of living faced by RRRSTI households, this amendment introduces, for such households, a new subsection of section 2 in order to provide for an additional amount (or uplift) to be added to the amount (or sum) which would require to be calculated in accordance with subsection (5) to establish whether such a household is in fuel poverty. The amendment contains the words “if any” in relation to the additional amount in recognition that there could be cases, over the lifetime of the Act in which the uplift is zero and the use of the wording “additional amount (if any)”, means that there could never be a decrease. The amendment provides for remote rural area, remote small town and island area to be defined in regulations while making clear the types of area that must be covered. It also provides for the person who is to determine the additional amount to be specified in regulations, allowing the person to be named in due course in the same way as is done for the UK MIS, but recognising that it cannot be done yet as procurement must be carried out first.

37. **Regulations** - This amendment would make the regulations to define remote rural area, remote small town and island area and to specify who is to determine, in relation to RRRSTI households, the additional uplift referred to is subject to the affirmative procedure. It would also allow the regulations to make the standard provision specified in section 11(b)(i) and (ii) (this being incidental, supplementary, consequential, transitional, transitory or saving provision and different provision for different purposes).

CONSULTATION ON STRATEGY AND REQUIREMENT FOR STATEMENT TO PARLIAMENT ON STRATEGY.

31. **Consultation on strategy** - In preparing the fuel poverty strategy, Ministers are already obliged to consult such persons as they consider appropriate. This must always include individuals with lived experience of fuel poverty. This amendment would expand those whom Ministers must consult to include local authorities (in addition to the requirement to consult anyone else whom they consider appropriate).

32. **Process for making the strategy** – This amendment would require Ministers to prepare a report on how the consultation process relating to preparation of the fuel poverty strategy is carried out. This would then have to be published and laid before Parliament. In addition, Ministers would be required to make a statement to the Parliament about the strategy.

36. **Consultation on periodic reports** - In preparing periodic reports, Ministers are already obliged to consult such persons as they consider appropriate (which must always include individuals with lived experience of fuel poverty). This amendment would expand those whom Ministers must consult to include local authorities. This is in addition to the requirement to consult anyone else whom they consider appropriate.

MINOR/TECHNICAL

22. **Definition of MIS** - This amendment would clarify that the MIS being used in the definition of fuel poverty is the UK MIS.
23. **Definition of MIS** – Section 2(6) defines MIS as the MIS determined either by the Centre for Research in Social Policy at Loughborough University in conjunction with the Joseph Rowntree Foundation or such other person as the Scottish Ministers may from time to time determine. This amendment will delete the words “in conjunction with the Joseph Rowntree Foundation” from the first option in recognition of the fact that this Foundation simply provides the funding for MIS and is not involved in the determination of MIS.
39. **Consultation on enhanced heating regulations** – This amendment would ensure that any consultation on enhanced heating that was conducted prior to the Bill being passed or before the section containing the provision to make these regulations coming into force, would not be invalidated simply because of the point in time at which it was conducted. This will allow the Government to press ahead with consultation as soon as possible, in order to allow faster commencement.

ANNEX B

Fuel Poverty (Target, Definition and Strategy) (Scotland) Bill

[WITH GOVERNMENT AMENDMENTS]

An Act of the Scottish Parliament to set **a target targets** relating to the eradication of fuel poverty; to define fuel poverty; to require the production of a fuel poverty strategy; and to make provision about reporting on fuel poverty.

Fuel poverty targets

1 The 2040 target

The target is that in the year 2040—

- (a) no more than 5% of households in Scotland are in fuel poverty,
- (b) no more than 1% of households in Scotland are in extreme fuel poverty,
- (c) the median fuel poverty gap of households in Scotland in fuel poverty is no more than £250 adjusted in accordance with section 2B(5) to take account of changes in the value of money.

~~(2) — In this Act, the target set out in subsection (1) is known as the “2040 target”.~~

1A The 2030 target

The target is that in the year 2030—

- (a) no more than 15% of households in Scotland are in fuel poverty,
- (b) no more than 5% of households in Scotland are in extreme fuel poverty,
- (c) the median fuel poverty gap of households in Scotland in fuel poverty is no more than £350 adjusted in accordance with section 2B(5) to take account of changes in the value of money.

2 Meaning of fuel poverty

(1) A household is in fuel poverty if—

- (a) the fuel costs necessary for the home in which members of the household live to meet the conditions set out in subsection (2) are more than 10% of the household’s adjusted net income, and
- (b) after deducting such fuel costs and the household’s childcare costs (if any), the household’s remaining adjusted net income is insufficient to maintain an acceptable standard of living for members of the household.

(2) For the purpose of subsection (1)(a), the conditions are that—

- (a) the requisite temperatures are met for the requisite number of hours, and
- (b) the household’s other reasonable fuel needs within the home are met.

- (3) For the purpose of subsection (2)(a)—
- (a) the requisite temperatures are—
 - (i) in the case of a household for which enhanced heating is appropriate—
 - (A) 23 degrees Celsius for the living room,
 - (B) 20 degrees Celsius for any other room,
 - (ii) otherwise—
 - (A) 21 degrees Celsius for the living room,
 - (B) 18 degrees Celsius for any other room,
 - (b) the requisite number of hours is—
 - (i) in the case of a household for which enhanced heating is appropriate, 16 hours a day,
 - (ii) otherwise—
 - (A) 9 hours a day on a weekday,
 - (B) 16 hours a day during the weekend.
- (4) The Scottish Ministers may by regulations specify the types of household for which enhanced heating is appropriate.
- (5) **Subject to subsection (5A)**, a household’s remaining adjusted net income is sufficient to maintain an acceptable standard of living for the purpose of subsection (1)(b) if it is at least 90% of the minimum income standard applicable to the household after deduction of the notional costs allocated as part of that standard to—
- (a) rent,
 - (b) council tax and water rates,
 - (c) fuel,
 - (d) childcare.
- (5A) Where the home in which members of a household live is in a remote rural area, remote small town or island area, the household’s remaining adjusted net income is sufficient to maintain an acceptable standard of living for the purpose of subsection (1)(b) if it is in total at least—**
- (a) the amount determined in relation to the household in accordance with subsection (5), and**
 - (b) such additional amount (if any) as is determined in relation to the household by or in accordance with regulations made by the Scottish Ministers.**
- (5B) Regulations under subsection (5A)(b) must—**
- (a) define “remote rural area”, “remote small town” and “island area”,**
 - (b) specify a person who is to determine, in relation to households in such areas or towns, the additional amount mentioned in subsection (5A)(b).**
- (6) In this section—
- (a) “adjusted” means adjusted by deducting housing costs,
 - (b) “childcare costs” means the costs of any care or supervised activity provided—
 - (i) for a child who is below school age or who is receiving primary education (within the meaning of section 135 of the Education (Scotland) Act 1980), and
 - (ii) other than care or supervised activity provided in the course of the child’s compulsory education or where the main reason for incurring the costs is the child’s participation in the activity,
 - (c) “household” means—

- (i) one person living alone in a private dwelling, or
- (ii) a group of people living together as a family or other unit (whether or not related) in a private dwelling, who—
 - (A) have the dwelling as their only or main residence, and
 - (B) share living accommodation and cooking facilities,
- (d) “housing costs” means—
 - (i) rent or mortgage costs,
 - (ii) council tax (within the meaning of section 99(1) of the Local Government Finance Act 1992), and
 - (iii) charges for the provision of water services and sewerage,
 incurred in respect of the home in which members of the household live,
- (e) “minimum income standard” means the minimum income standard for the United Kingdom determined by—
 - (i) the Centre for Research in Social Policy at Loughborough University ~~in conjunction with the Joseph Rowntree Foundation~~, or
 - (ii) such other person as the Scottish Ministers may from time to time determine,
- (f) “net income” means the income of all adults in the household after deduction of—
 - (i) the income tax payable on that income, and
 - (ii) the national insurance contributions for which those adults are liable under Part 1 of the Social Security Contributions and Benefits Act 1992.

2A Meaning of extreme fuel poverty

- (1) A household is in extreme fuel poverty if—
 - (a) the fuel costs necessary for the home in which members of the household live to meet the conditions set out in section 2(2) are more than 20% of the household’s adjusted net income, and
 - (b) after deducting such fuel costs and the household’s childcare costs (if any), the household’s remaining adjusted net income is insufficient to maintain an acceptable standard of living for members of the household.
- (2) Subsections (2) to (6) of section 2 apply in relation to the definition of extreme fuel poverty under this section as they apply in relation to the definition of fuel poverty under that section.

2B Meaning of fuel poverty gap

- (1) Where a household is in fuel poverty, the fuel poverty gap is the figure calculated in accordance with subsection (2) or the figure calculated in accordance with subsection (3), whichever is the lower.
- (2) The first figure referred to in subsection (1) is the difference between—
 - (a) the annual fuel costs necessary for the home in which members of the household live to meet the conditions set out in section 2(2), and
 - (b) 10% of the household’s annual adjusted net income.
- (3) The second figure referred to in subsection (1) is the difference between—
 - (a) the annual amount required to maintain an acceptable standard of living for members of the household, and

- (b) the household's annual remaining adjusted net income for the purpose of section 2(1)(b).
- (4) For the purpose of subsections (1) to (3)—
 - (a) the amount required to maintain an acceptable standard of living is to be determined in the same way as it is for the purpose of section 2,
 - (b) “adjusted”, “household” and “net income” have the same meanings as in section 2(6).
- (5) Where the fuel poverty gap is being measured against a fuel poverty target, the sums referred to in sections 1(c) and 1A(c) are to be increased or (as the case may be) decreased by the same percentage as the percentage increase or decrease in the annual average consumer prices index over the period from 2015 to the year to which the target relates.
- (6) In subsection (5), the consumer prices index means the all consumer prices index published by the Office of National Statistics.
- (7) The Scottish Ministers may by regulations amend this section to replace references to one prices index with references to another.

Fuel poverty strategy

3 Preparation of strategy

- (1) The Scottish Ministers must prepare a fuel poverty strategy.
- (2) The fuel poverty strategy must—
 - (a) set out the approach the Scottish Ministers intend to take to ensure that the **fuel poverty targets are 2040 target is** met,
 - (b) set out organisations, or types of organisations, with which the Scottish Ministers intend to work to ensure that the **fuel poverty targets are 2040 target is** met,
 - (c) identify characteristics of households which—
 - (i) are likely to be in fuel poverty, or
 - (ii) for which getting out of fuel poverty presents particular challenges,
 - (d) set out how the Scottish Ministers intend to assess—
 - (i) progress towards meeting the **fuel poverty targets 2040 target**, and
 - (ii) whether the **fuel poverty targets are 2040 target is** met.
- (3) The fuel poverty strategy may include such other information as the Scottish Ministers consider appropriate.

4 Consultation on strategy

- (1) In preparing the fuel poverty strategy, the Scottish Ministers must consult such persons as they consider appropriate.
- (2) The persons consulted under subsection (1) must include—
 - (a) individuals who are living, or have lived, in fuel poverty, **and**
 - (b) **local authorities**.
- (3) For the purpose of subsection (1), it is immaterial that anything done by way of consultation was done—
 - (a) before the Bill for this Act was passed, or
 - (b) after that but before this section comes into force.

5 Publication and laying of strategy

- (1) The Scottish Ministers must—
 - (a) publish the fuel poverty strategy, and
 - (b) lay a copy of it before the Scottish Parliament.
- (1A) As soon as reasonably practicable after complying with subsection (1), the Scottish Ministers must—
 - (a) publish a report setting out—
 - (i) the consultation process taken in order to comply with section 4, and
 - (ii) the ways in which views expressed during that process have been taken account of in preparing the fuel poverty strategy,
 - (b) lay a copy of the report published under paragraph (a) before the Scottish Parliament, and
 - (c) make a statement to the Scottish Parliament in relation to the fuel poverty strategy.
- (2) Subsection (1) must be complied with before the expiry of the period of 1 year beginning with the day on which section 3 comes into force.

Reporting on fuel poverty

6 Preparation of periodic reports

- (1) The Scottish Ministers must, for each reporting period, prepare a report setting out—
 - (a) the steps that have been taken during the reporting period for the purpose of meeting the **fuel poverty targets 2040 target**,
 - (b) the progress made in the reporting period towards meeting the **fuel poverty targets 2040 target**, and
 - (c) the steps that the Scottish Ministers propose to take in the next reporting period in order to meet the **fuel poverty targets 2040 target**.
- (2) A report under subsection (1) may include such other information as the Scottish Ministers consider appropriate.
- (3) Subsection (1) does not apply to a reporting period that ends on or after 31 December 2040.
- (4) The reporting periods are—
 - (a) the period of 5 years beginning with the day on which the fuel poverty strategy is published under section 5,
 - (b) each subsequent period of 5 years.
- (5) For the purpose of paragraph (c) of subsection (1), where the next reporting period would include any period after 31 December 2040—
 - (a) that paragraph is to be read as a requirement to set out the steps that the Scottish Ministers propose to take in the next reporting period in relation to fuel poverty, and
 - (b) it is immaterial for the purposes of calculating the next reporting period that a report will not require to be prepared at the end of that reporting period by virtue of subsection (3).

7 Consultation on periodic reports

- (1) In preparing a report under section 6, the Scottish Ministers must consult such persons as they consider appropriate.
- (2) The persons consulted under subsection (1) must include—
 - (a) individuals who are living, or have lived, in fuel poverty, **and**

(b) local authorities.

8 Publication and laying of periodic reports

The Scottish Ministers must—

- (a) publish each report prepared under section 6, and
- (b) lay a copy of it before the Scottish Parliament,

before the end of the financial year in which the reporting period ends.

9 Report on the 2040 target

- (1) The Scottish Ministers must, no later than 31 March 2042, lay before the Scottish Parliament a report on the 2040 target.
- (2) The report must include information as to—
 - (a) whether the 2040 target has been met, and
 - (b) the percentage of households in Scotland in fuel poverty in the year 2040.
- (3) The report may contain such other information as the Scottish Ministers consider appropriate.

General

10 Power to modify section 2

The Scottish Ministers may by regulations amend section 2 so as to—

- (a) modify the meaning of—
 - (i) requisite temperatures, and
 - (ii) requisite number of hours,in subsection (3) of that section,
- (b) modify the definitions for the time being in subsection (6) of that section,
- (c) make different provision as to when a household's remaining adjusted net income is sufficient, or is insufficient, to maintain an acceptable standard of living for members of the household.

11 Regulation-making powers

- (1) Regulations under section 2(4), 2(5A)(b), 2B(7) or 10—
 - (a) are subject to the affirmative procedure,
 - (b) may make—
 - (i) incidental, supplementary, consequential, transitional, transitory or saving provision,
 - (ii) different provision for different purposes.
- (2) Before laying a draft of a Scottish statutory instrument containing regulations under section 2(4) or 10, the Scottish Ministers must consult such persons as they consider appropriate.
- (3) The persons consulted under subsection (2) must include individuals who are living, or have lived, in fuel poverty.
- (4) It is immaterial that anything done by way of consultation in relation to regulations under section 2(4) was done—
 - (a) before the Bill for this Act was passed, or

(b) after that but before this section comes into force.

12 Consequential modifications

- (1) The Housing (Scotland) Act 2001 is amended as follows.
- (2) Section 88 (statement on fuel poverty), together with the italic heading preceding it, is repealed.
- (3) In section 89 (local housing strategies), after subsection (11) insert—
 - “(12) For the purpose of subsection (5)(b), a person lives in fuel poverty if the person is a member of a household which is in fuel poverty for the purposes of the Fuel Poverty (~~Targets Target~~, Definition and Strategy) (Scotland) Act 2019.”.
- (4) Section 95 (meaning of “fuel poverty”), together with the italic heading preceding it, is repealed.

12A Interpretation

In this Act—

“the 2040 target” means the target set out in section 1,

“the fuel poverty targets” means the targets set out in sections 1 and 1A.

13 Commencement

- (1) **Section 12A**, this section and section 14 come into force on the day after Royal Assent.
- (2) The other provisions of this Act come into force on such day as the Scottish Ministers may by regulations appoint.
- (3) Regulations under subsection (2) may—
 - (a) make different provision for different purposes,
 - (b) include transitional, transitory or saving provision.

14 Short title

The short title of this Act is the Fuel Poverty (~~Targets Target~~, Definition and Strategy) (Scotland) Act 2019.