



UK Climate Change Policy

Parliamentary Update

Delivered by Liberal Democrat Climate Change Spokesperson, Wera Hobhouse MP



Government policies incompatibility with Net Zero

- COP27 resulted in backsliding on several COP26 commitments and the way the Loss and Damage Fund will work is unclear
- The Government continues to approve new North Sea oil and gas licences despite scientific warnings this is not compatible with Net Zero
- Between 2016 and 2020 the UK Government gave out £13.6 billion in oil and gas subsidies
- Climate change deniers were put in key Government positions

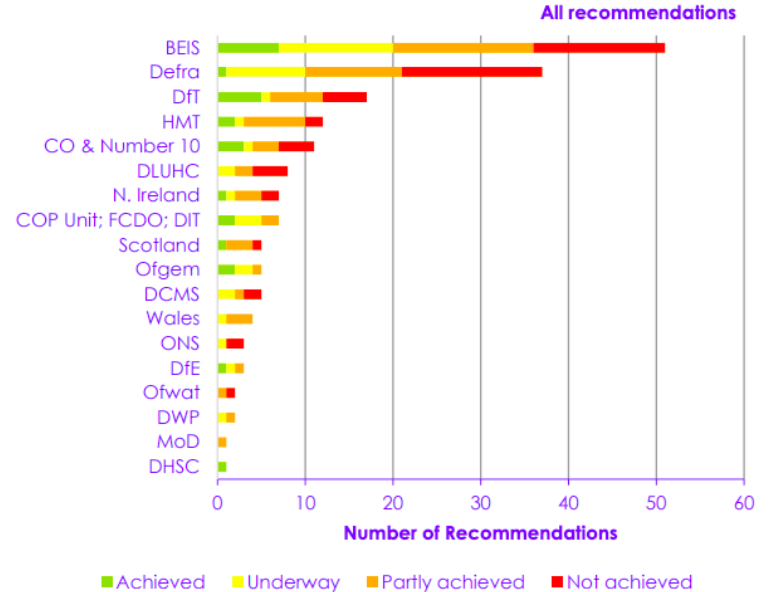
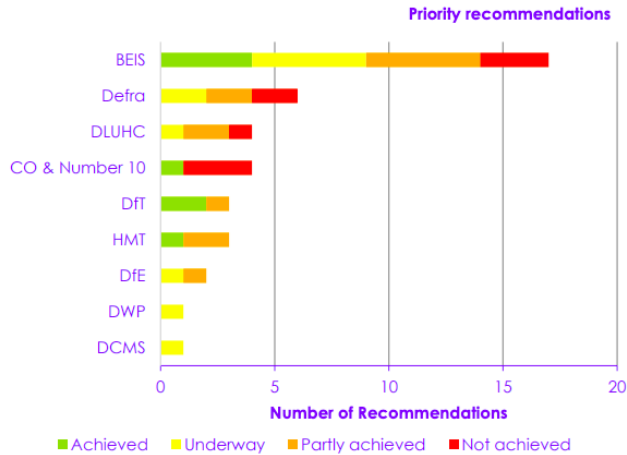


The consequences of delay

- On our current trajectory, we are likely to exceed the 6th Carbon Budget by two-fold if new policies are not introduced
- The CCC has said that tangible progress is lagging behind ambition
- Major policy gaps remain, especially in agriculture decarbonisation

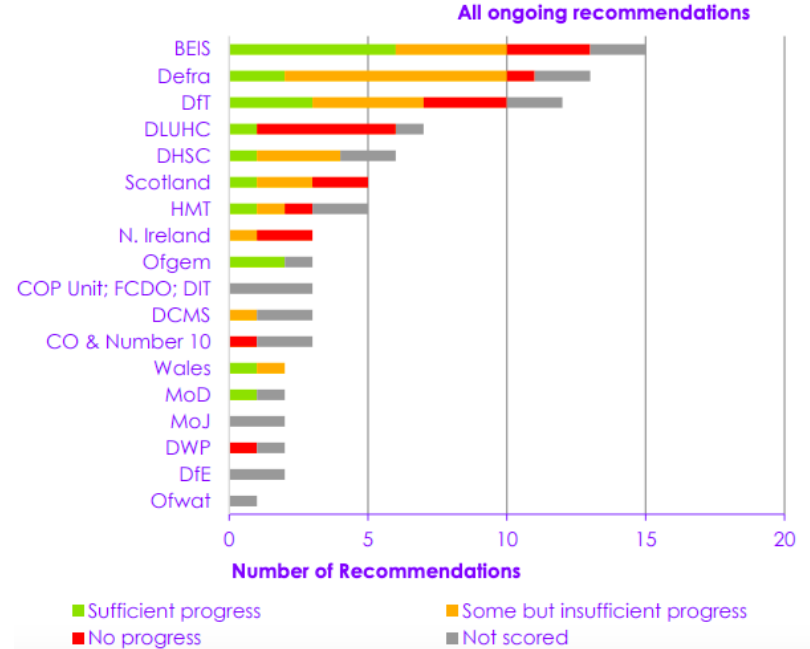
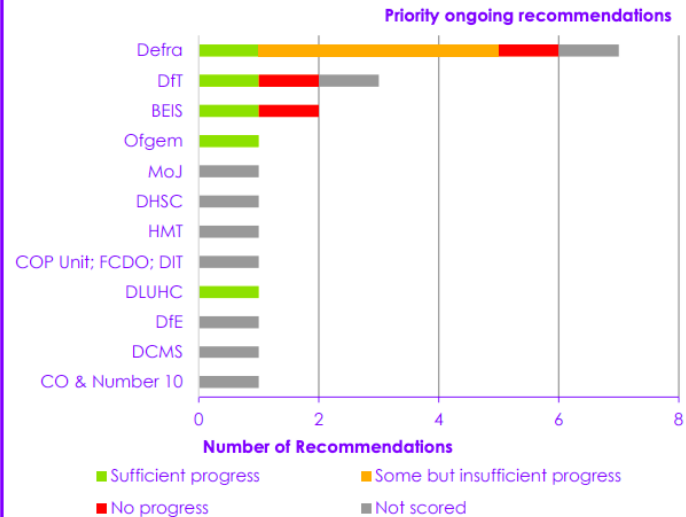
The consequences of delay

Figure 2.14 Scores of 2021 departmental recommendations expected to be achieved this year



The consequences of delay

Figure 2.15 Scores of 2021 departmental ongoing recommendations



The consequences of delay

Table 1
Summary of progress against key indicators

Surface transport	Electricity supply	Buildings	Manufacturing and construction	Agriculture and land use
BEV car sales	Offshore wind, installed	Energy demand	Sector territorial emissions	Agriculture CH ₄
EV car sales	Onshore wind, installed	Energy efficiency retrofits	Sector consumption emissions	Agriculture N ₂ O
BEV van sales	Solar PV, installed	Non-res buildings energy intensity	Carbon intensity of energy	New woodland
EV van sales	Grid emissions intensity	Low-carbon heat supply	Material and product use	Woodland management
ICE car intensity	Unabated gas generation	Heat pump installations	Steel: energy efficiency	Peat restoration
ICE van intensity	Low-carbon flexible capacity	Heat pump costs	Paper: energy efficiency	Energy crops
Charge points	Nuclear	Electricity to gas price ratio	Low-carbon energy use	Farmer action
Car km	Flexible demand	Heat networks	Industrial hydrogen project pipeline	Crop yields
Van km	Onshore networks	Retrofit coordinators	Industrial CCS project pipeline	Livestock numbers
HGV km	Offshore networks	Willingness to replace boiler	Average embodied carbon of buildings	Meat consumption

Key:

- On track
- Slightly off track
- Significantly off track
- Too early to say
- Data not reported
- No benchmark or target

Notes: An indicator is on track if it is going in the right direction at an appropriate rate. This is determined either by comparing to a quantified pathway/benchmarks using data from 2019, 2020 and 2021, where available. EV = electric vehicle, BEV = battery-electric vehicle, ICE = internal combustion engine.

Table 2
Summary policy scorecard for sectors up to the Sixth Carbon Budget

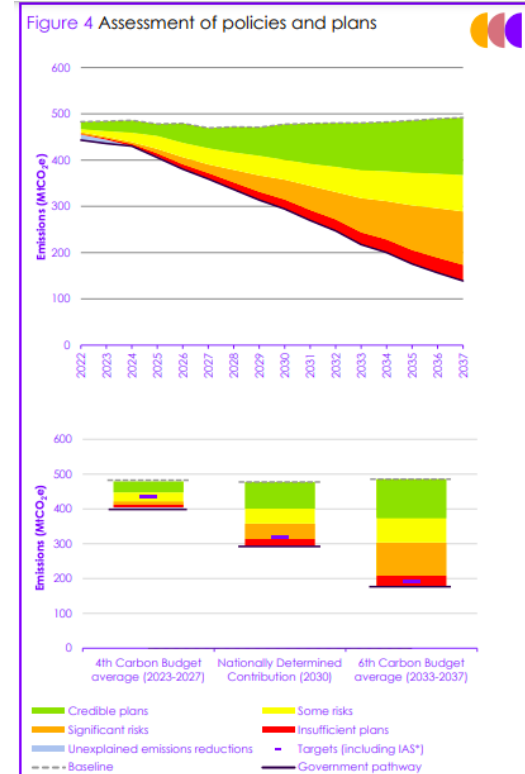
Sector	Change in emissions 2019-2035	Delivery mechanism and responsibilities	Funding and other incentives	Enablers in place / barriers overcome	Timeline for future policies	Overall sector assessment
Surface transport	-84 MICO _£	G	Y	O	G	Y
Electricity supply	-48 MICO _£	G	G	Y	Y	G
Manufacturing & construction	-45 MICO _£	O	O	O	O	O
Buildings	-45 MICO _£	O	O	O	O	O
Fuel supply	-23 MICO _£	Y	Y	O	Y	Y
Engineered removals	-23 MICO _£	N/A	Y	O	O	O
Agriculture & land: sources	-18 MICO _£	R	O	R	O	R
Agriculture & land: sinks		O	O	O	O	O
Waste	-11 MICO _£	O	O	O	O	O
F-gases	-11 MICO _£	G	G	G	G	G
Aviation	-7 MICO _£	O	Y	Y	O	O
Aviation (in 2050)	-23 MICO _£ (2019-2050)	R	O	R	O	R
Shipping	-4 MICO _£	O	Y	O	Y	O

Key:

- Credible plan
- Some risks
- Significant risks
- Insufficient plans
- Not applicable

The consequences of delay

- Credible plans for 39% of required reductions
- Risk attached to a further 24% of reductions
- Significant risk attached to 33% of reductions
- Reduction plans missing or inadequate for 5%





Policy to get on track

- There is a lack of coordination within central government over climate policy
- This situation is even worse at a local level
- A disjointed approach to climate policy will only hamper our efforts to achieve a rapid green transition
- A central Net Zero Delivery Authority is needed to coordinate all stakeholders at every level would ensure climate policy is as effective as possible