

The ten point plan for a green industrial revolution: six month analysis

May 2021



The following short analysis maps government progress against the commitments and 2020-21 target milestones the government sets itself in its [Ten point plan for a green industrial revolution](#).

Point 1: Advancing offshore wind

The UK has the largest offshore wind sector in the world and the government wants to raise its ambition further. It achieved its first milestone in December, launching a [£70 million](#) port hub competition to support offshore wind. And it reached another of its 2021 milestones in January, when the government launched a [consultation](#) into introducing stricter supply chains requirements for low carbon electricity generation.

Point 2: Driving the growth of low carbon hydrogen

The government is yet to achieve its 2021 milestone, as we are still awaiting both the critical hydrogen strategy and the consultation on preferred business models. It will be key for the hydrogen strategy to outline a nuanced approach to hydrogen that maximises its value for the low carbon transition in sectors and applications which need hydrogen most, such as steel production, shipping and aviation, and long duration storage in the power sector.

Point 3: Delivering new and advanced nuclear power

The government delivered on its first target milestone in publishing the [Energy White Paper](#) in December 2020, a document which set out how the UK will decarbonise its energy system to reach net zero emissions by 2050. The paper set out the aim of bringing at least one large scale nuclear project to the point of final investment decision by the end of this parliament but, aside from that, it outlined little policy detail to support the government's nuclear ambitions.

Point 4: Accelerating the shift to zero emission vehicles

The government is currently stalling on both of its 2021 target milestones. The Transport Decarbonisation Plan is nowhere to be seen, having been delayed since autumn 2020. This critical framework is urgently needed to set the UK transport sector on the right pathway to achieve net zero emissions. Meanwhile, we are still awaiting the green paper on the UK's post EU emissions regulations and a consultation on the phase out of new diesel HGVs - which, in 2019, contributed to [16 per cent of domestic transport emissions by source](#).

Point 5: Green public transport, cycling and walking

The government has made good progress on its target milestones for public and active transport. In January and March, the government delivered on its early 2021 milestone by selecting Coventry and Oxford to be the UK's [first all-electric bus cities](#) and by publishing the [National Bus Strategy](#). The bus strategy's announcement of more bus priority measures, as well as a consultation on phasing out the sale of new diesel buses, are both welcome, although the benefits of the strategy will be limited unless the environmental impacts of private car use are reflected in the costs of fossil fuel used for motoring. The government has also made a start on its second 2021 target milestone, of delivering 4,000 zero emission buses, through the [£120 million Zero Emissions Buses Regional Area](#) scheme announced in March.

Point 6: Jet Zero and green ships

The government is yet to launch a consultation on the Aviation Decarbonisation Strategy, its 2021 target milestone. To make matters worse, the government has taken a major backwards step on green aviation by signalling intentions to cut Air Passenger Duty for domestic flights. This is short sighted and puts it at odds with other countries, such as [France](#) which recently banned domestic flights where alternative rail routes exist.

Point 7: Greener buildings

As with other many strategies, the critical Heat and Buildings Strategy, the government's 2021 target milestone, is delayed. In the plan, albeit not a milestone, the government also aimed to implement the Future Homes Standard (FHS) in the shortest possible time but, in delaying the FHS to 2025, hundreds of thousands of homes are likely to be built to lower standards in the meantime, placing the burden and [cost](#) of home efficiency improvements on the future owners of those homes or taxpayers.

This area has also been a major missed opportunity in terms of job creation. Despite pledging to extend the Green Homes Grant for another year, the government axed the flagship recovery scheme in March. Analysis by the [Trades Union Congress](#) suggests just 3,200 roles out of the 51,000 jobs promised will remain in the north and Midlands, meaning 48,000 job losses.

Point 8: Investing in carbon capture, usage and storage

The government is yet to deliver on its 2021 target milestone of executing a process for carbon capture, usage and storage (CCUS) deployment. This process is needed to set out revenue streams for CCUS and to help kickstart private investment in carbon sequestration for energy intensive industries.

Point 9: Protecting our natural environment

The government has made strong progress on two of three 2020-21 target milestones. It has awarded £40 million to nature projects across England in the Green Recovery Challenge Fund and has opened applications for a [second round](#). It also committed, in the [spring budget](#), to investing the £5.2 billion earmarked for flood and coastal defences, starting with schemes in Waltham Abbey, Rotherham and Doncaster, amongst other places.

Point 10: Green finance and innovation

The government has achieved its first 2020 target milestone, albeit a year late, in launching its [net zero innovation portfolio](#) in March, which sets out the details of the £1 billion fund. The government is yet to achieve its second target milestone of announcing the remaining priority innovation challenges within the portfolio.

For more information contact

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