

Briefing for the Carbon Budget Order 2021

June 2021



Key points

- The Carbon Budget Order 2021 sets the maximum volume of greenhouse gases the UK can emit during the period 2033-2037, at 965 MtCO₂e.
- Green Alliance strongly welcomes the adoption of the recommendations made by the Climate Change Committee (CCC). In particular, we welcome that the budget includes emissions from international aviation and shipping.
- However, Green Alliance's [Net zero policy tracker](#) shows the UK will have greenhouse gas emissions nearly 40 per cent in excess of its carbon reduction targets in 2030, based on current policy.
- To meet the sixth carbon budget, the government must close the existing £22.4bn gap in net zero spending per year for the duration of this Parliament. This is vital, not only to turn the net zero target into real action on climate change, but also meet the jobs and investment needs for a green recovery.
- Setting targets is one thing, but delivery is another: ambitions must be backed up by credible plans, laws and policies to get there.

The need for near term delivery

Several key departmental strategies remain unpublished, including the Transport Decarbonisation Plan and the Heat and Buildings Strategy. Both are crucial to meeting the sixth carbon budget and must be published as soon as possible: transport is the UK's largest emitting sector (31% of emissions in 2019) and buildings the third largest (16% of emissions in 2019).

The Treasury's long-awaited Net Zero Review will assess how the government can deliver economic growth as the UK decarbonises - it must be published before the COP26 climate conference later this year.

Including international aviation and shipping emissions in carbon budgets

We strongly welcome that the sixth carbon budget includes emissions from international aviation and shipping (flights and ships departing from the UK). We look forward to seeing the statutory instrument which will formalise this inclusion, as it has not yet been laid.

Emissions from international aviation and shipping represent a full 10% of the UK's emissions (2018 figures). Relying on international agreements has not brought about the change necessary: emissions from aviation have doubled since 1990. Bringing international aviation and shipping emissions into the domestic carbon budget framework should be the first step in a wider government plan to decarbonise these sectors.

For more information contact

Agathe de Canson, Policy adviser
adcanson@green-alliance.org.uk 020 7630 4553