

# NATIONAL REPORT BY THE UNITED KINGDOM

JUNE 2020

Enhanced Black Carbon and Methane  
Emissions Reductions

Arctic Council Framework for Action



# UK BLACK CARBON AND METHANE NATIONAL REPORT

## 1 Introduction

The United Kingdom is committed to addressing our impact on the global climate at both domestic and international levels. We played a major role when the world came together in Paris in 2015 to reach an ambitious deal to reduce global CO<sub>2</sub> emissions. Having ratified the landmark Paris climate agreement on 18 November 2016, we are fully committed to it.

The Climate Change Act<sup>1</sup> became UK law on the 26th November 2008. This legislation introduced an ambitious, and legally binding target for the UK to reduce GHG emissions to 80% below base year by 2050, with legally binding five-year GHG budgets. The independent Committee on Climate Change (CCC) was set up to advise the UK Government on the setting and meeting of UK carbon budgets, as well as monitoring progress against them. In June 2019, the UK government furthered this ambition by setting a legally binding target to achieve net zero greenhouse gas emissions across the UK economy by 2050<sup>2</sup>. The UK was the first major economy in the world to legislate for a net zero target.

Through a strong legal framework and ambitious policy action, we have shown that cutting emissions and growing the economy go hand-in-hand. The UK Government launched the **Clean Air Strategy**<sup>3</sup> in 2019, setting out the case for action and demonstrating the government's determination to further improve our air quality.

While road transport and industrial level burning of fossil fuels are historically two of the central sources of pollution, industry and government have worked together to remedy many of the worst problems by incentivising the use of clean fuels and investing in new technology. Having secured significant emission reductions since the 1970s this trajectory has slowed, the Clean Air Strategy sets out how we will further tackle these and other sources of air pollutants that damage human health and the environment.

Our domestic achievements reflect the UK's climate leadership on the world stage. Building on the momentum of the Paris Agreement, we have continued to work with other countries to reduce emissions – for example, by growing the Powering Past Coal Alliance, supporting the agreement of the Paris Rulebook at COP24 in Katowice and, most recently, announcing that we that we will double our International Climate Finance from £5.8 billion to £11.6 billion from 2021 to 2025 to drive clean and resilient growth in developing countries<sup>4</sup>.

The UK's most recent National Inventory Report was submitted in 2020 to the UN Framework Convention on Climate Change (UNFCCC)<sup>5</sup>. It contains national greenhouse gas emission estimates for the period 1990-2018, and descriptions of the methods used to produce the estimates. The greenhouse gas inventory (GHGI) was based on the same datasets used by the UK in the National Atmospheric Emissions Inventory (NAEI)<sup>6</sup> for reporting atmospheric emissions under other international agreements.

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<sup>1</sup> <http://www.legislation.gov.uk/ukpga/2008/27/contents>

<sup>2</sup> <https://www.gov.uk/government/news/uk-becomes-first-major-economy-to-pass-net-zero-emissions-law>

<sup>3</sup> <https://www.gov.uk/government/publications/clean-air-strategy-2019/clean-air-strategy-2019-executive-summary>

<sup>4</sup> <https://www.gov.uk/government/news/uk-aid-to-double-efforts-to-tackle-climate-change>

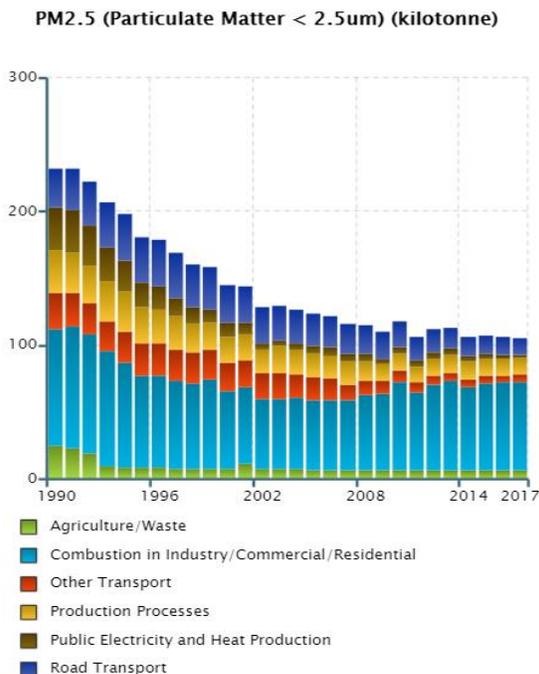
<sup>5</sup> [https://uk-air.defra.gov.uk/assets/documents/reports/cat09/2004231028\\_ukghgi-90-18\\_Main\\_v02-00.pdf](https://uk-air.defra.gov.uk/assets/documents/reports/cat09/2004231028_ukghgi-90-18_Main_v02-00.pdf)

<sup>6</sup> <https://naei.beis.gov.uk/>

## 2 Black carbon emissions and future projections

2.1 UK emissions of PM<sub>2.5</sub> have declined by 55% since 1990 due mainly to a reduction in coal use, and the banning of crop residue burning in 1993. Emissions from coal-fired power stations have fallen by 99% since 1990. Residential sector emissions fell between 1990 (43kt) to 2002 (27kt), reflecting declining coal use. However, emissions from this source are now back at around 1990 levels due to increased use of wood as a fuel for homes (wood contributed 86% of domestic combustion emissions in 2017, compared with 13% in 1990). Industrial use of biomass fuels is also increasing and has, as a result, become a more significant contributor to UK emissions – 10% of UK emissions of PM<sub>2.5</sub> in 2017<sup>7</sup>.

Emissions of PM<sub>2.5</sub> will need to be reduced by 18% based on the 2017 total to meet the 2020 National Emission Ceilings Directive and Gothenburg Protocol targets.



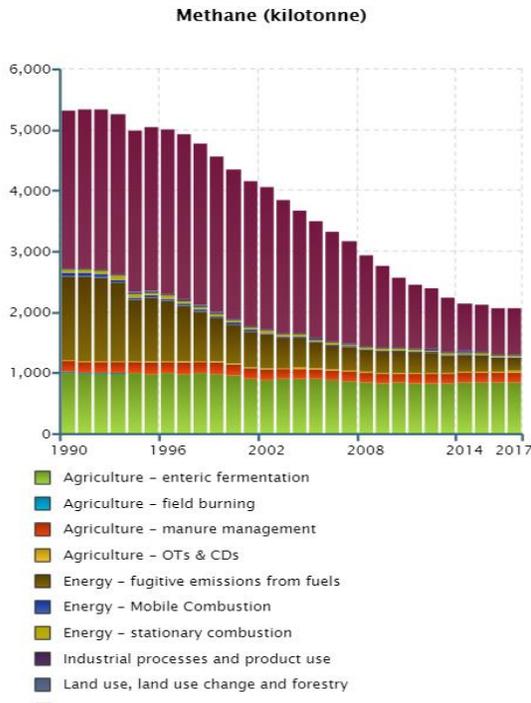
2.2 Informative graphs showing state emissions including time series graphs and data tables from 1990 to 2017 can be accessed at [https://naei.beis.gov.uk/overview/pollutants?pollutant\\_id=122](https://naei.beis.gov.uk/overview/pollutants?pollutant_id=122).

## 3 Methane emissions and future projections

3.1 Methane contributes to climate change due to its positive radiative forcing effect, and is the second most significant greenhouse gas in the UK after CO<sub>2</sub>. The major emitting sources in recent years are enteric fermentation, landfilling of wastes, and leakage from the gas distribution system. Historically, coal extraction was also a very significant source of methane emissions, but this source has declined as coal-mining activity in the UK has reduced. Emissions from all major methane sources have declined, contributing to the overall reduction of 61% since 1990. Total emissions in the waste sector have decreased by 71% primarily due to reductions in emissions from landfilled waste. The reduction in

<sup>7</sup> [https://naei.beis.gov.uk/overview/pollutants?pollutant\\_id=122](https://naei.beis.gov.uk/overview/pollutants?pollutant_id=122)

emissions in this sector is responsible for 57% of the total decrease in methane emissions since 1990. Emissions from agriculture have decreased by 15% since 1990, following the trend of decreasing livestock numbers. In the energy sector, the reduced coal mining activity, and improvements to the gas distribution network have contributed to an overall decrease in emissions of 83% since 1990. Decreases in this sector have contributed 35% to the total decrease in methane emissions<sup>8</sup>.



Start year	End year	Sector	Information	Impact
1990	2015	Waste	Increased methane recovery systems and reductions in the amount of waste disposed of at landfill sites.	Decrease in emissions
1994	2016	Energy - Energy Industries	Reduction in coal mining activity with closure of coal mines and importation of cheap coal.	Decrease in emissions
1995	2016	Energy - Fugitive Emissions from Fuels	Improvements to the gas distribution network (reduction of leaks)	Decrease in emissions

3.2 Informative graphs showing state emissions including time series graphs and data tables from 1990 to 2017 can be accessed at [https://naei.beis.gov.uk/overview/pollutants?pollutant\\_id=3](https://naei.beis.gov.uk/overview/pollutants?pollutant_id=3)

## 4 National strategies and action plans

4.1 **Annex B** lists the governance structures, ministries and agencies that are responsible for data collection and analysis, strategy and policy development including developing and implementing action plans.

### 4.2 National Strategies

In October 2017, the UK Government launched its **Clean Growth Strategy**<sup>9</sup> which explains how it plans to cut greenhouse gas emissions while increasing the UK’s national income. **Annex C** details **10 Key Achievements on Clean Growth in 2018-19**. See also **Annex D** for a detailed list of strategies and action plans also listed below.

The Clean Growth Strategy was supplemented by **Road to zero**<sup>10</sup>, which set out new measures towards cleaner road transport and to put the UK at the forefront of the design and manufacturing of zero

<sup>8</sup> [https://naei.beis.gov.uk/overview/pollutants?pollutant\\_id=3](https://naei.beis.gov.uk/overview/pollutants?pollutant_id=3)

<sup>9</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/700496/clean-growth-strategy-correction-april-2018.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/700496/clean-growth-strategy-correction-april-2018.pdf)

<sup>10</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/739460/road-to-zero.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf)

emission vehicles. Additionally, the UK Government launched the **Clean Air Strategy**<sup>11</sup> in 2019 to show how we will tackle all sources of air pollution. Priority actions set out within the strategy are to reduce emissions from transport, the home, from farming and from industry.

**Maritime 2050**<sup>12</sup>, published in 2019, included details on how the UK would use its strengths in areas such as maritime technology and finance, to help deliver its vision for an environmentally sustainable sector, reducing impacts to as close to zero as possible, while leading the way on green finance and setting international standards. **Aviation 2050** is expected later in 2020.

The **Clean Growth Strategy** also announced the UK Government's new approach to **carbon capture, usage and storage (CCUS)**<sup>13</sup>. The approach is designed to enable the UK to ensure that the government has the option of deploying CCUS at scale during the 2030s, subject to costs coming down sufficiently.

#### 4.3 National action plans

The UK Government is developing an ambitious plan to accelerate the decarbonisation of transport. When it is published later this year, the **Transport Decarbonisation Plan**<sup>14</sup> will set out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050.

The **Clean Maritime Plan**<sup>15</sup> is the environment route map of **Maritime 2050**, and will act as the UK's national action plan on shipping emissions. The plan reflects the need to respond to the challenges of climate change and air pollution's threat to public health, and identifies the clean growth opportunities associated with a transition to zero emission shipping. It sets out a number of domestic policies to reduce greenhouse gases and pollutant emissions from shipping, and to stimulate clean maritime growth.

The government published the **UK CCUS Deployment Pathway**<sup>16</sup> setting out the next steps government and industry should take in partnership in order to achieve the government's ambition of having the option to deploy CCUS at scale during the 2030s, subject to costs coming down sufficiently.

## 5 International work

5.1 In October 2018, a special report by the Intergovernmental Panel on Climate Change (IPCC) warned that the impacts of climate change will be much more severe if global temperatures rise to 2°C above pre-industrial levels, compared to the effects of a 1.5°C rise. It is clear that unprecedented global action is needed to limit warming to 1.5°C in order to reduce the risk of dangerous climate change.

The UK remains committed to hosting an ambitious and inclusive COP26 in Glasgow 2021. It is vital that the world comes together and takes renewed action to limit warming to 1.5°C degrees. We urge every

<sup>11</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/770715/clean-air-strategy-2019.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf)

<sup>12</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/877610/maritime-2050-exec-summary-document.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/877610/maritime-2050-exec-summary-document.pdf)

<sup>13</sup> <https://www.gov.uk/guidance/uk-carbon-capture-and-storage-government-funding-and-support>

<sup>14</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/878642/decarbonising-transport-setting-the-challenge.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/878642/decarbonising-transport-setting-the-challenge.pdf)

<sup>15</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/815664/clean-maritime-plan.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/815664/clean-maritime-plan.pdf)

<sup>16</sup> <https://www.gov.uk/government/publications/the-uk-carbon-capture-usage-and-storage-ccus-deployment-pathway-an-action-plan>

country to come forward with ambitious new nationally determined contributions (NDCs) that will help us meet the commitments set out under the 2015 Paris Agreement, including long-term strategies which mark a course to net zero emissions. As the world recovers from COVID-19 it is important that we build back greener to lay the foundation for sustainable, resilient and inclusive growth.

Our international work includes the **Powering Past Coal Alliance**<sup>17</sup>, launched in 2017 at COP23 by the UK and Canada with more than 20 partner, to lead the rest of the world in committing to an end to the use of unabated coal power. The alliance agreed that transitioning away from coal-fired electricity is one of the most important steps the international community can take to meet the aims of the historic Paris agreement. As of 2 June 2020, a total of 104 members have joined the Powering Past Coal Alliance<sup>18</sup>, comprising 33 national governments, 28 sub-national governments, and 43 businesses or organisations.

The government committed to convene and lead a new international working group to drive down the cost and accelerate deployment of **carbon capture, usage and storage**. The UK government and its international partners organised 'Accelerating CCUS: A Global Conference to Progress CCUS'<sup>19</sup> in Edinburgh in November 2018. The global conference and CCUS Summit brought together world energy leaders from government, industry and academia to discuss the value of CCUS, business models, the future of CCUS technologies and practical solutions and actions to accelerate the deployment and scaling up of CCUS globally.

## 6 Sector based plans and projects

6.1. The UK Government's Clean Air Strategy sets out the how we will tackle all sources of air pollution, making our air healthier to breathe, protecting nature and boosting the economy. Information on the Government's action taken and planned to meet ambitious emission reduction targets is detailed in its 2019 response to the Committee on Climate Change<sup>20</sup>.

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<sup>17</sup> <https://www.gov.uk/government/news/climate-change-minister-claire-perry-launches-powering-past-coal-alliance-at-cop23>

<sup>18</sup> <https://poweringpastcoal.org/>

<sup>19</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/775686/CCUSSummitChairsSummary.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/775686/CCUSSummitChairsSummary.pdf)

<sup>20</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/839555/CCS0819884374-001\\_Government\\_Response\\_to\\_the\\_CCC\\_Progress\\_Report\\_2019\\_Web\\_Accessible.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/839555/CCS0819884374-001_Government_Response_to_the_CCC_Progress_Report_2019_Web_Accessible.pdf)

## 7 Annexes

ANNEX A – DATA SETS <https://naei.beis.gov.uk/overview/ap-overview>Black Carbon (PM<sub>2.5</sub>)

Emission summary data for PM <sub>2.5</sub> (Particulate Matter < 2.5um) (kilotonne)					
Sectors	2013	2014	2015	2016	2017
Agriculture/Waste	6.375492	6.397601	6.407667	6.501788	6.515264
Combustion in Industry/Commercial/Residential	66.93507	62.2286	64.86237	65.64142	66.11023
Other Transport	6.249758	5.956364	5.768411	5.614388	5.456904
Production Processes	13.17809	13.49609	13.1477	12.08413	12.57965
Public Electricity and Heat Production	4.877395	3.934111	3.285159	2.686582	2.393736
Road Transport	15.70683	14.85219	14.24799	13.50101	12.81479

Also available at [https://naei.beis.gov.uk/overview/pollutants?pollutant\\_id=122](https://naei.beis.gov.uk/overview/pollutants?pollutant_id=122)

Methane (CH<sub>4</sub>)

Emission summary data for Methane (kilotonne)					
Sectors	2013	2014	2015	2016	2017
Agriculture - enteric fermentation	836.1571	851.8843	855.9801	855.4397	858.3374
Agriculture - field burning	0	0	0	0	0
Agriculture - manure management	164.0088	167.4543	167.7567	168.0177	169.0722
Agriculture - OTs & CDs	8.340922	8.453911	8.29355	8.271501	8.247469
Energy - fugitive emissions from fuels	290.6719	277.0835	255.6533	217.2191	216.9205
Energy - Mobile Combustion	6.317698	6.124563	5.944991	5.71697	5.481095
Energy - stationary combustion	51.99891	49.27568	54.02695	56.38753	57.74004
Industrial processes and product use	5.024339	4.89306	3.176636	3.552	3.119282
Land use / land use change and forestry	1.001563	1.244553	0.797704	1.335752	1.134697
Waste	872.8259	782.2608	772.7131	745.7036	756.4485

Also available at [https://naei.beis.gov.uk/overview/pollutants?pollutant\\_id=3](https://naei.beis.gov.uk/overview/pollutants?pollutant_id=3)

## ANNEX B – UK GOVERNANCE

<b>Climate Change Act 2008</b>	Enshrines emission reduction into UK law through a process of setting five year caps on greenhouse gas emissions termed ‘Carbon Budgets’. It established the Committee on Climate Change.
<b>Department for Business Energy and Industrial Strategy (BEIS)</b>	Is the UK Government ministry responsible for ensuring the UK has a reliable, low cost and clean energy system.
<b>Department for Environment, Food and Rural Affairs (Defra)</b>	Is the UK Government ministry responsible for ensuring a cleaner, healthier environment, benefiting people and the economy.
<b>Devolved Administrations</b>	The Devolved Administrations of Northern Ireland, Scotland and Wales are responsible for setting and meeting emission reduction targets within those countries.
<b>Committee on Climate Change (CCC)<sup>21</sup></b>	<p>Provides independent advice to the UK and Devolved Administrations of Northern Ireland, Scotland and Wales on building a low carbon economy and preparing for climate change. It’s priorities are to:</p> <ul style="list-style-type: none"> <li>• Provide independent advice on setting and meeting carbon budgets and preparing for climate change;</li> <li>• Monitor progress in reducing emissions and achieving carbon budgets and targets;</li> <li>• Conduct independent analysis into climate change science, economics and policy;</li> <li>• Engage with a wide range of organisations and individuals to share evidence and analysis.</li> </ul> <p>The CCC reports annually to Parliament, assessing progress in reducing UK emissions over the previous year<sup>22</sup>.</p> <p>Leading on Clean Growth<sup>23</sup> was the UK Government’s response to the 2019 CCC report.</p>

<sup>21</sup> <https://www.theccc.org.uk/>

<sup>22</sup> <https://www.theccc.org.uk/publication/reducing-uk-emissions-2019-progress-report-to-parliament/>

<sup>23</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/839555/CCS0819884374-](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/839555/CCS0819884374-01_Government_Response_to_the_CCC_Progress_Report_2019_Web_Accessible.pdf)

[01\\_Government\\_Response\\_to\\_the\\_CCC\\_Progress\\_Report\\_2019\\_Web\\_Accessible.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/839555/CCS0819884374-01_Government_Response_to_the_CCC_Progress_Report_2019_Web_Accessible.pdf)

<p><b>National Physical Laboratory (NPL)</b></p>	<p>Manage and operate the UK Black Carbon Network<sup>24</sup> for the UK Government, Department for the Environment, Food and Rural Affairs (DEFRA) and the Devolved Administrations of Northern Ireland, Scotland and Wales.</p> <p>Real time information on black carbon emission levels is available via the UK Black Carbon Network from various sites across the UK<sup>25</sup>.</p> <p>The 2015 Black Carbon Network Annual Report<sup>26</sup> was published in June 2016, it is the most recent available.</p>
<p><b>UK National Atmospheric Emissions Inventory (NAEI)</b></p>	<p>Estimates annual UK pollutant emissions<sup>27</sup> from 1970 to 2017 (the most current period) for the majority of pollutants.</p> <p>The 14<sup>th</sup> Informative Inventory Report<sup>28</sup> from the NAEI Programme accompanied the UK's 2019 data submission under the revised EU Directive 2016/2284/EU on National Emissions Ceilings and the United Nations Economic Commission for Europe (UNECE) Convention on Long-Range Transboundary Air Pollution (CLRTAP).</p> <p>Black Carbon is reported on a voluntary basis. The detailed reported data is available at <a href="http://cdr.eionet.europa.eu/gb/un/clrtap/inventories/envxmo4sa/">http://cdr.eionet.europa.eu/gb/un/clrtap/inventories/envxmo4sa/</a></p>

<sup>24</sup> <https://uk-air.defra.gov.uk/networks/network-info?view=ukbsn>

<sup>25</sup> <https://uk-air.defra.gov.uk/data/exceedence>

<sup>26</sup> [https://uk-air.defra.gov.uk/assets/documents/reports/cat13/1611011539\\_2015\\_Black\\_Carbon\\_Network\\_Annual\\_Report\\_Final\\_18082016.pdf](https://uk-air.defra.gov.uk/assets/documents/reports/cat13/1611011539_2015_Black_Carbon_Network_Annual_Report_Final_18082016.pdf)

<sup>27</sup> <http://naei.beis.gov.uk/data/data-selector>

<sup>28</sup> [https://uk-air.defra.gov.uk/assets/documents/reports/cat09/1904121008\\_GB\\_IIR\\_2019\\_v2.0.pdf](https://uk-air.defra.gov.uk/assets/documents/reports/cat09/1904121008_GB_IIR_2019_v2.0.pdf)

**ANNEX C - 10 Key Achievements on Clean Growth in 2018-19**

- 1) Become the **first major economy to legislate for a net zero greenhouse gas emissions target**, replacing our previous target to reduce emissions by at least 80% from 1990 levels by 2050.
- 2) Achieved a **record 53% share of electricity generation from low-carbon sources including renewables**<sup>29</sup>, supported by policies including the Contracts for Difference scheme, while continuing to transition away from the use of coal.
- 3) **Launched the Offshore Wind Sector Deal, setting out a strategic approach to deliver increased offshore wind capacity**, with potentially 30GW installed by 2030, while boosting the UK economy and continuing to reduce costs<sup>30</sup>.
- 4) Launched the second mission under the Clean Growth Grand Challenge: the Industrial Clusters Mission, which **aims to establish in the UK the world's first net zero carbon industrial cluster by 2040 and at least one low carbon cluster by 2030**<sup>31</sup>. This follows the Buildings Mission, announced in May 2018, which aims to at least halve the energy use of new buildings by 2030<sup>32</sup>.
- 5) Announced an Industrial Energy Transformation Fund with £315 million of government funding<sup>33</sup> – an important part of our approach to **helping businesses with high energy use to decarbonise** and reduce their energy bills.
- 6) Published our Carbon Capture, Usage and Storage (CCUS) Action Plan and made progress on its implementation<sup>34</sup>. This includes investing in the **development of the technology and undertaking a review of delivery and investment frameworks to accelerate deployment**, in line with our ambition of having the option to deploy CCUS at scale during the 2030s.
- 7) Committed to a Future Homes Standard which **will see new build homes future-proofed with low carbon heating** and the highest standards of energy efficiency by 2025<sup>35</sup>.
- 8) Published plans through the **Resources and Waste Strategy**<sup>36</sup> and **Clean Air Strategy**<sup>37</sup> to leave our natural environment in a better state than we found it by minimising waste, moving towards a circular economy in England and improving air quality.

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<sup>29</sup> <https://www.gov.uk/government/statistics/electricity-chapter-5-digest-of-united-kingdom-energy-statistics-dukes>

<sup>30</sup> <https://www.gov.uk/government/publications/offshore-wind-sector-deal>

<sup>31</sup> <https://www.gov.uk/government/publications/industrial-strategy-the-grand-challenges/missions#clean-growth>

<sup>32</sup> <https://www.gov.uk/government/publications/industrial-strategy-the-grand-challenges/missions#clean-growth>

<sup>33</sup> <https://www.gov.uk/guidance/industrial-energy-transformation-fund>

<sup>34</sup> <https://www.gov.uk/government/publications/the-uk-carbon-capture-usage-and-storage-ccus-deployment-pathway-an-action-plan>

<sup>35</sup> <https://www.gov.uk/government/publications/industrial-strategy-the-grand-challenges/missions#buildings>

<sup>36</sup> <https://www.gov.uk/government/publications/resources-and-waste-strategy-for-england>

<sup>37</sup> <https://www.gov.uk/government/publications/clean-air-strategy-2019>

- 9) Continued to support the **record uptake of electric vehicles through consumer incentives while** making strong progress in supporting the UK’s growing electric vehicle charging infrastructure, including the launch of the £400 million Charging Infrastructure Investment Fund<sup>38</sup>.
  
- 10) Published our Green Finance Strategy<sup>39</sup>, setting out a **comprehensive approach to greening the financial sector** and catalysing the investment in green infrastructure, technologies and services that will be needed to deliver our net zero target.

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<sup>38</sup> <https://www.gov.uk/government/news/management-of-400-million-electric-vehicles-charge-fund-opens-to-bidders>

<sup>39</sup> <https://www.gov.uk/government/publications/green-finance-strategy>

## ANNEX D – TABLE OF STRATEGIES AND ACTION PLANS

<b>High Level Strategies published by the UK Government since 2017</b>		
<b>Industrial Strategy</b>	The aim of the Industrial Strategy is to boost productivity by backing businesses to create good jobs and increase the earning power of people throughout the UK with investment in skills, industries and infrastructure.	<a href="https://www.gov.uk/government/topical-events/the-uks-industrial-strategy">https://www.gov.uk/government/topical-events/the-uks-industrial-strategy</a>
<b>Clean Growth Strategy</b>	An ambitious blueprint for Britain's low carbon future.	<a href="https://www.gov.uk/government/publications/clean-growth-strategy">https://www.gov.uk/government/publications/clean-growth-strategy</a>
<b>25 Year Environmental Plan</b>	'A Green Future: Our 25 Year Plan to Improve the Environment', sets out what we will do to improve the environment, within a generation.	<a href="https://www.gov.uk/government/publications/25-year-environment-plan">https://www.gov.uk/government/publications/25-year-environment-plan</a>
<b>Clean Air Strategy</b>	This strategy sets out our plans for dealing with all sources of air pollution, making our air healthier to breathe, protecting nature and boosting the economy.	<a href="https://www.gov.uk/government/publications/clean-air-strategy-2019">https://www.gov.uk/government/publications/clean-air-strategy-2019</a>
<b>Road to Zero</b>	Sets out new measures to clean up road transport and lead the world in the developing, manufacturing and using zero emission road vehicles.	<a href="https://www.gov.uk/government/publications/reducing-emissions-from-road-transport-road-to-zero-strategy">https://www.gov.uk/government/publications/reducing-emissions-from-road-transport-road-to-zero-strategy</a>
<b>Maritime 2050</b>	This strategy sets out a vision and ambitions for the future of the British maritime sector including a road to zero emission shipping.	<a href="https://www.gov.uk/government/publications/maritime-2050-navigating-the-future">https://www.gov.uk/government/publications/maritime-2050-navigating-the-future</a>
<b>Action Plans</b>		
<b>Clean Maritime Plan</b>	The government's route map for the transition to a future of zero emission shipping.	<a href="https://www.gov.uk/government/publications/clean-maritime-plan-maritime-2050-environment-route-map">https://www.gov.uk/government/publications/clean-maritime-plan-maritime-2050-environment-route-map</a>
<b>Transport Decarbonisation Plan</b>	Document stating the current challenges and steps to be taken when developing the transport decarbonisation plan.	<a href="https://www.gov.uk/government/publications/creating-the-transport-decarbonisation-plan">https://www.gov.uk/government/publications/creating-the-transport-decarbonisation-plan</a>
<b>CCUS Development Pathway</b>	An action plan setting out how government and industry can work in partnership to achieve the government's ambition for CCUS.	<a href="https://www.gov.uk/government/publications/the-uk-carbon-capture-usage-and-storage-ccus-deployment-pathway-an-action-plan">https://www.gov.uk/government/publications/the-uk-carbon-capture-usage-and-storage-ccus-deployment-pathway-an-action-plan</a>