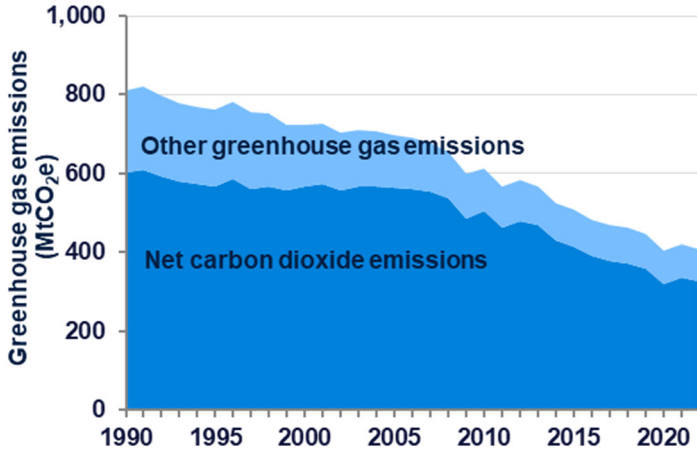
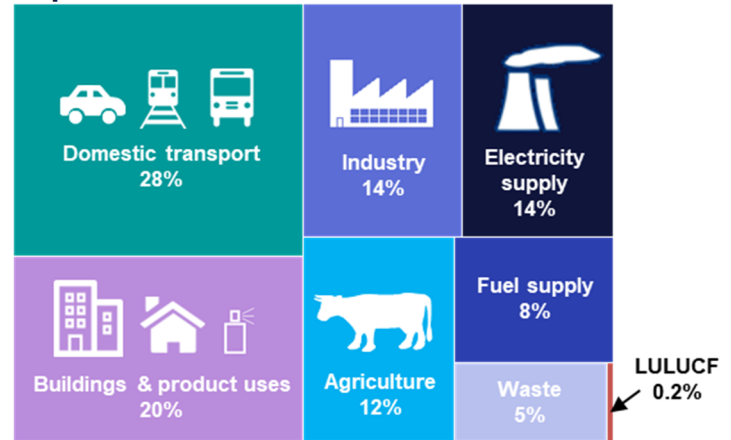


In 2022, UK territorial greenhouse gas emissions were 406.2 million tonnes CO<sub>2</sub> equivalent (MtCO<sub>2</sub>e), down 3.5% from 2021 and 50.0% from 1990.



Domestic transport was the largest emitting sector in the UK in 2022, responsible for over a quarter of emissions.

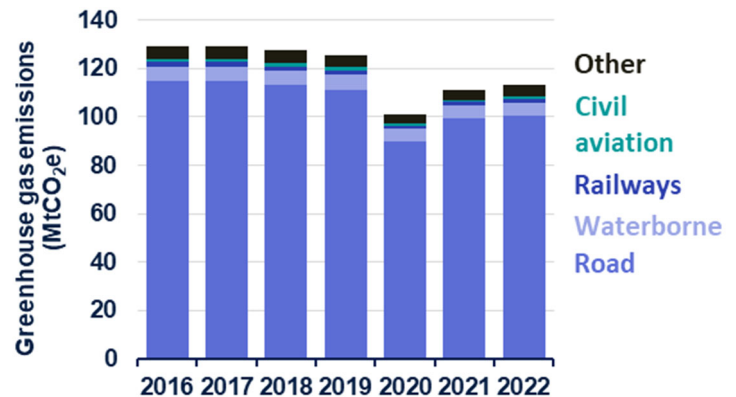


Most sectors saw a fall in emissions from 2021 to 2022, with a fall in heating use due to warmer weather the largest factor in the overall fall.

	2021-2022 % change	2019-2022 % change	1990-2022 % change
Total greenhouse gas emissions	↓ 4%	↓ 9%	↓ 50%
Domestic transport	↑ 2%	↓ 10%	↓ 12%
Buildings & product uses	↓ 13%	↓ 12%	↓ 24%
Industry	↓ 5%	↓ 8%	↓ 63%
Electricity supply	↑ 1%	↓ 5%	↓ 73%
Agriculture	↓ 2%	↓ 3%	↓ 12%
Fuel supply	↓ 1%	↓ 17%	↓ 60%
Waste	↔ 0%	↓ 10%	↓ 74%

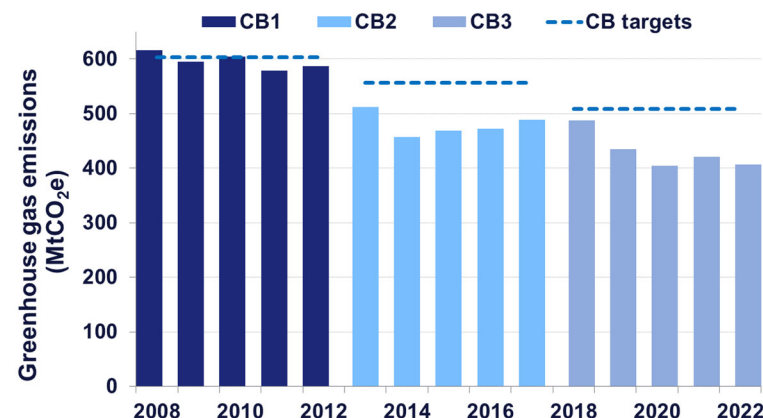
The Land Use, Land Use Change and Forestry (LULUCF) sector is not shown as it is volatile year-to-year and represents a small proportion of total UK emissions (0.2% in 2022).

Domestic transport emissions over the last three years were significantly impacted by the COVID-19 pandemic and restrictions, falling 19% in 2020 before rising subsequently.

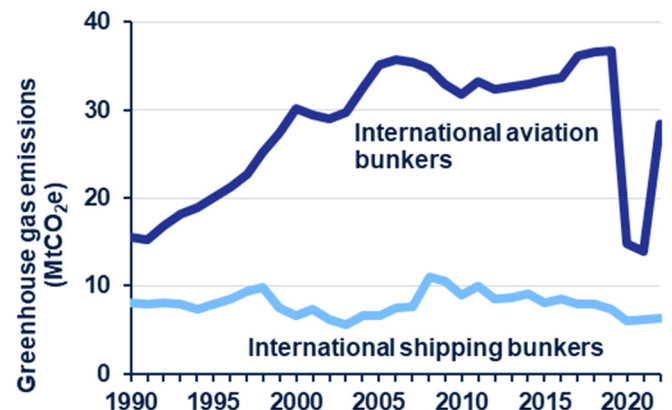


Most transport emissions in the UK come from road vehicles so these drive the overall trend, but all forms of transport saw a fall in emissions in 2020. Domestic aviation emissions fell by 59% in 2020 from 2019, and in 2022 were still 20% lower than in 2019.

The UK has met its third carbon budget (CB3) target, covering the years 2018-2022.



Emissions from UK-based international aviation bunkers doubled between 2021 and 2022.



International fuel bunker emissions are not included in the UK totals shown elsewhere, which only include domestic transport.