UK Government

Government response to the Climate Change Committee

Progress in Reducing Emissions - 2025 Report to Parliament

Presented to Parliament pursuant to Section 37 of the Climate Change Act (2008)

Ordered by the House of Commons to be printed on 29 October 2025

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This publication is available at www.gov.uk/official-documents.

Any enquiries regarding this publication should be sent to us at https://www.gov.uk/guidance/contact-desnz

ISBN 978-1-5286-6027-3

E03467775 10/25

Printed on paper containing 40% recycled fibre content minimum

Printed in the UK by HH Associates Ltd. on behalf of the Controller of His Majesty's Stationery Office

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Government action in the last year

We welcome the Climate Change Committee's (CCC) 2025 independent report on Progress in Reducing Emissions, which finds that the UK government made "bold policy decisions" in the last year to deliver progress in key areas to reduce emissions.

The CCC makes clear its view that continued action is needed to tackle the climate crisis. That is why we wasted no time in delivering on our Clean Energy Superpower Mission. Making Britain a clean energy superpower is one of the five missions of this government — delivering clean power by 2030 and accelerating to net zero across the economy.

The government is committed to our legally binding carbon budgets and to reaching net zero by 2050, matching ambition with action. Below we set out just some of the key actions achieved in the last year, in response to the CCC's priority recommendations.

- In the **Spending Review 2025**, this government committed **£63 billion in capital funding for clean energy, climate and nature, including nuclear** - putting the UK on the path to clean power by 2030, bringing bills down in the long-term, creating thousands of good jobs for our country and tackling the climate crisis

- We are working to deliver on the CCC's top recommendation to **make electricity cheaper**. Over this Parliament the government will be working relentlessly to translate the much cheaper wholesale costs of clean power into lower bills for consumers. This will be core to every decision we make. We will set out our plans in due course.

- The **Warm Homes Plan** will help to cut bills by hundreds of pounds for families across the country by upgrading homes with energy efficiency measures, alongside heat pumps and other low-carbon technologies such as solar panels and batteries. To support this, Government is funding the Warm Homes Plan with a total of £13.2 billion over this Spending Review period.

- In the **Industrial Strategy**, we announced additional support for 7,000 energy intensive firms through the **British Industrial Competitiveness Scheme**, which will reduce electricity costs by up to £40 per megawatt hour. Through the **British Industry Supercharger**, the government is also increasing support for the most energy-intensive firms by covering more of the electricity network charges they normally have to pay. From 2026, the discount on these charges will increase from 60% to 90%.

- **Great British Energy,** as the government's new publicly owned energy company, is leading the way to clean, homegrown energy. In its first investment with the UK government, the expanded Great British Energy Solar programme is investing £255 million to fund around 250 schools, around 260 NHS sites and around 15 military sites to install solar panels across the country. The scheme could save schools, hospitals and military sites millions on energy bills. The money that is saved can be redirected into public services which have been hit hard by rocketing energy bills in recent years.
- The **Contracts for Difference (CfD)** scheme is the government's flagship policy for incentivising new low carbon electricity generating projects. Allocation Round 6 was the biggest ever and we officially opened applications for **AR7** in August.
- **Greenhouse Gas Removals (GGRs)** will support the government's growth mission by creating investment opportunities and jobs in Britain's industrial heartlands, while balancing emissions in hard-to-abate sectors. In August

2025, we published details of the **GGR Business Model** which will provide revenue support and capital grant funding to attract private investment in GGRs, initially for projects in the HyNet cluster. Furthermore, the government commissioned Dr Alan Whitehead to review the role of GGRs in supporting UK net zero targets. We will consider the recommendations published on 25th October and respond in due course.

- The government's **Land Use Consultation** set out options to transform land use in this country to support economic growth and deliver on climate change mitigation and adaptation, sustainable food production, biodiversity and wider environmental goals. We will publish a Land Use Framework in due course.

- The transition to net zero is an opportunity to create hundreds of thousands of jobs. The Office for Clean Energy Jobs recently launched the **Clean Energy Jobs Plan**, which sets out how government, industry and trade unions will come together to address skills gaps and workforce needs for delivering Clean Power 2030 and our transition to net zero.

Responding to the Climate Change Committee's 10 priority actions

The CCC set out 10 priority actions to reduce emissions. The government is acting on these and below we set out the actions we are taking against each.

Annex 1 details the action being taken by the UK government and Devolved Governments in response to the CCC's full list of priority recommendations.

Make electricity cheaper (Relevant CCC recommendation: R2025-046)
The UK has a particularly high ratio of residential electricity price to gas price compared to many countries in Europe. Our electricity price does not reflect the cheaper wholesale price of clean energy. This means low carbon technologies can be more expensive to run than fossil-fuel powered alternatives. The price disparity between electricity and gas needs to be addressed to make it more attractive for consumers to install clean technologies like heat pumps. Over this Parliament the government will be working relentlessly to translate the much

cheaper wholesale costs of clean power into lower bills for consumers. This will be core to every decision we make. We will set out our plans in due course.

We will also address high home energy costs through the Warm Homes Plan. The Warm Homes Plan will help to cut bills for families across the country by upgrading homes through accelerating the installation of insulation, heat pumps and solar panels.

For too long the competitiveness of British industry has been held back by the high cost of electricity. In the Industrial Strategy, we announced additional support for 7,000 energy intensive firms through the British Industrial Competitiveness Scheme (BICS), which will reduce electricity costs by up to £40 per megawatt hour. Through the British Industry Supercharger, the government is also increasing support for the most energy-intensive firms by covering more of the electricity network charges they normally have to pay. From 2026, the discount on these charges will increase from 60% to 90%. We are continuing to develop further policies to bring down electricity costs relative to gas and intend to consult on options to reduce costs and make electrification an

economically rational choice for a wider range of businesses and organisations.

Provide confidence and certainty to scale heat pump deployment in existing buildings (Relevant CCC recommendations: R2025-059, R2025-061, R2025-062)
Our vision is that, over the next decade, low-carbon solutions will become the natural choice for all households. The positive interventions that will be set out in the Warm Homes Plan will look to reduce the upfront and running costs of a heat pump, support the heating industry to invest in low-carbon heating, improve the consumer journey and ensure that a range of low-carbon technologies are available to consumers. We are incentivising heat pump uptake through grants of up to £7,500 via the Boiler Upgrade Scheme (BUS). We have almost doubled the budget for the BUS for this financial year to £295 million. Funding for the BUS will continue and will increase each year up to 2029/30. Costs are falling, and new ownership models are being considered alongside BUS to further reduce upfront costs.

Additional support is available for low-income households through targeted schemes including the Warm Homes: Social Housing Fund (SHF), Warm Homes: Local Grant and the Energy Company Obligation (ECO). Further details will be set out in the Warm Homes Plan.

Implement regulations to ensure that new homes are not connected to the gas grid (Relevant CCC recommendation: R2025-060)
The Future Homes Standard (FHS) will help make low-carbon heating like heat pumps the best option for these properties. This will help ensure that new homes are equipped and fit for the future, with solar panels also expected for most new builds to help cut bills. The government has dual ambitions of delivering 1.5 million new homes by the end of this Parliament and achieving net zero emissions by 2050. With upcoming changes to the Building Regulations, good planning and smart design, we can build the high quality, low carbon homes we need.

Introduce a comprehensive programme to decarbonise public sector buildings (Relevant CCC recommendations: R2025-064)
Great British Energy's expanded Solar scheme is investing £255 million with the UK government to enable the installation of solar panels on around 250 schools, around 260 NHS sites and around 15 military sites. This funding could see millions invested back into frontline services whilst enabling the development of renewable, homegrown energy. Existing Public Sector Decarbonisation Scheme (PSDS) grants will continue until 2027/28. The UK government is committed to building on progress achieved with this capital funding, and is continuing to consider how it can best support the public sector as decarbonisation is mainstreamed into estate plans. The government remains committed to enabling public sector action and recognises the opportunity to grow heat pump supply chains, deploy solar and reduce operational costs for the public sector, especially as electricity prices are

rebalanced. This will include a greater role for third-party finance.

Accelerate the electrification of industrial heat (Relevant CCC recommendation: R2025-065)
The UK government is advancing industrial electrification given its key role in decarbonising the sector. Recognising the role of clean power in reducing industrial emissions, our planning reforms, clean energy investment and accelerated renewables deployment will support this transition. For too long the competitiveness of British industry has been held back by the high cost of electricity. In the Industrial Strategy, we announced additional support for 7,000 energy intensive firms through the British Industrial Competitiveness Scheme, which will reduce electricity costs by up to £40 per megawatt hour. This also set out the introduction of a 'Connections Accelerator Service' to strengthen support for strategically important demand connections. Through the British Industry Supercharger, the government is increasing support for the most energy-intensive firms by covering more of the electricity network charges they normally have to pay. From 2026, the

discount on these charges will increase from 60% to 90%. We are continuing to develop further policies to bring down electricity costs relative to gas and intend to consult on options to reduce costs and make electrification an economically rational choice for a wider range of businesses and organisations. The UK and the EU have agreed to work towards linking the UK Emissions Trading Scheme (UK ETS) and the EU ETS. Along with delivering announced expansions and the extension of the scheme, reviews aimed at improving the UK ETS and other enabling policies will support the decarbonisation investment required to meet our Carbon Budgets and Nationally Determined Contributions.

Effectively deliver rapid expansion of the low-carbon electricity system (Relevant CCC recommendations: R2025-071, R2025-072)
Ahead of Allocation Round 7 (AR7), the government published reforms to the Contracts for Difference (CfD) scheme in July 2025 to help accelerate clean power deployment. These

include allowing unconsented projects to bid, extending contract terms to 20 years and refining offshore wind budget-setting. Auction parameters were also published in the same month to enable a strong pipeline of projects. Planning reforms are underway via the Planning and Infrastructure Bill, alongside consultations on energy National Policy Statements and reforms stemming from the now closed 'Electricity Network Infrastructure: Consents, Land Access and Rights' consultation. These aim to streamline planning and land access processes, ensuring rapid deployment of low-carbon infrastructure and network connections while respecting landowner rights.

Put policies and incentives in place to ramp up tree planting and peatland restoration (Relevant CCC recommendations: R2025-068, R2025-069)
The government is increasing support for tree planting and peatland restoration. We have launched a new National Forest in the past year and allocated £816 million to trees and woodland up to 2029/30. In 2024–25, 10.4 million trees were

planted in England, that we expect to contribute 7,164 hectares of tree canopy towards the statutory target, of which 5,765 hectares was new woodland. We are catching up to the pathway required to meet tree planting targets, woodland planting rates in 2024 to 2025 were 27% higher than those in 2023 to 2024 and over two and a half times higher than those achieved in 2021 to 2022.

Peatland restoration is supported through Environmental Land Management (ELM) schemes, and we are working to ensure these are sufficiently incentivising farmers and land managers to enter into these schemes. Private finance is also vital to incentivising peatland restoration and we are therefore working with the International Union for Conservation of Nature (IUCN) to attract private investment through the Peatland Code. Further sector capacity solutions are also under development. By 2030, we will invest £85 million to restore and manage peatlands, including support for water infrastructure, planning and investigation grants, and trials of farming on higher water tables.

The Land Use Framework to be published in due course will transform land use in this country to support economic growth and deliver on climate

change mitigation and adaptation, sustainable food production, biodiversity and wider environmental goals.

Develop policy to ensure that the aviation industry takes responsibility for its emissions reaching net zero by 2050. (Relevant CCC recommendation: R2025-075)
The government is committed to decarbonising aviation, balancing the growth of the sector and benefits to the UK with meeting our climate targets. The government's approach to aviation decarbonisation is based on evidence showing we can achieve net zero by 2050 by focusing on new fuels, technologies and carbon pricing measures, without the need to limit demand. We recognise that multiple measures must be pursued to reduce the climate impacts from aviation, including addressing non-CO_2 effects. The government has established several policies to drive the decarbonisation of aviation, including the UK Sustainable Aviation Fuel (SAF) mandate and carbon pricing mechanisms and is supporting the development of new technologies through significant R&D investment.

The UK ETS covers all domestic flights in the UK, flights from the UK to the European Economic Area (EEA) and Switzerland, with remaining international flights covered by the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), the global offsetting scheme designed by ICAO – the UN's aviation body. By pricing carbon emissions, market-based measures can drive cost-effective emissions reduction, making operational efficiencies, SAF and zero emission flight more economically attractive. In the UK, the ETS Authority has set out ambitious plans for integrating greenhouse gas removals into the UK ETS and agreed to explore linking the scheme to the EU ETS. The UK continues to support CORSIA's full implementation and continuous improvement.

Finalise Business Models for engineered removals

(Relevant CCC recommendation: R2025-084)

The UK government is committed to deploying engineered Greenhouse Gas Removals (GGRs) at scale in the UK. In August 2025, we published details of the GGR Business Model, providing revenue support via a Contract for Difference

mechanism alongside access to capital grant funding. This supports deployment of engineered removals, initially for two GGR projects proceeding to negotiations as part of the HyNet Track-1 expansion process. The business model will complement demand for GGRs in the voluntary carbon market and future compliance schemes. The UK ETS Authority has published its aim for the integration of GGRs in the UK ETS to be operational by 2029, and the Business Model will be underpinned by the government's Standard to ensure that carbon removal claims are real and verifiable. The GGR Business Model design may evolve for any future allocation rounds to reflect market and policy developments.

Publish a strategy to support skills (Relevant CCC recommendations: R2025-051, R2025-52)
The UK government published the Clean Energy Jobs Plan in October 2025. In the Plan, we estimate that the clean energy workforce will need to almost double in size by 2030, to over 800,000. It sets out how government, industry and trade

unions will come together to address skills gaps and workforce needs for delivering Clean Power 2030 and our transition to net zero.

It identifies high priority clean energy occupations across UK regions, highlighting existing offers and new actions to support the building of our skilled workforce. This was developed through working with the UK Department for Education and the Department for Work and Pensions, who own the skills and employment systems.

Sector-specific initiatives include the Warm Homes Skills Programme for heat pumps, curriculum development for hydrogen and CCUS, the National Nuclear Strategic Plan for Skills and the Forestry Sector Skills Plan. We will continue to identify opportunities to reduce regional inequalities by preserving and creating new jobs in industrial heartlands, and work with industries to help them overcome potential challenges associated with the transition.

Annex 1: CCC Government Response (Central government departments and Devolved Governments)

Table A1: Central government departments responses to the CCC recommendations

ID	Sector	Recommendation	Response
R2025-042	**Seventh Carbon Budget**	Set the Seventh Carbon Budget at 535 $MtCO_2e$ for the period from 2038 to 2042. This budget should include the UK's share of international aviation and shipping emissions, and the Government should plan to meet it through domestic action without resorting to international credits.	We will consider the CCC's advice on the Seventh Carbon Budget and respond in due course; we will set the budget level by June 2026 in line with our statutory duties. The pathway the government chooses for CB7 will deliver economic growth, energy security, protect billpayers and create good jobs.

R2025-043	**Seventh Carbon Budget**	Implement regulations to formally include the UK's share of international aviation and shipping emissions in carbon budgets (from the Sixth Carbon Budget onwards) and the Net Zero target.	Carbon Budget 6 has already been set at 965 $MtCO_2e$ in the Carbon Budget Order 2021, which reflects the inclusion of international aviation and shipping. The UK government intends to legislate for international aviation and shipping inclusion in all carbon budgets from CB6 at a convenient opportunity, subject to parliamentary scheduling. We are already acting across government on the basis that it is included, as our 'Carbon Budget and

			Growth Delivery Plan' (CBGDP) confirms.
R2025-044	**Seventh Carbon Budget**	Produce a draft set of proposals and policies for delivering the Seventh Carbon Budget, to aid parliamentary scrutiny in the setting of the budget level.	The CBGDP we publish today is an important milestone on the road to CB7 and net zero. The vast majority of emissions reductions and wider benefits, such as lower bills in the CB7 period, will come from the continuation of these policies. This document should therefore inform Parliament's scrutiny of CB7. To aid scrutiny of the Carbon Budget Order which proposes the CB7 budget level, we will publish an Impact Assessment

			which will clearly articulate the full range of benefits and costs of the government's chosen CB7 level. This will provide Parliament with a rich source of information to inform its scrutiny of the government's proposed CB7 level. In line with the Climate Change Act, the government will publish a delivery plan for CB7 as soon as reasonably practicable after Parliament has decided on the CB7 budget level. This is to allow adequate time for CB7 policies and proposals to be developed further, noting that the start of

			the CB7 period will still be 12 years away, and presented in a delivery plan which meets the legal requirements of Section 14 of the Climate Change Act.
R2025-045	**Seventh Carbon Budget**	Develop a contingency framework to support delivery of the Seventh Carbon Budget and other UK targets. This should include a set of indicators that enable early identification of emissions reductions going off track and a collection of contingency measures	The UK’s Climate Change Act (2008) is a world-leading framework which ensures progress against our carbon budget targets. Policy progress and metrics are tracked through cross-government Mission governance as well as departmental reporting. These processes maintain accountability, identify at risk

		that could make up any shortfalls.	policies and ensure appropriate action is taken to deliver the necessary emission reductions. Every year, the government responds to the CCC's Progress Report and outlines the steps we are taking to meet our climate targets and accelerate to net zero. In Annex 2 Table A3, we include a summary of progress against key delivery metrics.
R2025-046	**Cross-cutting**	Make electricity cheaper by removing levies and other policy costs from electricity bills to help incentivise consumers to switch to lower-carbon	The UK has a particularly high ratio of residential electricity price to gas price compared to many countries in Europe. Our electricity price does not reflect the cheaper wholesale price of

		electric options across sectors including transport and buildings.	clean energy. This means low carbon technologies can be more expensive to run than fossil-fuel powered alternatives. The price disparity between electricity and gas needs to be addressed to make it more attractive for consumers to install clean technologies like heat pumps. Over this Parliament the government will be working relentlessly to translate the much cheaper wholesale costs of clean power into lower bills for consumers. This will be core to every decision we

			make. We will set out our plans in due course. We are also addressing high home energy costs by improving energy efficiency and tackling fuel poverty through the Warm Homes Plan. The Warm Homes Plan will help to cut bills for families across the country by upgrading homes through accelerating the installation of insulation, heat pumps and solar panels.
R2025-047	**Cross-cutting**	Speed up the grid connection process to ensure businesses do not face barriers to moving to	The government is taking decisive action to speed up network infrastructure and accelerate grid connections.

		electric options, including electrification of industry and heavy goods vehicle (HGV) depots.	Working closely with the National Energy System Operator (NESO), Ofgem and network companies, we are fundamentally reforming the connections process, by deprioritising unviable projects (up to 500GW of excess generation and storage capacity) and prioritising the most essential and viable projects. This will speed up timelines for electrification by up to 5-7 years for some customers who won’t have to wait for a new substation to be built.

			Alongside this, Ofgem's end-to-end review of the connections process will strengthen the incentives and obligations for network companies to deliver timely connections, better customer service and more accessible connections data for all connection customers. Strategic planning initiatives, such as the NESO-led Regional Strategic Plans (RESPS), will work with local stakeholders, such as local businesses and transport electrification planners, to help coordinate where the grid

			needs to be built. However, we recognise more action is needed to accelerate demand connections and drive decarbonisation and economic growth. For this reason, the ‘Industrial Strategy’ sets out plans to go further and remove barriers for demand customers by creating a ‘Connections Accelerator Service’. We also intend to use the new powers, introduced by the Planning and Infrastructure Bill, to improve the connections process for strategic demand customers.

R2025-048	**Cross-cutting**	Strengthen the UK Emissions Trading Scheme (ETS) to ensure that its price is sufficient to incentivise decarbonisation. This could include a higher carbon price floor and/or linkages with the EU ETS.	The UK government welcomes the CCC's ongoing support for the UK ETS and recognises the importance of strengthening the Scheme to harness its market-based benefits. With a net zero consistent limit on emissions, the market can determine the UK ETS allowance price, allowing decarbonisation to happen where and when it is most cost-effective. We have worked to improve the Scheme since its establishment in 2021. The UK ETS Authority has confirmed its intention to expand the UK

			ETS to maritime, waste incineration and engineered greenhouse gas removals. These reforms would strengthen the Scheme and, in combination with other enabling policies, support the decarbonisation investment required by Carbon Budgets and Nationally Determined Contributions. The UK ETS Authority is conducting reviews into areas including Free Allocation and Markets Policy. December 2023's Future Markets Policy consultation sought views on the Scheme's market stability

			mechanisms, including the Auction Reserve Price. We welcome the CCC’s advice here and will consider it in preparing a response. At the 19 May Summit, the UK and the EU agreed to work towards linking the UK ETS and the EU ETS. The UK and the EU have agreed the parameters for a new agreement, which will be subject to upcoming negotiations, and are working closely to agree a timetable for linking negotiations. Linking would mean a more

			cost-effective path to net zero as part of a larger and stable carbon market. This would support industry confidence to invest in new technologies and jobs, decarbonising more quickly and efficiently.
R2025-049	**Cross-cutting**	Develop and implement an engagement strategy to provide clear information to households and businesses about how the UK can meet its emissions targets and the role they can play. It should focus on what actions are most impactful in reducing	The forthcoming public participation plan will explain how the government is raising awareness of the benefits of climate action and supporting people to access the opportunities offered by the transition. The plan will also showcase how effective public engagement activities – including those underway in

		emissions, the benefits of low-carbon choices, and providing trusted information, signposting to available sources of advice and support.	local communities – help ensure climate policies are responsive to people's needs. To support the Clean Energy Superpower Mission, we will deliver three multi-channel marketing campaigns, along with a supporting website, to help citizens take practical actions to help lower bills and benefit from cleaner, more efficient energy solutions. The campaigns will start at different points of 2025-2026 and will cover: • Heat Pumps – highlighting the government support available through the Boiler

			Upgrade Scheme by promoting the economic and environmental benefits of heat pumps. • Energy Efficiency – explaining steps all households can take to improve their energy efficiency, focussing on lower income householders to save money on their energy bills. • Electric Vehicles – promoting the purchasing of electric vehicles by increasing awareness of their benefits countering

			concerns around costs and charging. The relaunched Net Zero Council (NZC), a partnership between government, the private sector and civil society, leads work to support businesses and other organisations to decarbonise. This includes working with sectors as they develop decarbonisation roadmaps and identifying and tackling cross-cutting barriers. The Council is also assisting with the ongoing development of the UK Business Climate Hub, which is run by Broadway Initiative in

			partnership with government and a coalition of businesses, providing advice and guidance to help SMEs to reduce their emissions.
R2025-050	**Cross-cutting**	Set out how government will support businesses to make the transition to low carbon production or operation and how UK businesses could decarbonise early and take advantage of growing global demand for low-carbon goods and services.	The UK government is committed to supporting UK businesses in their transition to low carbon production, unlocking environmental and economic benefits. Significant carbon savings are needed for industry to reach net zero - through fuel switching, improved resource and energy efficiency and deploying industrial carbon capture. To help deliver these outcomes,

			the government is developing a suite of targeted policies. Latest evidence, including from the Climate Change Committee (CCC), highlights the crucial role of electrification in the future of British manufacturing. The government remains committed to enabling this and addressing barriers to investment through major planning reform, the biggest renewables auction in history, and consenting record amounts of clean power. We will bring forward a

			refreshed Industrial Decarbonisation Plan in due course that will set out plans to build a competitive, low carbon industrial base. The government is also proposing a policy framework to grow the market for low carbon industrial products, which includes carbon accounting, product classifications and product level green procurement. A consultation outlining these policies recently closed, with an initial focus steel, cement and concrete products used in construction. The government

			will respond in due course. The Net Zero Council, in partnership with industry, is also supporting the development of sector decarbonisation roadmaps and supporting businesses' transition planning. It is also developing the UK Business Climate Hub, which provides information and advice to SMEs.
R2025-051	**Cross-cutting**	Publish a Net Zero skills action plan to identify and address barriers to enable Growth of the workforces needed to	We have recently published our Clean Energy Jobs Plan. In the Plan, we estimate that the clean energy workforce will need to roughly double in size by 2030, to over 800,000. It

		deliver the Net Zero transition.	sets out how government, industry and trade unions will come together to address skills and challenges to deliver this workforce, therefore enabling the twin pillars of the Clean Energy Superpower Mission - Clean Power by 2030 and accelerating our transition to Net Zero. It sets out the highest priority occupations needed for clean energy across the regions of the UK, based on current deployment pathways, to allow for more detailed and proactive workforce planning. It signposts the existing

			government offer and highlights new actions to support building a skilled workforce in clean energy sectors. The Office for Clean Energy Jobs worked closely with other government departments to produce the Clean Energy Jobs Plan, particularly the Department for Education and Department for Work and Pensions, who own the skills and employment systems. The Office for Clean Energy Jobs engaged with trade unions and Industry throughout the development of the Jobs Plan,

			including obtaining industry-specific actions. The Jobs Plan focuses on cross-cutting skills and workforce issues. There are also several sector-led initiatives across the UK Department for Energy Security and Net Zero (DESNZ) that are covered in the Strategy. This includes the National Nuclear Strategic Plan for Skills, the Warm Homes Skills Programme and curriculum development for Hydrogen and CCUS.

R2025-052	**Cross-cutting**	Work with communities, workers, and local businesses in areas of the economy that may be adversely impacted by the Net Zero transition to develop proactive transition plans that enable access to secure employment and business opportunities. These efforts should feed into local or regional plans.	The UK government is committed to working in partnership with communities, workers and businesses to ensure the net zero transition drives growth. Britain is in a strong position to capitalise on clean growth opportunities and targeted action can deliver nationwide benefits. The shift to clean energy offers a major opportunity to revitalise industrial heartlands and communities reliant on oil and gas, creating new, high-quality jobs. Securing good quality jobs, with fair pay and decent

			conditions, can boost growth, raise productivity and help ensure the benefits of decarbonisation are shared across the UK. The Clean Energy Industries Sector Plan, as part of the Industrial Strategy, sets out our plan to capture the growth opportunities of the global net zero transition. Our plan will incentivise significant private investment and bring good jobs across the country. This plan can only be delivered in partnership with businesses, communities and workers.

			We will bring forward a clear plan for industrial decarbonisation in due course. A refreshed Industrial Decarbonisation Plan will set the strategic direction for our approach to working with industry towards a competitive and low carbon industrial base in the UK, ensuring growth opportunities are captured in tandem with emissions reductions.
R2025-053	**Cross-cutting**	Strengthen implementation of the Third National Adaptation Plan and reorganise government adaptation	The UK government is committed to strengthening the nation's resilience, including in our approach to managing climate risks. Alongside

		policy to make adaptation a fundamental aspect of policymaking across all departments, including through setting clear objectives and measurable targets.	implementing the third National Adaptation Programme (NAP) actions, we are working to strengthen the approach to adaptation. This includes setting updated objectives for adaptation, supporting an ambitious and impactful fourth NAP. We have written to the Adaptation Committee for their guidance on the planning assumptions of a minimum climate scenario and timeframe which we should prepare for. This evidence will be considered by the government in setting our common planning assumptions. Subsequently,

			we will set objectives that define the levels of resilience that we are aiming for under the planning assumptions. We recognise needing to go further and faster to prepare for climate change impacts across the economy and we are already making progress. In April 2025, we published the Climate Adaptation Research and Innovation Framework that presents evidence gaps across risks and sectors to inform government and external research priorities and helps to build the evidence base for effective action. In the

			same month, we published an updated Green Book Accounting for the Effects of Climate Change supplementary guidance to ensure policies, programmes and projects are resilient to climate change effects and future costs, and such effects are being taken fully into account when appraising policy options. In the government’s 10 Year Infrastructure Strategy (published June 2025), we reiterated our commitment to explore how stronger adaptation objectives can be developed to improve

			preparedness for climate change impacts. We have set out how we are addressing the Committee's adaptation recommendations in the government's response to the 2025 Adaptation Progress Report to Parliament.
R2025-054	**Surface Transport**	Implement regulations requiring that all new cars and vans sold after 2030 must be able to travel a significant distance using electrical power alone.	The Vehicle Emissions Trading Scheme (VETS) Order is a world-leading zero emission vehicle regulation, requiring 80% of all new cars and 70% of new vans to be zero emission at the exhaust by 2030. It also requires that all new zero emission cars and

			vans must have an electric range of at least 100 miles. Following consultation, government has committed to only allow new full hybrid, plug-in hybrid and zero-emission cars to be sold between 2030 and 2035. Manufacturers of these cars will be required to reduce their fleet-wide CO_2 levels by 10%. These requirements will promote the sale of new cars that can operate using electric power over certain distances. The government offers a range of incentives to support the

			market to meet these goals. This includes beneficial taxation, the plug-in van grant recently confirmed by ministers to be continuing in FY 26/27, and the new £650 million Electric Car Grant that offers up to £3,750 off the most sustainably manufactured electric vehicles.
R2025-055	**Surface Transport**	Improve the availability and reduce the cost of local public charging for drivers who do not have access to private off-street parking, to make local public charging	The £381 million Local EV Infrastructure (LEVI) Fund is supporting local authorities across England to expand affordable public EV charging for drivers without access to off-street parking. It is expected to enable the

		more comparable to charging at home.	installation of at least 100,000 local chargepoints. The government has also confirmed longer-term funding such as devolved Transport for City Regions settlements for eligible Mayoral Strategic Authorities, which could include supporting the delivery of EV charging infrastructure. In addition, the £25 million Electric Vehicle Pavement Channel grant will support thousands of residents without off-street parking to conveniently charge their vehicles by their home, accessing cheaper tariffs

			through their domestic energy supplies. The Public Charge Point Regulations 2023 require operators to display prices clearly in pence per kilowatt hour, ensuring transparency and helping drivers compare costs. Recent planning reforms, including the removal of distance limits from highways and increased permitted chargepoint heights, are also reducing installation costs for both public and domestic chargepoints.

			Building on this progress, the CBGDP announced new measures to accelerate rollout. These include consulting on empowering leaseholders and renters to install chargepoints more easily, requiring chargepoints in new covered car parks, and simplifying approvals for cross-pavement charging solutions. Government is also working with Ofgem and industry to ensure public charging costs are fair and to strike the right balance to protect tenants from excessive charges using domestic chargepoints whilst

			supporting the continued rollout of EV infrastructure. Ofgem will, via the price controls and end-to-end connections review, ensure that Distribution Network Operators (DNOs) offer quality connection offers and smooth and rapid connections to all customers, including chargepoint operators, for example by using (or offering) flexible connections.
R2025-056	**Surface Transport**	Develop further policies and incentives to accelerate zero-emission van uptake, working with major van fleet operators to understand and	The zero-emission van market has been supported since 2012 by the Plug-in Van Grant (PiVG), which currently offers grants of up to £2,500 for small vans and £5,000 for

		overcome barriers to uptake such as charging and access to finance.	large vans. The PiVG remains in place until at least the 2026/2027 financial year. The outcome of the Spending Review confirmed £1.4 billion to support the uptake of zero emission vehicles, including vans and HGVs. Zero emission vans also qualify for 100% green first year allowances. Increased flexibility for category B licence holders driving 3.5 - 4.25 tonne zero emission vehicles has been introduced, creating regulatory parity between these vehicles and their petrol and diesel

			counterparts. The five hours additional training requirement is no longer mandatory. Government has also consulted on proposals to introduce further regulatory flexibility for heavier zero emission vans. A response will be released in due course. We are taking steps to make it easier for vans and fleets to charge, with chargepoint operators required to open their chargepoints to third party roaming providers, and to offer contactless payment. The £30 million Depot

			Charging Scheme is supporting the uptake of electric commercial vehicles (vans and HGVs) and coaches, helping businesses get charging infrastructure into depots, supporting Britain's transition to zero emission logistics and coach travel. Through the recent Spending Review, the government has confirmed longer term and increased funding to enable areas to improve their local transport networks, including investments in public and sustainable transport infrastructure.

R2025-057	**Surface Transport**	Design and implement a regulatory mechanism requiring sales of zero-emission HGVs to scale up to meet the 2040 end-of-sale date for new diesel HGVs (2035 for smaller HGVs) and provide purchase subsidies where required. Develop a strategy to deliver the required charging infrastructure for heavy duty vehicles.	The UK government plans to consult stakeholders on regulatory options to phase out the sale of new non-zero emission HGVs. This will include seeking stakeholder views on a range of regulatory options and confirming the intention to phase out all new non-zero emission HGVs by 2035 (weighing equal to and below 26 tonne and 2040 for all HGVs). The government is considering its strategic approach to zero emission (ZE) HGV

			infrastructure and will set out further details in due course. The up to £200 million Zero Emission HGV and Infrastructure Demonstrator (ZEHID) is funding over 300 ZE HGVs and 73 associated recharging and refuelling sites to address initial public infrastructure provision and provide confidence regarding ZE HGV technologies. In addition, up to £30 million of funding has been made available to install charging infrastructure to support depots to electrify their fleets.

			The Plug-in Truck Grant provides a contribution to the upfront purchase costs of zero emission vehicles. The grants are for small trucks (up to £16,000) and large trucks (up to £25,000).
R2025-058	**Surface Transport**	Provide local authorities with powers and access to long-term funding and resources to deliver increases in public transport, walking, and cycling.	Transport is right at the heart of the government's commitment to devolve greater powers and provide long-term funding to local leaders. The English Devolution Bill includes an ambitious package of local transport measures aimed at better equipping local leaders to improve the local

			transport networks we rely on day to day and are crucial to driving growth across the country. The government is also providing funding to improve local transport networks, including £15.6 billion to provide Transport for City Regions settlements for nine eligible Mayoral Strategic Authorities (MSAs); £2.3 billion through the Local Transport Grant for smaller cities, towns and rural areas; £616 million for active travel infrastructure; and c.£900 million resource funding for bus services.

			Government is committed to giving local leaders greater control and flexibility over local transport funding. This has started with Greater Manchester and the West Midlands Mayoral Combined Authorities, who received a single integrated cross-government funding settlement from April 2025. The 'Integrated Settlement' will be extended to additional Established MSAs from April 2026, when the remaining MSAs will receive a single, consolidated transport

			settlement and other Local Transport Authorities will benefit from simplified funding. Authorities will be held accountable for this funding through outcomes frameworks, allowing the Department for Transport (DfT) to assess performance across a range of metrics, and drive increases in public transport, walking and cycling locally and nationally. DfT has also published best practice guidance to support local authorities in quantifying the carbon impacts of their transport strategies and schemes.

R2025-059	**Buildings**	Confirm that there will be no role for hydrogen in home heating.	A core pillar of our Warm Homes Plan will be to electrify homes and building with clean technology such as rooftop solar, heat pumps and home batteries. We will consult in due course on our assessment of whether hydrogen should have a role in heating our homes. As hydrogen is not yet a proven technology for home heating, any role would come much later and would likely be limited.

R2025-060	**Buildings**	Put in place requirements on housing developers ensuring no new properties completed from 2026 are connected to the gas grid. Deliver changes to Building Regulations with stringent transition arrangements which ensure that, from 2026, all new homes are built with low-carbon heating systems.	The UK government has a dual ambition of delivering 1.5 million new homes by the end of this Parliament and achieving net zero emissions by 2050. With upcoming changes to the Building Regulations, good planning and smart design, we can build the high quality, low carbon homes we need. The Future Homes Standard (FHS) will help make low-carbon heating like heat pumps the best option for new homes. Since the FHS will favour low carbon technology that can support households to

			save money on their bills, we do not expect new homes to be built with gas connections. Solar panels will be included in the FHS for the majority of new homes, helping to cut people's energy bills and boost the nation's energy security with clean, homegrown power, in line with the Prime Minister's Plan for Change. The original consultation put forward two options for transitional arrangements, comprising a six- or twelve-month period between the legislation being written into law and it is coming into effect,

			followed by a twelve-month transitional period. The government will set out more detail on those arrangements with the government response in the next few months.
R2025-061	**Buildings**	Reinstate regulations so that beyond 2035 all heating systems installed are low-carbon.	The previous government did not legislate to restrict fossil fuel installations in existing buildings. Placing restrictions on consumers is not the focus of this government's efforts. At this stage in the transition, our focus is on making the switch to low carbon heating easier and more attractive to the public through positive change, so that this becomes

			the natural choice for all households replacing their existing system. We want to ensure all households can ultimately benefit from the lower lifetime costs (compared to fossil fuel equivalents) that can be unlocked by switching to a clean heating system. We are continuing to refine our approach, and we will consider the supporting interventions needed to realise this outcome. Our intention is that low-carbon solutions should represent the vast majority of new installations from 2035, in

			line with the CCC's recommendation.
R2025-062	**Buildings**	Provide long-term certainty that upfront costs will not present a barrier to the ramp-up in roll-out of heat pumps, ensuring that the transition is affordable and accessible to households	Our vision is that, over the next decade, low-carbon solutions will become the natural choice for all households. The government is funding the Warm Homes Plan with a total of £13.2 billion over the SR, including £5 billion of financial transactions, and Barnett consequentials. This investment will be allocated across schemes that support the rollout of heat pumps, alongside energy efficiency measures and other low-

			carbon technologies, such as solar and batteries. We are incentivising heat pump uptake through grants of up to £7,500 via the Boiler Upgrade Scheme (BUS). We have almost doubled the budget for the BUSfor this financial year to £295 million. Funding for the BUS will continue and will increase each year up to 2029/30.
R2025-063	**Buildings**	Provide long-term funding for energy efficiency improvement to social housing and targeted support to ensure that	The Warm Homes: Social Housing Fund has been allocated £1.29 billion in the Autumn 2024 Budget to be delivered from 2025 – 2028 by

		poorly insulated homes are not a barrier to uptake of low-carbon heating systems for low-income households.	eligible social housing landlords. The Department's current schemes including the Energy Company Obligation (ECO), Warm Homes: Local Grant, and Warm Homes: Social Housing Fund will continue to deliver fabric insulation alongside low-carbon heating measures. We have also recently consulted on introducing a Minimum Energy Efficiency Standard (MEES) for the social rented sector (SRS) for the first time. Government's preferred approach for SRS MEES requires landlords to

			meet a standard using reformed EPC metrics, meeting the fabric metric at band C, followed by either the heating system or the smart readiness metric. If introduced, SRS MEES would improve the energy performance of social homes, making homes warmer and less susceptible to damp and mould, while also lowering energy bills and lifting social homes out of fuel poverty. The consultation has now closed, and we are analysing all the responses to this consultation, including from social housing landlords, and

			will publish a government response in due course.
R2025-064	**Buildings**	Introduce a comprehensive multi-year programme for decarbonisation of public sector buildings. This should set out strategic plans for when best to take the required decarbonisation actions in buildings across the public estate and should be supported by long-term capital settlements.	Great British Energy's expanded Solar scheme is investing £255 million with the UK government to enable the installation of solar panels on around 250 schools, around 260 NHS sites and around 15 military sites. This funding could see millions invested back into frontline services whilst enabling the development of renewable, homegrown energy. Existing Public Sector Decarbonisation Scheme

			(PSDS) grants will continue until financial year 2027/28 but there will be no additional allocation of capital funding over this spending review period. By the time the programme closes in 2028, the government will have disbursed around £3.4 billion to over 1,400 projects across the public sector in England. The government is committed to building on progress achieved with this capital funding and is continuing to consider how it can best support the public sector as decarbonisation is

			mainstreamed into estate plans. This will include a greater role for third-party finance. The National Infrastructure and Service Transformation Authority (NISTA) is currently exploring the potential to use Public Private Partnerships to finance public sector estates decarbonisation projects.
R2025-065	**Industry**	Develop Business Models to support industrial electrification, ensuring businesses are incentivised to switch to electric technologies, and	The government is committed to advancing industrial electrification as a key pillar of its clean energy and decarbonisation strategy. Recognising the role of clean

		complementing the UK ETS. This should play a similar role to existing Business Models for hydrogen and carbon capture and storage (CCS) in helping speed up early-stage deployment of electric technologies.	power in reducing industrial emissions, it is reforming planning systems, accelerating renewable energy deployment, and investing in clean energy infrastructure to deliver reliable, homegrown electricity. This supports the goal of meeting 61% of industrial energy demand with electricity by 2040, as recommended by the CCC. For too long the competitiveness of British industry has been held back by the high cost of electricity. In the Industrial Strategy, we announced additional support

			for 7,000 energy intensive firms through the British Industrial Competitiveness Scheme, which will reduce electricity costs by up to £40 per megawatt hour. This also set out the introduction of a ‘Connections Accelerator Service’ to strengthen support for strategically important demand connections. Through the British Industry Supercharger, the government is also increasing support for the most energy-intensive firms by covering more of the electricity network charges they normally have to pay. From 2026, the discount on

			these charges will increase from 60% to 90%. We are continuing to develop further policies to bring down electricity costs relative to gas and intend to consult on options to reduce costs and make electrification an economically rational choice for a wider range of businesses and organisations.
R2025-066	**Industry**	Set minimum standards for the whole-life carbon impact of products that are at risk of increasing the UK's imported emissions.	The government is working to reduce the whole-life carbon impact of industrial products, including those emissions produced abroad. The 2023 consultation 'Addressing carbon leakage risk to support

			decarbonisation' explored the potential role for Mandatory Product Standards (MPS), which would limit the carbon intensity of industrial products sold on the UK market. While MPS won't be pursued in the short term, its longer-term potential remains under consideration. In the interim, the government is developing a package of voluntary policies, with an initial focus on steel, cement, and concrete products used in construction. This includes improving and standardising product level carbon

			accounting, developing robust product classification systems and product level green procurement policies. The government consulted on these proposals in the 'Growing the market for low carbon industrial products: a policy framework', technical consultation which closed on 29 September 2025. A government response will be published in due course. In parallel, the government is progressing other policies that help address carbon leakage. Free allocations under the UK Emissions Trading Scheme

			(ETS) are being reviewed to better target support. The UK Carbon Border Adjustment Mechanism (CBAM), due for implementation from 2027, will help mitigate the risk of rising imported emissions. Notably, the UK and EU have agreed to work towards linking their ETS systems.
R2025-067	**Industry**	Introduce regulations, supported by subsidies if necessary, to drive decarbonisation of non-road mobile machinery. This could include regulatory measures with proven success in	The government has committed to produce an Off-Road Machinery Decarbonisation Strategy that will set out how the sector can further decarbonise while maintaining competitiveness,

		reducing road transport emissions.	attracting investment and supporting growth.
R2025-068	**Agriculture and land use**	Publish a Land Use Framework that sets out how land can deliver multiple functions, including for climate mitigation and adaptation, sustainable food production, biodiversity, and wider environmental goals.	The UK government will publish a Land Use Framework in due course which will set out how we will transform land use in this country to support economic growth and deliver on climate change mitigation and adaptation, sustainable food production, biodiversity and wider environmental goals. To inform the development of the Framework, the government launched a consultation process on Land

			Use in England in January. The consultation sought views on how we could better align incentives and other aspects of policy to support land use change with due consideration of climate adaptation, food production, nature restoration and other outcomes. The Department for Environment, Food and Rural Affairs (Defra), the Ministry of Housing, Communities and Local Government (MHCLG), the DESNZ, the National Energy Systems Operator and the National Infrastructure and Service Transformation

			Authority are working together to integrate evidence on priorities for food, natural capital and climate mitigation and adaptation into strategic planning for infrastructure and housing. The consultation also proposed five land use principles to inform government policy delivery, including multifunctional land use and taking a more spatially informed approach to land use decisions. Taking a more spatially informed approach can help increase climate resilience and

			permanence of our nature-based net zero measures by identifying areas that will be least affected through the impacts of climate change.
R2025-069	**Agriculture and land use**	Provide incentives and address barriers for farmers and land managers to diversify land use and management into woodland creation, peatland restoration, bioenergy crops and renewable energy.	£816 million was allocated to tree and woodland planting in the recent Spending Review. This funding will help maintain and accelerate the recent upturn in woodland creation rates, with 5,765 hectares of new woodland planted in England in 2024-25, of which 5,450 hectares received government funding mostly through the Nature for Climate Fund (NCF). Woodland

			planting rates in the 2024-25 planting year were the highest since 2002-03, 27% higher than in 2023-24 and 2.6-fold higher than in 2021-22. The Forestry Commission continues to update its Low Sensitivity maps, guiding landowners to land where grant and regulatory approvals are likely to be faster.
R2025-070	**Agriculture and land use**	Provide long-term certainty on public funding for farming practices and technologies which reduce emissions from managing crops and	The UK government is firmly committed to supporting farmers and land managers in their low carbon practices alongside restoring nature, which are vital to safeguard our long-term food security,

		livestock. As part of this, ensure low-regret and low-cost measures are taken up through regulations or minimum requirements in agricultural support mechanisms, especially when they can deliver efficiency improvements.	support productivity and build resilience to climate change. This means we will continue the transition away from area-based payments and towards paying to deliver public goods for the environment, and continue to use regulation to require minimum standards, which will be designed in partnership with farmers and sufficient lead-in times given for change. Defra will spend an average of £2.3 billion per year on farming and nature recovery through the Farming and Countryside Programme across this

			Parliament. This includes funding actions that contribute to agricultural decarbonisation through the Sustainable Farming Incentive and grants programme. It is the biggest financial investment in sustainable food production in our country's history. We have committed nearly £250 million in farming grants to improve productivity, trial new technologies and drive innovation in the sector through the Farming innovation Programme (FIP), and £46.7 million to help farmers invest in equipment

			and technology that improve productivity, manage slurry and support animal health and welfare. Some of these grants will contribute to agricultural decarbonisation. We are also increasing funding for advice and support to help farmers identify, plan and take forward steps to improve their productivity and the environment.
R2025-071	**Electricity Supply**	Ensure that the funding and auction design for the Seventh Allocation Round and future rounds, are sufficient to secure the level of renewables	In July 2025, the government published reforms to the CfD scheme ahead of Allocation Round 7 (AR7). These reforms included allowing unconsented projects to compete in the

		capacity required to deliver a decarbonised power system.	auction, increasing the amount of eligible capacity to drive competition for consumers. It also included changes to how the DESNZ Secretary of State sets the offshore wind budget to provide greater control over outcomes on price and capacity. Extending the contract term to 20 years will provide greater confidence and certainty to investors while reducing scheme costs to consumers in the medium-term. In the same month, we also published the auction parameters for AR7, which will

			enable a strong pipeline of projects to come forward. As with previous rounds, we will use auction budgets to drive the competition that secures fair prices for consumers, while delivering the deployment necessary to support clean power by 2030. The budgets will be set ahead of the bidding windows, with the flexibility to increase the offshore wind budget after seeing anonymised bids, if that is in the interests of consumers.
R2025-072	**Electricity Supply**	Reform key processes and rules, including in planning, consenting, and	Reforming the planning system is key to unlocking our country's economic growth and

		regulatory funding, to enable rapid expansion of the country's energy infrastructure and clear, consistent resolution of tensions between low cost of infrastructure and sensitivity to local conditions. In most cases, overhead lines should be favoured over more expensive methods such as undergrounding.	enabling us to deliver the critical infrastructure that communities need. The Planning and Infrastructure Bill will speed up and streamline planning processes. The energy National Policy Statements EN-1 (overarching energy NPS), EN-3 (renewable energy infrastructure) and EN-5 (electricity networks) were consulted on between April – May 2025 and the government is currently considering responses. The Clean Power 2030 Action Plan committed to updating

			the Planning Practice Guidance, which sets out how planning policies should be applied by Local Planning Authorities, this year to provide clarity on the application of planning policy for low carbon energy development. Government is currently considering responses received to a recent consultation on consents, land access and rights for electricity network infrastructure. The consultation sets out a package of proposed reforms to enable the rapid deployment of future network connections,

			while ensuring that the rights of landowners are respected.
R2025-073	**Electricity Supply**	Provide clarity around the future of electricity market arrangements and any transition arrangements as soon as possible.	On 10 July 2025, we published the Review of Electricity Market Arrangements (REMA) Summer Update 2025. In this update, we announced our decision to retain a single, national, GB-wide, wholesale market pricing regime. We have therefore decided not to implement zonal pricing. We have published this decision to provide certainty for investors ahead of the AR7 auction round.

			We will introduce a package of reforms, collectively known as Reformed National Pricing, to improve the efficiency of our future power system. The package comprises a series of interventions, and builds on work already in train, including those being delivered under the ‘Clean Power 2030 Action Plan’. The package will deliver a more strategic and coordinated approach to the energy system, providing stronger signals for efficient siting of new assets. This will be delivered through the ‘Strategic Spatial Energy Plan’ (SSEP) and its associated

			levers, which include, but are not limited to, network build, the planning systems, the connections process, seabed leasing and network charging. The package is also designed to improve operational efficiency with a combination of improved balancing and settlement arrangements, and constraint management measures. We will set out how this package of measures will be delivered in a Reformed National Pricing Delivery Plan published later this year. We

			will publish the final REMA analysis in due course.
R2025-074	**Electricity Supply**	Ensure that large-scale biomass power plants are not given extended contracts to operate unabated at high load factors beyond 2027.	The UK government published its response to the consultation on transitional support for large scale biomass generators on 10 February 2025. In that response, government set out its decision to progress with the option of providing short-term support from 2027-2031 to provide resilience to the electricity system and ensure security of supply. The new arrangement is also consistent with the CCC's recommendation. It is a short-

			term four-year arrangement between 2027 and 2031, rather than the typical 15-year term CfD. The new arrangements also prevent large scale biomass generators from operating unabated at high load factors. For example, Drax currently operates as a baseload plant, running around two thirds of the time. However, under the new arrangement, Drax will only be supported to operate at a maximum load factor of 27% – operating less than half as often as it currently does. This ensures that Drax

			generates electricity only when the system needs it. When other renewable power is abundant, Drax won't generate, and consumers will benefit from cheaper wind and solar instead.
R2025-075	**Aviation**	Develop and implement policy – such as the existing sustainable aviation fuel (SAF) mandate and the UK ETS – that ensures the aviation sector takes responsibility for mitigating its emissions and ultimately achieving Net Zero for the sector by	The government is making strong progress to develop and implement policy in support of the aviation sector achieving net zero by 2050. The government has established the Sustainable Aviation Fuel (SAF) Mandate, introduced the SAF Bill to implement a revenue certainty mechanism and recently

		2050. This includes paying for permanent engineered removals to balance out all remaining emissions. Ensure robust contingencies are in place to address any delays in decarbonisation, including through demand management.	announced £63 million in funding for this financial year to increase SAF production across the UK. The government is also delivering airspace modernisation, which will see cleaner, quicker and quieter journeys; and is providing funding to support the development of low and zero emission aerospace technologies. The government is also driving cost-effective decarbonisation through carbon pricing mechanisms, including the UK ETS and the global offsetting scheme CORSIA (Carbon

			Offsetting and Reduction Scheme for International Aviation). In July 2025, the UK ETS consultation response confirmed that the UK ETS Authority is committed to integrating engineered GGRs in the UK ETS, aiming for the system to be operational in 2029. This is a significant step in building a long-term market for removals. The GGR Business Model and GGR integration into the UK ETS, both underpinned by robust government-backed standards and methodologies, creates a

			strong investment signal into the GGR sector and are important factors in establishing a funding pathway and supply of removals for buyers, such as those from hard-to-abate sectors. DfT analysis shows that net zero aviation can be achieved by 2050 under a range of assumptions about future technology development, without the government needing to intervene directly to limit demand.
R2025-076	**Aviation**	Commit, as a minimum, to preventing the	The UK government recognises that aviation has

		additional warming impacts from aviation beyond greenhouse gas emissions (known as non-CO_2 effects) increasing after 2050. Begin to monitor these impacts and support investigation, development and trial of mitigation options that complement rather than substitute for CO_2 mitigation.	both CO_2 emissions and non-CO_2 climate impacts that need to be addressed. However, there continues to be significant scientific uncertainty regarding the nature and magnitude of aviation's non-CO_2 impact on the climate. As a result, the government's focus is on improving our understanding of aviation's non-CO_2 impacts to support the identification and development of potential mitigation options. The government is primarily delivering this objective through a four-year cross-

			government research and development (R&D) programme worth up to £29 million, which supports both industry and academic-led projects. We have funded ten academic projects so far, which include projects exploring the impact of using Sustainable Aviation Fuel on contrail formation and developing metrics for measuring non-CO_2 emissions. The government is also working closely with the sector, including through the Jet Zero Taskforce, to develop and

			assess non-CO_2 mitigation options. This includes exploring how non-CO_2 impacts could be monitored and reported in the UK, developing recommendations for a potential UK-led contrail avoidance trial and assessing the feasibility of contrail mitigation as a potential option for reducing aviation's non-CO_2 impacts.
R2025-077	**Aviation**	Seek to strengthen the ambition and effectiveness of International Civil Aviation Organisation (ICAO) objectives and the	At the 41st International Civil Aviation Organization (ICAO) Assembly in 2022, a global aspirational goal was agreed for international aviation of net zero CO_2 emissions by 2050.

		Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). Form alliances with countries who are aligned with the UK to go further than ICAO on both emissions and non-CO_2 effects.	The UK played a leading role in securing this agreement, which puts the aviation sector on a trajectory aligned with the Paris Agreement and its 1.5°C global temperature target. In 2023, the UK played an important role in securing agreement at the ICAO Third Conference on Aviation Alternative Fuels (CAAF/3) on a target to reduce emissions from global aviation fuel by 5% by 2030, as part of a comprehensive framework to scale-up production and deployment of cleaner aviation fuels, representing the first

			step towards implementing the net zero goal. In another significant step towards ICAO's net zero goal, the UK also led the charge in securing a new aeroplane CO_2 standard in 2025. This will require new aeroplane designs after 2031 to be 10% more efficient than the current CO_2 standard. The UK will continue to use its influence in ICAO to push for the strengthening of existing measures, such as the Carbon Offsetting and Reduction Scheme for International

			Aviation (CORSIA), and the agreement of new ones in support of the net zero 2050 goal. The UK continues to convene the International Aviation Climate Ambition Coalition, a diverse group of 64 states and organisations, collectively representing more than half of global aviation emissions, committed to working towards a shared goal of increasing the ambition of international climate action under the global leadership of ICAO.

R2025-078	**Waste**	Ensure policies enabling improved recycling and waste reduction are in place across the UK ahead of the near elimination of biodegradable waste sent to landfill and the inclusion of energy from waste in the UK ETS.	The UK government committed to reducing waste by transitioning towards a circular economy. Defra convened a Circular Economy Taskforce of experts to develop a Circular Economy Strategy for England and a series of sector roadmaps, which we plan to publish in the coming months. The Strategy and roadmaps will aim to support economic growth, efficient and productive resource use and net zero. In England, Simpler Recycling took effect on 31 March 2025 for workplaces with 10 or more

			FTE employees, with micro firms[1] complying by 31 March 2027. Workplaces must separately recycle dry mixed recycling (plastic, metal, glass), paper and card and food waste. By 31 March 2026, local authorities must collect core recyclable waste streams from households, including weekly food waste collections. Extended Producer Responsibility for Packaging (pEPR) transfers packaging waste management costs from taxpayers to producers,

[1] Workplaces of less than 10 FTE employees

			incentivising less and easier-to-recycle packaging. Defra is working with DESNZ to transfer ETS costs through pEPR, incentivising materials with lower fossil carbon. We are reviewing residual waste treatment, including incineration and landfill. In February, Defra published the summary of responses to the call for evidence on the near elimination of municipal biodegradable waste to landfill in England which outlined next steps to be considered. We are committed to our

			statutory target to halve residual waste in England by the end of 2042, and interim targets to reduce residual waste by the end of 2027. The ETS Authority announced a two-year monitoring, reporting and verification (MRV)-only period for waste incineration, commencing in January 2026 followed by full inclusion in the UK Emissions Trading Scheme from 2028.
R2025-079	**Waste**	Enable improved monitoring of wastewater emissions and encourage investment in technology	Ofwat allowed water companies nearly £500 million in investment over the next five years to remain on track to

		development and deployment to reduce emissions from wastewater.	achieve net zero in the sector by 2050. Price Review 2024 (PR24) funding includes provisions for increased investment in innovative solutions to reduce emissions, such as low-carbon wastewater treatment and nature-based solutions. It also funds a series of interventions for better monitoring and modelling of emissions. For example, funding has been allocated to 33 schemes to deliver innovative projects to better understand how to reduce emissions. Ofwat has also used price control deliverables to incentivise

			knowledge sharing across the industry, as the innovative projects progress. Further detail on these measures, including interventions and allowances at water company level, is set out in pages 248-254 of Ofwat's PR24 final determinations expenditure allowances document.[2]
R2025-080	**Waste**	Prevent energy from waste capacity expansion unless a viable route to connecting CCS can be established.	All new and substantially refurbished Energy from Waste (EfW) projects must be built Carbon Capture ready in accordance with the

[2] PR24-final-determinations-Expenditure-allowances-V2.pdf

			government's 'Decarbonisation Readiness' requirements (which come into force in February 2026). Additionally, we have introduced strict new criteria for EfW developments in England. Developers must demonstrate that their projects meet a clearly defined need to divert non-recyclable waste from landfill or replace older, less efficient waste incinerators. The government has introduced the Waste Industrial Carbon Capture Business Model to support waste CCUS projects and

			stimulate private sector investment. Following successful negotiations, Protos ERF (operated by Encyclis) has now signed the final contract with government to begin construction on one of the world's first full-scale carbon capture-enabled waste-to-energy facilities, demonstrating the commercial viability of CCUS in the energy from waste sector. To further support the deployment of waste CCUS, DESNZ will publish a consultation on non-pipeline transport (NPT) in due course,

			setting out proposals for capture projects that will require NPT transportation solutions, where otherwise it would be technically or economically unfeasible to deploy CCUS via pipeline.
R2025-081	**Shipping**	Include domestic and international shipping emissions in the UK ETS in line with the EU ETS and ensure there are incentives and infrastructure for decarbonisation of all vessel types - from private leisure vessels to large-scale freight ships.	The UK government has recently set out a path to net zero shipping by 2050, through our Maritime Decarbonisation Strategy. Emissions pricing is key to reaching net zero and an effective lever to reducing emissions. As previously announced, the UK Emissions Trading

			Scheme (UK ETS) will be expanded to include emissions from domestic maritime based on ship activity. This expansion will take place in July 2026 and will apply the scheme to ships over 5,000 gross tonnage (GT). The UK and EU have, as part of the Common Understanding announced on 19 May, agreed to work towards linking the UK ETS and EU ETS. Under the agreement linking the UK ETS and EU ETS, both domestic and international maritime emissions would be included in the scope of the UK ETS.

			The details and timings of this are subject to ongoing negotiations. Agreeing an aligned UK-EU approach to reducing greenhouse gas emissions for shipping will minimise the administrative burden for operators and unlock greater access to a larger market, boosting economic growth whilst driving further decarbonisation.
R2025-082	**Shipping**	Seek to strengthen and implement the International Maritime Organisation (IMO)	The UK is disappointed that the adoption of the IMO Net-Zero Framework has been delayed but remains

		objectives. In parallel, collaborate with other parties to establish multilateral partnerships to address international shipping emissions.	committed to working with others to progress development of the Framework with the objective of reaching a position of consensus in the future. The UK will work with others to drive forward global maritime decarbonisation efforts and provide industry with the certainty it needs. The UK and the EU have agreed to work towards linking the UK ETS and EU ETS. As set out in UK-EU Summit Common Understanding, both domestic and international maritime emissions will be included in the scope of the

			UK ETS, subject to consultation. Linking would mean a more cost-effective path to net zero as part of a larger and stable carbon market. This would support industry confidence to invest in new technologies and jobs, decarbonising more quickly and efficiently.
R2025-083	**Agriculture and land use**	Publish a common sustainability framework for biomass, along with robust procedures for monitoring, reporting, and verification. This should prioritise domestic supply	We are launching a consultation on the development of a common biomass sustainability framework to enable consistency between biomass sectors and strengthen criteria

		and should provide clarity on which feedstocks are provably sustainable, both in terms of their climate impact and interactions with wider environmental objectives.	in line with latest evidence. This includes proposals on monitoring, reporting and verification processes. The consultation will be published shortly. The purpose of the common framework is to set out a consistent government view on the definition of sustainable biomass that maximises carbon benefits while safeguarding environmental and social outcomes across diverse biomass feedstocks and supply chains. The common framework consultation proposals do not

			limit our ability to develop domestic supply chains because the same sustainability criteria would apply to domestically sourced biomass and imported biomass, promoting high levels of sustainability regardless of the origin of the feedstock.
R2025-084	**Engineered removals**	Finalise Business Models for engineered removals. This should include providing clarity on the near-term funding pathway, including setting out the responsibilities of the public and private sectors.	The government is committed to deploying engineered Greenhouse Gas Removals (GGRs) at scale in the UK. This will be important for accelerating to net zero by balancing residual emissions from hard-to-abate sectors and supporting the Growth Mission

			by creating investment opportunities and jobs in Britain’s industrial heartlands. In August 2025, we took a major step forward in delivering our vision for GGRs by publishing details of the GGR Business Model, designed to kickstart the UK’s engineered removals industry. This provides revenue support under a Contract for Difference mechanism, alongside the opportunity of capital grant funding. The proposed terms and conditions are initially applicable to the two GGR projects in the HyNet Track-1

			expansion process, subject to refinement and negotiations. The GGR Business Model is designed to capitalise on demand for GGRs in the Voluntary Carbon Market and, in future, the UK Emissions Trading Scheme (UK ETS) to support project deployment and ensure value for money. The UK ETS consultation response, published in July 2025, confirmed that the UK ETS Authority is committed to integrating engineered GGRs in the UK ETS, aiming for the system to be operational in 2029. This is a significant step

			in building a long-term market for removals. The GGR Business Model and GGR integration into the UK ETS, both underpinned by robust government-backed standards and methodologies, create a strong investment signal for the sector and are important factors in establishing the funding pathway.

Table A2: Devolved government responses to the CCC recommendations

ID	Sector	Devolved Government	Recommendation	Response
R2025-085	**Scotland's carbon budgets**	Scottish Government	Set the First Carbon Budget at an annual average level of emissions that is 57% below 1990 levels for the period from 2026 to 2030.	The Climate Change (Emissions Reduction Targets) (Scotland) Act 2024 moved Scotland to a framework of carbon budgets, with the provision that the carbon budget levels would be set by secondary legislation following receipt of the CCC's Scottish carbon budget advice. This

				advice was published on 21 May 2025. Following its consideration by Scottish ministers, the Climate Change (Scotland) Act 2009 (Scottish Carbon Budgets) Amendment Regulations 2025 (“the Regulations”) were laid in the Scottish Parliament on 19 June 2025. The Climate Change (Scotland) Act 2009 places a duty on Scottish ministers to

				ensure that every five-yearly Scottish carbon budget target between 2026 and 2045 is met. The Scottish carbon budget for the 2026-2030 period is set at an average of 43% of the baseline, which equates to an average of 57% reduction in emissions from the 1990 levels, as recommended by the CCC.

R2025-086	**Scotland's carbon budgets**	Scottish Government	Set the Second Carbon Budget at an annual average level of emissions that is 69% below 1990 levels for the period from 2031 to 2035.	The Climate Change (Emissions Reduction Targets) (Scotland) Act 2024 moved Scotland to a framework of carbon budgets, with the provision that the carbon budget levels would be set by secondary legislation following receipt of the CCC's Scottish carbon budget advice. This advice was published on 21 May 2025. Following its consideration by

				Scottish ministers, the Climate Change (Scotland) Act 2009 (Scottish Carbon Budgets) Amendment Regulations 2025 (“the Regulations”) were laid in the Scottish Parliament on 19 June 2025. The Climate Change (Scotland) Act 2009 places a duty on Scottish ministers to ensure that every five-yearly Scottish carbon budget target between 2026 and

				2045 is met. The Scottish carbon budget for the 2031-2035 period is set at an average of 31% of the baseline, which equates to an average of 69% reduction in emissions from the 1990 levels, as recommended by the CCC.
R2025-087	**Scotland's carbon budgets**	Scottish Government	Set the Third Carbon Budget at an annual average level of emissions that is 80% below	The Climate Change (Emissions Reduction Targets) (Scotland) Act 2024 moved Scotland to a

			1990 levels for the period from 2036 to 2040.	framework of carbon budgets, with the provision that the carbon budget levels would be set by secondary legislation following receipt of the CCC's Scottish carbon budget advice. This advice was published on 21 May 2025. Following its consideration by Scottish ministers, the Climate Change (Scotland) Act 2009 (Scottish Carbon Budgets)

				Amendment Regulations 2025 (“the Regulations”) were laid in the Scottish Parliament on 19 June 2025. The Climate Change (Scotland) Act 2009 places a duty on Scottish ministers to ensure that every five-yearly Scottish carbon budget ministers between 2026 and 2045 is met. The Scottish carbon budget for the 2036-2040 period is set at an

				average of 20% of baseline, which equates to an average of 80% reduction in emissions from the 1990 levels, as recommended by the CCC.
R2025-088	**Scotland's carbon budgets**	Scottish Government	Set the Fourth Carbon Budget at an annual average level of emissions that is 94% below 1990 levels for the period from 2041 to 2045.	The Climate Change (Emissions Reduction Targets) (Scotland) Act 2024 moved Scotland to a framework of carbon budgets, with the provision that the carbon budget levels

				would be set by secondary legislation following receipt of the CCC's Scottish carbon budget advice. This advice was published on 21 May 2025. Following its consideration by Scottish ministers, the Climate Change (Scotland) Act 2009 (Scottish Carbon Budgets) Amendment Regulations 2025 ("the Regulations") were laid in the

				Scottish Parliament on 19 June 2025. The Climate Change (Scotland) Act 2009 places a duty on Scottish ministers to ensure that every five-yearly Scottish carbon budget target between 2026 and 2045 is met. The Scottish carbon budget for the 2041-2045 period is set at an average of 6% of the baseline, which equates to an average of 94% reduction in

				emissions from the 1990 levels, as recommended by the CCC.
R2025-089	**Scotland’s carbon budgets**	Scottish Government	Produce a Climate Change Plan and sectoral plans setting out the Scottish Government’s policies and proposals that will play a role in delivering Scotland’s carbon budgets.	The Scottish Government will soon publish an updated Climate Change Plan, which will set out its key policies and proposals for reducing emissions during the plan period of 2026-2040. The plan will detail Scotland's approach to delivering

				emissions reduction across Agriculture and LULUCF, Energy Supply, Business and Industrial Processes, Waste and Transport and Buildings.
R2025-090	**Scotland's carbon budgets**	Scottish Government	Amend the Climate Change (Scotland) Act 2009 (which can be done by order) to extend the definition of greenhouse gas removals to	Engineered removals will play a crucial role in ensuring that Scottish carbon budgets are not exceeded. An amendment to the Climate Change

			include engineered removals when legislating the carbon budget targets.	(Scotland) Act 2009, proposed through secondary legislation, is being considered by Scottish ministers in order to include engineered removals in the definition of greenhouse gas removals. This would mean that engineered removals can be used to offset residual emissions from industry and assist with

				preventing Scottish carbon budgets from being exceeded. The reason that this has not yet been progressed further is that Scottish ministers prioritised the amendment of the Climate Change (Scotland) Act 2009 to move Scotland to a framework of carbon budgets, and the subsequent secondary legislation to set the Scottish carbon budgets: the Climate

				Change (Scotland) Act 2009 (Scottish Carbon Budgets) Amendment Regulations 2025. Engineered removals are not expected to contribute towards emissions reductions until the end of the decade and Scottish ministers are considering an amendment separately to legislation relating to

				setting the Scottish carbon budgets.
R2025-091	**Cross-cutting**	Scottish Government	Work with communities, workers, and businesses to develop proactive transition plans that enable access to secure employment and business opportunities that come with the Net Zero transition.	The Scottish Government has already committed to developing Just Transition Plans for sectors, regions and sites that will be especially affected by the transition. This approach is being guided by the Scottish Government's Just Transition Planning Framework, which commits it to

				working closely with communities, workers and their trade unions and businesses, as it plans for the transition. The Plans are intended to act as a guide for people and organisations across Scotland – addressing how to ensure a fair distribution of the transition's costs and benefits, address rather than exacerbate

				inequalities, and seize new economic opportunities. This year, the Scottish Government has published its draft Transport Just Transition Plan (February), its Grangemouth Plan (June), and is currently consulting on a Land Use and Agriculture Plan. Energy issues under consideration will be shaped by recent UK government energy policy

				developments and relevant court rulings. The Scottish Government is therefore taking time to analyse the impact of these developments on Scotland. In doing so, it continues to take specific action to support a just transition, including the Scottish Government's £500 million Just Transition Fund for the North East and Moray and its £25

				million Fund for Grangemouth, which supplements the £7.8 million for Grangemouth in its budget for 2025-26. The Oil and Gas Transition Training Fund was launched in summer 2025. This pilot aims to support around 200 oil and gas workers in the North East with careers advice and funding for upskilling in sustainable energy sectors.

R2025-092	**Cross-cutting**	Scottish Government	Work with the UK Government to communicate a clear vision to the public. Provide clear, trusted information about the most impactful low-carbon choices for households and businesses in Scotland to reduce emissions and the benefits of low-carbon choices, signposting to available sources	Everyone in Scotland has a role to play in responding to climate change. The Scottish Government's public engagement strategy sets out its approach to building public understanding of climate change, the actions government is taking to adapt to its impacts and reduce emissions as well as the actions needed across society. The

			of advice and support.	‘Let's Do Net Zero’ marketing campaign aims to reach all of Scotland with information on low-carbon and adaptation choices and signpost support and advice through the website NetZeroNation.scot.[3] The Scottish Government is extending its reach beyond those typically engaged through initiatives such as the network

[3] https://netzeronation.scot/

				of Community 24 Climate Action Hubs, supporting community led climate action nationwide, and the Climate Engagement Fund which works with new audiences to deepen their understanding of climate change, how it affects their lives and communities and equip them with knowledge and skills to take action. Over 1,000 schools are

				involved in the Climate Action Schools programme which has direct impact on children and young people, recognising that what happens on climate is their future.
R2025-093	**Surface transport**	Scottish Government	Expand provision of charging infrastructure and provide reliable public information on electric vehicles to support the successful	Since 2011, the Scottish Government has provided over £65 million to support the development of public EV charging infrastructure across

			implementation of the ZEV mandate.	Scotland. As a direct result of this funding and increasing private sector investment, Scotland now has over 6,900 public chargepoints. A target for 6,000 public chargepoints was met in October 2024, two years ahead of schedule. Scotland has one of the most comprehensive public charging networks in the UK, with, on a per head

				of population basis, more rapid public EV chargepoints than any other part of the UK except the South East of England. The Scottish Government’s draft Vision Implementation Plan published in December 2024 sets out a route map to deliver on the vision and ambition to create approximately 24,000 additional

				public chargepoints by 2030, largely funded and delivered by the private sector. The private sector is already making significant investments in public EV charging in Scotland and is estimated to have invested between £25-35 million in 2023 and £40-55 million in 2024. Through the Scottish Government’s £30 million EV

				Infrastructure Fund, it is continuing to support local authorities to work in partnership with the private sector to expand public EV charging across Scotland, with public funding prioritising those areas of Scotland less likely to benefit from stand-alone private sector investment in public EV charging infrastructure, including rural and island communities.

				The £30 million EV Infrastructure Fund has now been fully allocated and is expected to enable the delivery of over 6,000 additional public EV chargepoints.
R2025-094	**Surface transport**	Scottish Government	Improve Scotland's public transport services and active travel infrastructure through strategic investment in integrated networks,	The Scottish Government remains committed to its 2030 vision for active travel – where walking, wheeling and cycling are the natural choice for shorter everyday

			enhanced services, and dedicated walking and cycling routes, supported by long-term funding and powers for local councils.	trips. It will continue to support the delivery of high-quality active travel and bus infrastructure, sustainable travel integration and behaviour change activity to promote walking, wheeling and cycling for everyday shorter journeys. This investment has and will continue to transform communities, enabling more

				people to walk and cycle, helping to improve their health and wellbeing. In 2023-24 alone, Scottish Government investment delivered over 115km of new and upgraded Active Travel infrastructure, alongside more than 140 new or improved pedestrian and cyclist crossings, and over 40 safer junctions. Through the Bus Infrastructure Fund

				and support for car and bike share, travel hubs and Real Time Passenger Information projects in the Scottish Government's People and Place programme, it is continuing efforts to increase the integration of the Scottish travel network. Through legislation, the Scottish Government has given local

				authorities powers on partnership working, franchising and to run their own bus services. Our approach enables local transport authorities to determine what is best to address any transport challenges in their local areas. The final regulations needed for bringing the bus franchising powers into full effect came into force on 10 June 2025 and the

				Scottish Government continues to develop the statutory guidance for both Bus Services Improvement Partnerships and Local Services Franchises. To improve bus services, the Scottish Government will provide almost £50 million to support current bus services through the Network Support Grant so

				that operators can continue providing access to affordable transport.
R2025-095	**Agriculture and land use**	Scottish Government	Provide incentives and address barriers for farmers and land and estate managers to diversify land use and management at a range of scales into woodland creation, peatland restoration, agroforestry, and	The Scottish Government offers advice and funding for small-scale renewables through Business Energy Scotland and provides comprehensive guidance and advice on renewable energy through the Farm Advisory Service.

			renewable energy. These policies need to support and empower rural communities to deliver these changes.	The Scottish Government already provide extensive support for farmers and crofters to plant trees. Through the Forestry Grant Scheme, it provides funding for tree planting, including specific agroforestry funding and the award-winning Integrating Trees Network supports farmers and crofters across Scotland to develop their

				knowledge and understanding of planting and managing trees on their land. The Agri-Environment Climate Scheme (AECS) has already committed over £342 million to more than 3,400 businesses to support biodiversity and environmental enhancement. The Future Farming Investment Scheme will offer flexible

				support for capital items that can be used to improve efficiency or support nature and climate-friendly farming and the Farm Advisory Service provides extensive, high-quality advice to support agricultural businesses, including around diversification and land use. On peatlands, the Scottish Government has

				introduced new cross compliance protections for peatland and wetlands.
R2025-096	**Agriculture and land use**	Scottish Government	Ensure that funding and incentives are set at the correct level to deliver the scale-up up in tree planting that is needed this decade.	Government support for woodland creation in Scotland has been in place for many decades, and the Scottish Government remains firmly committed to ambitious levels of appropriately located and designed woodland

				creation to help address the climate crisis. Over 50,000 hectares of new woodland have been created in Scotland in the past 5 years, representing 70% of all new woodlands created in the UK in that time. Over 15,000 hectares were planted in 2023-24, the highest in 34 years, including 7,700 hectares of native woodland (the highest since 2001).

				A decrease in the budget and the constrained fiscal environment has reduced the amount of woodland creation in 2024-25 to 8,470 hectares although this still represents the majority of new planting across the UK. Scottish Forestry published a Routemap in 2024 that sets out measures to support woodland creation in

				the next 5 years. This includes negotiating with larger schemes to reduce grant payments where carbon revenues through the Woodland Carbon Code can make schemes financially viable. This will enable the grants budget to be maximised to support a greater number of schemes across all types of woodland. Scottish

				Forestry is also releasing a new version of the Woodland Carbon Code in August 2025, and is implementing measures to streamline processes for administration, monitoring, reporting and verification of Woodland Carbon Code projects. These actions aim to facilitate further private finance

				towards woodland creation.
R2025-097	**Agriculture and land use**	Scottish Government	Provide long-term certainty on public funding for farming practices and technologies to reduce emissions from managing crops and livestock. As part of this, ensure low-regret and low-cost measures are taken up through baseline regulations or minimum	The Agriculture and Rural Communities (Scotland) Act 2024 provides the powers to introduce the new four-tiered support framework that will deliver high-quality food production, climate mitigation and adaptation and nature restoration. The Agricultural Reform Route Map outlines the phased transition to that new

			requirements in the new agricultural support mechanisms (for example actions to deliver resource protection, enhance nature, and build resilience), especially when they can deliver efficiency improvements.	framework. The first changes began this year, introducing new conditions to the Scottish Government's existing agriculture support schemes which mean that farmers and crofters are now expected to do more for the climate and farm more sustainably to continue to receive this funding.

				Scottish Government has introduced: • a new calving interval for the Scottish Suckler Beef Support Scheme to help reduce emissions and encourage efficient beef production; • the Whole Farm Plan to help farmers and crofters measure their businesses' impact and find

				ways to become more efficient and to cut emissions; and, • new cross compliance requirements for peatlands and wetlands. Agriculture requires future funding certainty due to its multi-annual funding commitments and long lead-in time for farmers, crofters and land managers.

R2025-098	**Industry**	Scottish Government	Continue to work with the UK Government to support the development of plans to develop CCS and hydrogen in the Scottish Cluster and work with the UK Government to develop new low-carbon industrial opportunities, such as those identified by Project Willow for Grangemouth.	The Scottish Government supports the development of Carbon Capture and Storage (CSS) as it can play a central role in the decarbonisation of key sectors such as heat, industry and power. The Scottish Cluster is crucial for a just transition to net zero – not just in Scotland where the target of reaching net zero is 2045, but also for the UK's

				2050 target. The UK Government recently decided to provide the Acorn Project with £200 million of development funding, subject to business case approvals, to support it to proceed towards a Final Investment Decision in this UK Parliament. The Scottish Government will continue to work collaboratively with

				the UK Government to ensure the Acorn Project and Scottish Cluster secure the fastest possible deployment, subject to project readiness and affordability, to realise the full potential of CCS technology in Scotland. The Scottish Government remains committed to developing and supporting our hydrogen economy which will provide

				economic benefit and a low carbon source of energy to help meet our net zero ambitions. Additionally, regarding Grangemouth, the Scottish Government is working closely with the UK government to secure the future for the Grangemouth Industrial Cluster following the publication of Project Willow. This includes the

				establishment of an Investor Taskforce, chaired by Scottish Enterprise, to identify and progress the most commercially and technologically viable proposals that are the best fit for the site.
R2025-099	**Buildings**	Scottish Government	Urgently consult on the details of the proposal to set minimum energy efficiency standards for privately owned	The Scottish Government published a consultation on proposals for a Minimum Energy Efficiency Standard

			homes, noting that delaying this further could have negative impacts on fuel poverty in Scotland.	(MEES) for the Private Rented Sector on 6 June 2025. This has now closed and the Scottish Government will respond in due course. The consultation included the detail of Scottish Government proposals and draft regulations. The Scottish Government has set out its intention to lay regulations using

				existing powers in this parliamentary term. The regulations propose that PRS properties should meet a minimum standard of EPC Heat Retention Rating band C, with certain exemptions such as where measures would damage the fabric of a building. The Scottish Government proposes this MEES apply to new tenancies from 2028

				and all tenancies from 2033.
R2025-100	**Buildings**	Scottish Government	Urgently consult on and implement measures to enable a rapid transition from fossil fuel heating systems to low-carbon heating in privately owned homes.	The Scottish Government consulted on a Heat in Buildings Bill from November 2023 to March 2024, and has now confirmed the intention to bring forward a Bill in Year 5 of this parliamentary session. The Bill will create a target for decarbonising heating systems by 2045, sending a

				strong signal to homeowners, landlords and other building owners on the need to prepare for change.
R2025-101	**Buildings**	Scottish Government	Develop appropriate governance frameworks to coordinate residents in buildings containing multiple residential dwellings (in particular, tenements) to	In 2022, the Scottish Government commissioned the Scottish Law Commission to undertake a review of tenement law in Scotland with a focus on considering the establishment of compulsory owners' associations in

			allow for the installation of communal low-carbon heating systems, where these are appropriate.	these properties. Owners' associations in tenements could act as an important decision making structure for resident and facilitate owners in multi-owner buildings working together to undertake common works, including the installation of communal clean heating systems. A discussion paper published by the

				Law Commission in 2024 as part of this project proposed reducing the proportion of owners in a tenement required to vote in favour of a communal improvement (such as the installation of a new communal clean heat system) from 100% to 75%. The reduction in this threshold could also play an important role in ensuring fewer common

				works projects are stalled by a small minority of owners. The work of the Scottish Law Commission is due to be complete in Spring 2026 when a final report and draft Bill will be presented to Scottish ministers for consideration.
R2025-102	**Waste**	Scottish Government	Ensure that new energy from waste capacity is only permitted where a viable route to connecting CCS	Scotland's National Planning Framework 4 policy 12(g), adopted in February 2023, states that development

			can be established.	proposals for energy from waste plants will not be supported except under limited circumstances. Some of these being that consideration is given to methods to reduce carbon emissions of the facility (for example through carbon capture and storage), the development is consistent with climate change mitigation targets and in line with

				circular economy principles and that it has supplied an acceptable decarbonisation strategy aligned with Scottish Government decarbonisation goals.
R2025-103	**Seventh Carbon Budget**	Welsh Government	Set the Fourth Carbon Budget at an annual average of 73% below the 1990 baseline for the period from 2031 to 2035. The Welsh	Later this year, the Welsh Government will lay regulations in the Senedd to set Wales' Fourth Carbon Budget (2031-35). The Senedd is expected

			Government should plan to meet it through domestic action without using international credits.	to debate and vote on the regulations in December. In accordance with the legislation, the Welsh Government requested the CCC's advice, which was published on 14 May 2025, and is taking this into account in the development of the regulations. The plan for achieving Wales' Fourth Carbon Budget must be published before the end of 2031, so

				it will be for a future government to determine the role international credits may play.
R2025-104	**Seventh Carbon Budget**	Welsh Government	As part of the report setting out the Welsh Government's proposals and policies for meeting the Third Carbon Budget, include an assessment of the longer-term actions that are needed to get	The Welsh Government is preparing to publish its plan for meeting Wales' Third Carbon Budget (2026-30) before the end of 2026. Although the Environment (Wales) Act 2016 only requires that the plan contains policies and

			Wales on track for the Fourth Carbon Budget and beyond.	proposals to meet Wales' Third Carbon Budget, it will set out how many of the policies and actions contained have an enduring effect beyond the Third Carbon Budget or lay the foundations for future decarbonisation.
R2025-105	**Cross-cutting**	Welsh Government	Work with the UK Government to develop and implement an engagement strategy to provide	Following publication of the Climate Action Wales Public Engagement Strategy in 2023, the

			clear, trusted information about the most effective actions for households and businesses in Wales to reduce emissions and the benefits of low-carbon choices, signposting to available sources of advice and support.	Welsh Government has continued to deliver public-facing communications and engagement within Wales to build people's knowledge on climate change (including household-level actions linked to reducing carbon emissions), and to highlight opportunities to become involved in government decision-making.

				Since committing to publishing a UK-wide net zero public participation strategy in 2025, UK government has provided regular updates to the Welsh Government on progress with their new strategy, considering lessons learnt from Wales and discussing opportunities for joined-up communications.

				The Welsh Government welcomes the opportunity to work closely with the UK government on climate communications to ensure clear, trusted public-facing information about the most effective actions to reduce emissions at an individual level. This includes conveying the financial, health and environmental benefits of low-

				carbon choices, and signposting to available UK and Welsh Government sources of advice and support.
R2025-106	**Cross-cutting**	Welsh Government	Publish a Net Zero skills action plan to identify and address barriers to enable growth of the workforces needed to deliver the Net Zero transition.	The Welsh Government published its Net Zero Skills Action Plan in February 2023, and during 2024 undertook a ‘Net Zero Sector Skills’ consultation to strengthen its understanding of the current skills

				position and skills challenges for each emission sector in Wales. This consultation informed Emission Sector Skills Summaries and draft Emission Sector Skills Roadmaps which were published last Autumn. The Welsh Government continues to work closely with both industry and other

				stakeholders across Wales to support the delivery of a net zero transition. It aims to publish an update on progress against the Net Zero Skills Action Plan before the end of this Senedd term.
R2025-107	**Cross-cutting**	Welsh Government	Work with communities, workers, and businesses in areas of the economy that may be adversely impacted by the	The Welsh Government's plan for meeting Wales' Third Carbon Budget (2026-30) will set out actions for delivering a just transition. The

			Net Zero transition to develop proactive transition plans that enable access to secure employment and business opportunities.	Welsh Government has consulted on and will finalise a Just Transition Framework, which will guide decision-makers from the public, private and third sectors, as well as communities, in planning their net zero transitions in the fairest possible way. The framework will enable those planning for the transition to net zero to make decisions that are most

				effective for the needs of their communities and stakeholders. The Welsh Government's approach highlights stakeholder mobilisation and assessing risks to wide-ranging factors as key to the success of the transition – focusing not only on jobs and business, but areas like health, nature, culture and our global responsibility.

				This approach will reduce the risks to those most affected by the changes and share the costs and benefits more equitably.
R2025-108	**Industry**	Welsh Government	Continue to work with the UK Government to support the development of plans to develop CCS and hydrogen in the South Wales Industrial Cluster	Key areas of focus include fuel switching to hydrogen for hard-to-abate industrial processes and advancing proposed carbon capture, utilisation and storage (CCUS) projects. There is a

			and the HyNet cluster.	need for the provision of clarity of support at UK level to enable non-pipeline transport (NPT) CO_2 solutions to progress decarbonisation projects in south Wales, notably the Milford Haven CO_2 project. Net Zero Industry Wales continues to support regional decarbonisation pathway development to

				enable a just transition to net zero for Welsh industry. The north-east Wales Industrial Decarbonisation Plan reinforced the need to support electricity, hydrogen and CCUS. Progress has been announced in north Wales, with the contracts now signed for Heidelberg Materials' carbon capture project at

				HyNet. Other carbon capture projects connected to HyNet are in negotiations, including at those under development by Uniper and Enfinium. Funding for H2 Energy and Trafigura's west Wales project via the UK's Hydrogen Business Model has been confirmed. Given the importance of

				industrial decarbonisation for south Wales in particular, we will continue to work with the UK government on supporting decarbonisation for this critical sector.
R2025-109	**Agriculture and land use**	Welsh Government	Provide incentives and address barriers for farmers and land managers to diversify land use and management into woodland	The National Peatland Action Programme is already playing an important role in developing the capacity of the restoration sector

			creation, peatland restoration, agroforestry, and renewable energy. These policies need to support and empower rural communities to deliver these changes.	across Wales. The Welsh Government is working closely with stakeholders to identify and address barriers to woodland creation. Its grant schemes support a range of woodland creation types, including agroforestry. The Sustainable Farming Scheme will require farmers to identify opportunities for planting trees and

				hedges on their land.
R2025-110	**Agriculture and land use**	Welsh Government	Provide long-term certainty on public funding for farming practices and technologies which reduce emissions from managing crops and livestock. As part of this, ensure low-regret and low-cost measures are taken up through regulations or	The Sustainable Farming Scheme announcement on 15 July confirms the framework of agriculture support which addresses the Sustainable Land Management principles in the Agriculture (Wales) Act.[4]

[4] https://www.gov.wales/sustainable-farming-scheme-2026-scheme-description

			minimum requirements in agricultural support mechanisms, especially when they can deliver efficiency improvements.	
R2025-111	**Surface transport**	Welsh Government	Expand provision of charging infrastructure and provide reliable public information to support the successful implementation of the ZEV mandate.	The Welsh Government will continue to invest, primarily through grant awards for Local Authorities to roll out publicly accessible EV charging

				infrastructure, in line with the goals of its EV Charging Strategy and Action Plan.
R2025-112	**Surface transport**	Welsh Government	Improve Wales' public transport and active travel infrastructure through strategic investment in integrated networks enhanced services, and dedicated walking and cycling routes, supported by long-	The Welsh Government will continue to invest in improvements to infrastructure for rail and buses, as well as walking, wheeling and cycling, including continuing investment in the 'C*oreValley Lines',* new transport interchanges and an

			term funding and powers for local councils.	integrated '*Network North*'. From 2026-27 onwards, transport funding for local authorities will be allocated to regional Corporate Joint Committees for the delivery of their Regional Transport Plans, replacing separate modal grant schemes. The change will allow a more strategic long-term approach to local transport funding and facilitates both better

				coordination between authorities and greater integration between transport modes.
R2025-113	**Buildings**	Welsh Government	Put in place requirements on housing developers ensuring no new properties completed from 2026 use fossil fuel heating systems. Deliver changes to Building Regulations with	The Welsh Government has commenced a review of Part L of the Building Regulations, and a public consultation is still on-going. This contains the full technical details of the proposals, including transitional provisions. To

			stringent transition arrangements which ensure that, from 2026, all new homes are built with low-carbon heating systems.	provide a clear vision to industry, the Welsh Government’s previous Part L consultation highlighted that all new homes will require a low carbon heating system (such as a heat pump) to meet the proposed Part L 2025 standard. The Welsh Government’s previous Part L changes also introduced more

				stringent transitional arrangements, which mean that the transitional arrangements would only apply to an individual dwelling/building if work has commenced within 12 months of the regulations coming into effect.
R2025-114	**Buildings**	Welsh Government	Introduce regulations to ensure that, beyond 2035, all new and replacement	This work will be progressed in due course.

			heating systems installed are low carbon.	
R2025-115	**Buildings**	Welsh Government	Support improvements to home energy efficiency, particularly in social housing, and provide targeted support to ensure that poorly insulated homes are not a barrier to uptake of low-carbon heating systems for low-	The latest iteration of our Welsh Housing Quality Standard (WHQS), effective from April 2024, includes a new focus on affordable heating and minimal environmental impact. The Welsh Government provides technical

			income households.	and financial support to the sector to meet the WHQS. In 2024-25 it committed a record £256 million to improve social housing quality in Wales, including energy efficiency upgrades, through a mixture of grant and loan funding. This includes grant funding through its Optimised Retrofit Programme (ORP), now in its third phase, which has a budget of £93 million

				in 2025-26. The Welsh Government’s Warm Home Nest scheme provides energy efficiency measures to eligible households as well as advice to all. The scheme is open to low-income owner occupiers and tenants in the private rented sector living in energy inefficient homes. The Nest scheme addresses both fuel

				poverty and the climate impacts of Welsh housing stock and sits alongside the ECO and GBIS schemes, which also operate in Wales. The budget for Nest is £35 million in 2025-26.
R2025-116	**Buildings**	Welsh Government	Introduce a comprehensive multi-year programme for decarbonisation of public sector buildings. This should set out	The Welsh Government currently provides loan funding through the Wales Funding Programme to support decarbonisation,

			strategic plans for when best to take the required decarbonisation actions in buildings across the public estate and should be supported by long-term capital settlements.	renewable energy and energy efficiency activities on public sector buildings. The Welsh Government’s focus on loan funding and sustainable long-term payback on projects encourages public bodies to sequence their decarbonisation activity effectively to make the greatest impact over time, supported by expert advice from the

				Welsh Government Energy Service. In the 2024-25 financial year, the Welsh Government provided £30 million to the higher and further education sectors to decarbonise their estates. For FY 2025 to 2026 there is currently a further £10 million available through the same scheme. Local government

				have provided grant funding through the Local Carbon Heat Grant to support the transition to low carbon heating solutions in public sector buildings. Over the last three years £80 million has been available to Local Authorities with an additional £20 million this year focused on schools and leisure centres. The wider public sector has also been supported to

				decarbonise heat with £2.5 million in 2024-25 and a further £2 million in 2025-26. The Welsh Government requires that every approved NHS Wales capital scheme includes decarbonisation measures. In addition, we have allocated £12 million for the next two financial years: £6 million in 2025-26

				and £6 million in 2026-27. As part of this fund, the Welsh Government will support 70% of the cost, and Health Boards/Trusts must use their discretionary capital contributing 30% of the total cost of each of their schemes. As such, a total of over £17 million will be targeted at priority decarbonisation capital projects over the next two years. Since 2022-23,

				significant capital funding has been directed to specifically reduce carbon emissions, costs and make improvements across the NHS Wales estate.
R2025-117	**Waste**	Welsh Government	Introduce policies that deliver ambitious recycling and waste reduction goals, building on Wales' strong record on recycling.	The Welsh Government has taken a range of actions set out within its Beyond Recycling strategy to reduce waste, accelerate recycling and roll out repair

				and reuse, further reducing carbon emissions from incineration and landfill. Our minimum statutory Local Authority recycling targets increased from 64% to 70% in financial year 2024-25, with a commitment to set new targets beyond 70% on the pathway to zero waste by 2050. This action is supported by the

				publication of an updated Welsh Government Collections Blueprint 2025, setting out clear updated guidance to support local authorities to further improve services. New workplace recycling laws were brought into force in April 2024 requiring all workplaces to separate recyclable materials (glass, paper and card,

				food, metal, plastic and cartons), with further phases for additional materials including small electricals by April 2026 and textiles and plastic film by April 2027. The Welsh Government has also committed that plastic film will be collected from households by 2027. Delivering on this CCC recommendation, however, also

				requires a transition across all sectors and the Welsh Government has taken a range of wider actions, such as putting in place Circular Economy Funding to support businesses in Wales to adapt their processes to use recycled materials for example, alongside the roll out of reuse and repair hubs and a network of repair cafes across Wales.

				The Welsh Government has also jointly implemented Extended Producer Responsibility for packaging and is committed to rolling out an effective Deposit Return Scheme for Wales which will build on the Welsh Government's recycling success by laying the foundations for the roll out of re-use.

R2025-118	**Waste**	Welsh Government	Prevent energy from waste capacity expansion unless a viable route to connecting CCS can be established.	A moratorium on new energy from waste plants of greater than 10MW capacity was put in place in March 2021 and, since then, no new large-scale facilities have received planning permission. A strategic assessment on the need for less than 10MW of new energy from waste facilities was

				published in March 2021. This is a material consideration for local planning authorities considering any applications for new energy from waste facilities of less than10MW in size. Any new small-scale facilities must also supply heat, and where feasible, be carbon capture and storage enabled or ready.

R2025-119	**Northern Ireland's Fourth Carbon Budget**	Northern Ireland Executive	Set the Fourth Carbon Budget at an annual average of 77% below the 1990 baseline for the period from 2038 to 2042. The Northern Ireland Executive should plan to meet the budget as much as possible through domestic action without using credits.	A 16-week consultation seeking views on the level at which to set the Fourth Carbon Budget (CB4) launched on 28 July 2025. In accordance with Section 29(6), the Climate Action Plan (CAP)—which must outline the proposals and policies to achieve the required emissions reductions for CB4—must be submitted within the

				first nine months of this period. For CB4 the associated plan therefore is not due to be published until September 2038.
R2025-120	**Northern Ireland's Fourth Carbon Budget**	Northern Ireland Executive	Produce a Climate Action Plan and sectoral plans setting out the Northern Ireland Executive's policies and proposals that will play a role in delivering the Fourth Carbon Budget and	In accordance with Section 29(6), the Climate Action Plan (CAP) – which must outline the proposals and policies to achieve the required emissions reductions for CB4 (2038-2042) – must be submitted within the first nine months

			Northern Ireland's other carbon budgets.	of this period. For CB4 the associated plan therefore is not due to be published until September 2038.
R2025-121	**Cross-cutting**	Northern Ireland Executive	Speed up new grid development and the grid connection process for both distribution and transmission networks to ensure that the grid is ready to accommodate necessary clean	A Grid Development Monitoring Group has been established to track and monitor constraints on the grid to ensure that generators can export their generation, and demand customers can be adequately

			power infrastructure, and also to enable electrification for businesses and households.	supplied. The purpose of the Group is to facilitate delivery of the Northern Ireland Executive’s statutory decarbonisation targets and a just transition in the North, by reviewing progress and delays in key transmission infrastructure projects. The group will consider the implications to network functioning of any delays to the

				development of these projects.
R2025-122	**Cross-cutting**	Northern Ireland Executive	Work with the UK Government to develop and implement an engagement strategy to provide clear, trusted information about the most effective actions for households and businesses in Northern Ireland to reduce emissions and the benefits of low-carbon	The Department for Agriculture, Environment and Rural Affairs (DAERA) is currently working to establish its strategic communications and engagement approach, to include the most effective actions for households and businesses in Northern Ireland to reduce emissions

			choices, signposting to available sources of advice and support.	and avail of the benefits of low-carbon choices. This will include consideration of good practice from across the UK and elsewhere. The UK Research and Innovation (UKRI) policy fellow working with DAERA will advise on the structure of the engagement and the steps to take with a range of stakeholders. Work has also been

				commissioned to support the development of internal methodologies to identify existing expertise and remaining gaps. A departmental communication and engagement team has been established which aims to work collaboratively across DAERA and with other NI departments on

				communication and engagement activities. Good progress has been made in securing some financial support for key work areas however recent staff resourcing issues have delayed progress. DAERA will continue to work with the UK government in fora such as the 4 Nations Green Choices and Public

				Engagement Working Group and will make Northern Ireland contributions to the wider UK engagement approach when appropriate milestones have been achieved. It fully appreciates the importance of shared learning and knowledge exchange. The Department for the Economy (DFE) is working with the

				Consumer Council (CCNI) to establish a communications group - led by CCNI - to bring together key consumer stakeholders and partners to protect consumers and deliver information and advice to overcome the barriers and challenges that consumers face in actively participating and benefitting from the energy transition.

R2025-123	**Cross-cutting**	Northern Ireland Executive	Develop and implement a strategy for working with businesses and communities that may be affected by the Net Zero transition. This should include working with farmers to identify ways to diversify income streams and support farming communities.	Invest NI plays a crucial role in supporting NI businesses to optimise the opportunities emerging in the green economy: • Industrial Decarbonisation for Northern Ireland (IDNI) project. IDNI is addressing three strategic priorities: reducing emissions,

				enhancing regional balance and boosting productivity. The project identified the potential to save over £26 million in energy costs; and reduce more than 69,000 tonnes of carbon annually. • Shared Island Sustainability Capital Grant. The Grant is part of the Shared Island Enterprise Scheme,

				developed by InterTradeIreland, Invest Northern Ireland and Enterprise Ireland. The Grant will help businesses from both Northern Ireland and Ireland decarbonise their sites using novel and innovative solutions, addressing sustainability challenges and delivering environmental improvements.

				• Financial and technical advice is made available through the Energy and Resource Efficiency Programme, helping NI business to decarbonise. The programme includes technical advice, sustainability planning and support for capital investments, which enable

				businesses to achieve cost, carbon, material and energy savings, thus boosting productivity. The Climate Change Act (NI) 2022 requires the development of a Just Transition Fund for Agriculture to support those in the sector transition to net zero.

R2025-124	**Agriculture and land use**	Northern Ireland Executive	Provide incentives and address barriers for farmers and land managers to diversify land use and management into woodland creation, peatland restoration, bioenergy crops, and renewable energy.	The Department for Agriculture, Environment and Rural Affairs (DAERA), on behalf of the Northern Ireland Executive, is actively progressing policies to support land use change in line with the CCC's recommendation. The draft Climate Action Plan (CAP) includes a dedicated LULUCF chapter that sets out a clear pathway to reduce land-based

				emissions and increase carbon sequestration through afforestation and peatland restoration. This approach reflects Northern Ireland’s distinctive land use profile and seeks to balance climate ambition with rural viability. DAERA recognises that barriers remain — particularly around funding, scalability and

				landowner engagement. Work is ongoing to identify ways to address these barriers and support delivery. Continued engagement with farmers, public and private landowners and environmental groups is central to our approach, ensuring that land use plays a key role in climate action. In 2025, a Land Use Working Group

				facilitated constructive discussions on land use outcomes and decision-making principles. The outworking of the group is a report which will make recommendations about developing a land use framework for Northern Ireland, recognising that there are competing pressures on each land parcel to deliver across a range of uses.

				The Schemes being introduced as part of the Sustainable Agriculture Programme (SAP) will be essential levers in contributing to Northern Ireland’s statutory obligations under the Climate Change Act (NI) 2022 and achieving a genuinely Just Transition. Their implementation and delivery will be key to meeting the targets set out in the

				forthcoming Climate Action Plan for the NI Agriculture Sector. The Farming with Nature (FwN) Package forms part of the programme of change begin progressed through the SAP. The Package aims to support farm businesses across all land types to make substantial contributions to environmental improvements and sustainability and to

				increase the extent, quality and connectivity of habitats on farmed land across Northern Ireland.
R2025-125	**Agriculture and land use**	Northern Ireland Executive	Provide long-term certainty on public funding for farming practices and technologies which reduce emissions from managing crops and livestock. As part of this, ensure low-regret and low-cost measures	The Northern Ireland Executive has agreed to earmark almost £330 million in funding that has been baselined in the NI's block grant from 2025-26 for agriculture, agri-environment and rural development. This provides long

			are taken up through regulations or minimum requirements in agricultural support mechanisms, especially when they can deliver efficiency improvements.	term certainty on funding available to take forward this work. The Sustainable Agriculture Programme (SAP) will provide options for all farm businesses in Northern Ireland to secure and improve their viability and environmental sustainability, and it is important that we engage with them to maximise uptake.

R2025-126	**Agriculture and land use**	Northern Ireland Executive	Consider how Northern Ireland could take the lead on developing and deploying solutions that can reduce emissions on farms, including methane-suppressing livestock feed additives and anaerobic digestion.	Within the Sustainable Agriculture Programme (SAP), Farming for Carbon focuses on actions to reduce carbon emissions on farms and offset carbon emissions through carbon sequestration. Reductions in carbon emissions will be encouraged through: • A reduction in older livestock numbers through

				the Beef Sustainability Package; • Reducing age at first calving and improving replacement rates in the dairy sector, supported by knowledge transfer and applied research. • Breeding of more environmentally efficient cattle through the Bovine Genetics Project;

				• Applied research and knowledge transfer initiatives to promote the use of treated urea fertilisers, the optimal timing of fertiliser, and slurry applications and the establishment of grassland swards with Legumes and Herbs to reduce fertiliser nitrogen. use will be promoted through applied research

				and knowledge transfer initiatives. • Biomethane production from agricultural waste; • The use of methane supressing feed products to reduce rumen methane emissions, nitrogen and phosphorus outputs by collaborative industry research through the Agri-Food &

				Biosciences Institute-led Dairy Carbon Network project and the exploration of novel slurry additives to reduce emissions.
R2025-127	**Surface transport**	Northern Ireland Executive	Support the deployment of public charge points across Northern Ireland.	The provision and operation of publicly accessible EV chargepoints is a commercially led operation in Northern Ireland (NI). The Department for Infrastructure does

				not manage the chargepoint network or set any requirements for installation numbers or locations but supports the market through collaboration with key stakeholders on the development of EV Infrastructure and the provision of advice to Charge Point Operators (CPOs) on operational matters such as procedural arrangements for

				planning and installation requirements. An Electric Vehicle Infrastructure Task Force (EVI TF) was established in December 2021, drawing to a close in June 2025. The EVI TF considered NI EV Infrastructure requirements and set out a clear action plan to deliver a fit for purpose, modern EV charging network. One of the

				key actions for the Task Force was the introduction of Pay-to Charge led by the Electricity Supply Board (ESB) across its existing network of Electric Vehicle chargepoints. This action was completed in April 2023 and since then there has been a steady rise both in the number of commercial chargepoint providers entering the market, and in

				the number of publicly accessible EV chargepoints. The EVI TF has been replaced with a new approach of direct strategic stakeholder engagement, which avoids the need for complex structures and focuses on the functions and priorities of individual Departments, on regulatory activity and on the role of

				the Energy Systems and Network Operators. The remaining two actions from the EVI TF Action Plan will be progressed through this new approach. The public chargepoint provision picture in Northern Ireland remains buoyant, with the number of chargepoint operators continuing to grow. This growth has seen the number of publicly

				accessible EV chargepoints expand to 672, or by 73% in just over two years, with the number of Rapid and Ultra Rapid chargers now at 190, a growth of over 400% in this same period. The Department is very encouraged by this progress and has worked with Department for Transport (DfT) to introduce the Vehicle Emissions

				Trading Scheme to NI which is another significant milestone in promoting the sale of electric vehicles, strengthening the EV market share and increasing demand for publicly available chargepoint provision, making the investment required more commercially viable. Progress has also been made in

				respect of the decision by the Department for the Economy and the NI Utility Regulator to consider the socialisation of connection costs which will assist CPO's in providing chargepoint infrastructure at locations on the strategic road network which require more remote grid access.

R2025-128	**Surface transport**	Northern Ireland Executive	Invest strategically to improve Northern Ireland’s public transport and active travel infrastructure. This will need to be supported by long-term funding and powers for local authorities and Translink to deliver these improvements.	The Northern Ireland Executive’s Department for Infrastructure continues to invest in improvements to active travel infrastructure through the implementation of delivery plans. Levels of future investment depend on future budget availability. However, the Department for Infrastructure is committed to

				meeting Section 22 of the Climate Change Act by 2030. On public transport, Translink continue to invest in zero and low emission vehicles. In addition, enhancements to infrastructure such as the opening of Grand Central Station and York Street station refurbishments encourage modal shift. Recent funding

				has been on the basis of single year budgets in line with the rest of the Department's funding allocations. While longer term funding will be welcome, it will be subject to wider Executive plans and budget availability. There are no plans to provide Translink with additional powers. The regulation of public transport in Northern

				Ireland differs to the majority of the UK. The Department for Infrastructure regulates all public passenger transport services, as defined by the Transport Act (NI) 2011, for the whole region with no authority delegated to local councils.
R2025-129	**Energy Supply**	Northern Ireland Executive	Progress Northern Ireland-specific programmes and devolved policy to encourage investment in low-	The Climate Change Act (Northern Ireland) 2022 ("the Act") committed the Department for the Economy to ensure

			carbon electricity supply. This could include introducing a contract for difference scheme for renewables.	that at least 80% of electricity consumption is from renewable sources by 2030. The need to support renewable electricity generation through a scheme capable of attracting investment in local projects has long been recognised as a key enabler to reaching the target. Increasing renewable generation is a

				commitment by the NI Executive in the Programme for Government 2024-2027 (PfG). By the end of this mandate, we will have supported industry to increase renewable electricity capacity by 40%. The publication of the Final Scheme Design will be a significant milestone on the implementation of the newly titled

				Renewable Electricity Price Guarantee scheme.
R2025-130	**Buildings**	Northern Ireland Executive	Put in place requirements on housing developers ensuring no new properties completed from 2026 use fossil fuel boilers.	The Department of Finance (DoF) plans to publish feedback on its Phase 2 Discussion Document on energy efficiency and related areas of the Building Regulations pending Executive approval. The draft response document being considered by the Executive outlines

				steps to phase out fossil fuel boilers in new-builds. While currently unable to do so, the DoF would anticipate being in a position to commit to timelines following the Executive's decision.
R2025-131	**Buildings**	Northern Ireland Executive	Consider regulations so that beyond 2035 all new and replacement heating systems	The NI Executive Energy Strategy sets out a policy framework that includes the objective of replacing high

			installed are low-carbon.	carbon heating sources with lower and zero carbon sources in households and businesses. The Department for the Economy (DfE) is progressing work to ensure a holistic approach is taken to heat decarbonisation policy. The Department has recently consulted on offering support for low carbon heating technologies

				such as heat pumps and has also published a Call for Evidence for both liquid biofuels and biomethane, as it continues to explore their respective roles in the energy transition. The government reports from the ‘Low Carbon Heat’ Consultation and Call for Evidence on Biofuels will be published later in 2025. The information gathered

				will support broader policy work regarding decarbonisation of heat in homes and buildings throughout the region.
R2025-132	**Buildings**	Northern Ireland Executive	Introduce measures to ensure that upfront costs are not a barrier to the roll-out of heat pumps. This could include providing support for households through government	Electrification is a foundational component of the decarbonisation of household heating; it offers significant efficiency savings over the continued use of fossil fuels whilst making use of Northern Ireland's

			funding, similar to the Boiler Upgrade Scheme in England and Wales, incentivising discounted private finance schemes, such as green mortgages or zero-interest loans, or introducing point-of-sale installation requirements.	abundant renewable electricity resources. A Government Response Report to the Consultation on support for low carbon heat in residential properties will be published by the end of 2025. The responses provided will support the Department for the Economy in the development of policy to inform options regarding the design, rules

				and guidance of future support for low carbon heat. Work commenced in July 2025 on a scheme design for future low carbon heat and energy efficiency support in residential buildings with the design plan to be published later in 2025
R2025-133	**Buildings**	Northern Ireland Executive	Introduce a comprehensive multi-year programme for decarbonisation of public sector	The Department for the Economy (DfE) is supporting the delivery of this recommendation through the Energy

			buildings. This should set out strategic plans for when best to take the required decarbonisation actions in buildings across the public estate and should be supported by long-term capital settlements.	Management Strategy & Action Plan for Central Government, which sets out to establish effective energy management processes that unlock value and lower net energy consumption by 30% by 2030 across Government. A mid-year review of this strategy in 2025/26 will take forward proposals to provide continued support in

				decarbonising Public Buildings.
R2025-134	**Waste**	Northern Ireland Executive	Implement policies enabling improved recycling and waste reduction as part of efforts to eliminate biodegradable waste to landfill and minimising fossil-derived (for example, plastics) waste being sent to energy from waste.	A Departmental Response has been prepared which sets out the future policy direction for recycling. This will require Executive approval. The Department of Agriculture, Environment and Rural Affairs (DAERA) continues to support the Northern Ireland

				Resource Network to promote reuse and repair and has also funded behaviour change campaigns and a range of other projects related to waste prevention as part of the Northern Ireland Waste Prevention Programme. The Waste Prevention Programme will be reviewed this year and possibly updated. This will require consultation

				and ministerial approval. A key proposal within the waste sector of the Climate Action Plan (CAP) is to ban or restrict biodegradable waste going to landfill. A feasibility study has been conducted, and a consultation is being prepared on the matter with the aim of launching it later in the year. The aim of the

				Emissions Trading Scheme (ETS) extension to energy from waste plants is to remove fossil derived waste from incineration as it emits high levels of carbon once incinerated. This will need to be accompanied by decarbonisation policies which will be worked on collectively by the 4 nations. The Department for

				the Economy (DfE) is supporting the delivery of the recommendation through the development and implementation of the Circular Economy Strategy for Northern Ireland. By increasing circularity or resources, DfE will help to reduce overall waste. The Strategy references the need for improved recycling and banning

				biodegradable waste to landfill.
R2025-135	**Engineered removals**	Northern Ireland Executive	Explore options and develop a strategy for delivery of or access to the volume of removals necessary for Northern Ireland to meet its Net Zero target. This should include considering the role of and options for delivering direct air carbon	The Department for the Economy (DfE) is undertaking a legislative review to explore policy opportunities for Carbon Capture and Storage in respect to its departmental remit. The DfE continues to engage with the UK government on technological, commercial and legislative

			capture and storage in Northern Ireland and reviewing the evidence on the long-term impacts and potential of enhanced weathering and biochar removals in Northern Ireland.	developments in this area.
R2025-136	**Engineered removals**	Northern Ireland Executive	Produce a strategy for development of carbon capture and storage infrastructure in Northern Ireland,	The Department for the Economy (DfE) is undertaking a legislative review to explore policy opportunities for

			considering both the requirements of industrial and energy from waste plants and its use for engineered removals. This should include assessing the viable approaches for transporting and storing captured CO_2.	Carbon Capture and Storage in respect to its departmental remit. The DfE continues to engage with the UK government on technological, commercial and legislative developments in this area.

Annex 2: Summary of progress towards net zero

Table A3: Carbon budget sectoral metrics

The table below report data on relevant sectoral metric that show progress towards our climate ambitions. The data covers some of the relevant variables that will help us achieve net zero emissions by 2050.

Sector	Metric	Unit	2018	2019	2020	2021	2022	2023	2024
Power	Percentage low carbon power generation as a proportion of total generation	%	52%	54%	59%	55%	56%	60%	65%
	Cumulative, installed offshore wind energy capacity	MW	8,181	9,888	10,383	11,255	13,927	14,745	15,916

	Of which floating wind energy capacity	MW	30	32	32	80	80	80	80
Fuel Supply	Change in upstream oil and gas emissions with respect to 2018 baseline	% change vs 2018	n/a	1%	-8%	-21%	-25%	-28%	-30%
Heat & Buildings	Annual heat pump installations[5]	thousands	-	24,485	28,222	45,384	56,884	55,961	84,407
	Proportion of homes at EPC C and above, England	%	34%	40%	46%	47%	48%	52%	-

[5] Includes air source heat pumps and ground source heat pumps only.

	Number of homes with minimum EPC C, England	million	8.3	9.9	10.9	11.3	12.1	13.3	-

Sector	Metric	Unit	2018	2019	2020	2021	2022	2023	2024
Heat & Buildings	Annual number of households that have benefitted from government energy efficiency schemes[6]	thousands	ECO: 181	ECO: 132	ECO: 156	ECO: 175	ECO: 71	ECO: 59	ECO: 73

[6] Energy Company Obligation, Green Homes Grant Voucher, Local Authority Delivery, Social Housing Decarbonisation Fund, and Great British Insulation schemes.

	thousands	-	-	GHGV: 0.7	GHGV: 42	GHGV: 0.1	-	-
	thousands	-	-	LAD: 0.2	LAD: 12	LAD: 32	LAD: 15	
	thousands	-	-	-	-	HUG: 1	HUG: 3	HUG: 7
	thousands	-	-	-	-	SHDF: 3	SHDF: 16	SHDF: 18
	thousands	-	-	-	-	-	GBIS: 3	GBIS: 44
Percentage change in public sector buildings emissions with respect to 2017 baseline	% change vs 2017	10%	8%	1%	11%	-1%	-1%	0%

Natural Resources, Waste and F-gases	Annual total area of peatlands brought under active restoration, England	hectares	-	-	4,176	2,738	3,851	4,894	-
	Yearly area of afforestation, England[7]	hectares	1,500	1,410	2,340	2,050	2,260	3,130	4,550
	Hydrofluorocarbons (HFC) consumption	% of 2015 use	63%	63%	63%	45%	45%	45%	31%
	Recycling rates for waste from households, UK	%	45%	46%	45%	45%	44%	45%	-

[7] For years beginning in April and running to end Match the following year.

	Biodegradable municipal waste sent to landfill, England	thousands	5,598	5,418	4,968,	5,325	5,132	4,388	-

Sector	Metric	Unit	2018	2019	2020	2021	2022	2023	2024
Transport	Share of cars first registered in the UK p.a. that are zero emission	%	0.7%	1.6%	6.5%	11.4%	16.2%	16.2%	19.1%
	Share of road using light goods vehicles first registered in the UK p.a. that are zero emission	%	0.4%	0.9%	1.9%	3.6%	6.3%	6.2%	6.2%

Share of total government car fleet that is ultra-low emission[8]	%	-	-	-	21%	30%	-	-
Share of Heavy Goods Vehicles first registered in the UK p.a. that are zero emission	%	0.0%	0.0%	0.0%	0.2%	0.3%	0.6%	0.6%
Share of buses and coaches first registered in the UK p.a. that are zero emission	%	1.1%	1.7%	6.1%	12.3%	15.7%	21.9%	17.4%

[8] For years beginning in April and running to end March the following year. Data is for the period between 1 October and 31 December of the year presented and covers the percentage of the government's car fleet (that is in scope of the Government Fleet Commitment) that is ultra-low emission. The Government met the target for 25% of the car fleet to be ULEV by the end of 2022 and has a target of 100% of the car and van fleet to be zero emission by 2027. Reporting on this target began on 1 April 2025.

Number of EV charging devices, UK	thousands	10,309	16,505	20,775	28,375	37,055	53,677	73,334
Average emissions of cars registered for the first time by year, UK	gCO_2e/km	-	152	133.6	118.5	110.8	109.3	102.5
Road traffic (vehicle miles travelled as a proportion of 2019 baseline), GB	% change vs 2019	99%	100%	79%	88%	96%	98%	99%
Number of rail passenger journeys, GB	millions	1,753	1,739	388	990	1,385	1,612	1,729

Number of passenger journeys on local bus services, GB	millions	4,832	4,787	4,506	1,734	3,120	3,737	4,035
Cycling stages as percentage increase from a 2013 baseline, England	% change vs 2013	18%	12%	38%	1%	7%	5%	6%
Walking stages as percentage increase from a 2013 baseline, England	% change vs 2013	15%	10%	-7%	-8%	5%	7%	12%

Table A4: UK net territorial greenhouse gas emissions by net zero strategy sector ($MtCO_2e$)

Sector	1990	2019	2020	2021	2022	2023	2024* (p)
Agriculture + LULUCF	65.0	49.2	47.8	48.3	47.4	47.7	47.8
Buildings	109.9	87.7	88.0	93.0	78.7	74.1	75.7
Domestic transport	129.3	122.9	101.8	110.3	111.5	110.3	108.6
Fuel supply	59.3	24.6	22.8	20.1	19.4	18.2	17.3
Industry	158.3	73.1	68.4	68.0	65.3	64.1	58.5
Power	204.0	57.9	49.5	54.8	55.0	43.9	37.5
Waste + F-gases	84.9	32.2	29.7	28.1	27.4	26.7	25.9
Grand Total (excluding	**810.7**	**447.5**	**408**	**422.5**	**404.7**	**385.0**	**371.4**

International Aviation and Shipping)							
IAS	23.6	43.4	21.2	20.0	34.7	39.5	42.2
Grand Total + IAS	**834.4**	**490.9**	**429.2**	**442.5**	**439.3**	**424.4**	**413.7**

Source: DESNZ, Provisional UK greenhouse gas emissions statistics 2024

*2024 estimates are provisional (p) and give an early indication of emissions in 2024. These, and final estimates for previous years, are subject to revision when 2024 final estimates are published in February 2026.

E03467775

978-1-5286-6027-3