

Government Actions Contrary to Committee on Climate Change Recommendations June 2015

Reducing emissions and preparing for climate change:

2015 Progress Report to Parliament Summary and recommendations

June 2015

https://www.theccc.org.uk/wp-content/uploads/2015/06/6.738_CCC_ExecSummary_2015_FINAL_WEB_2_50615.pdf

Government response Oct 2015

<http://transitionhighgate.org/what-are-we-doing/what-is-the-uk-doing-2/backward-steps-since-the-election/>

https://d2kix2p8nxa8ft.cloudfront.net/wp-content/uploads/2015/10/DECC_CCC_Mitigation.pdf

1	Ensure the power sector can invest with a 10-year lead time: as soon as possible, set the Government's carbon objective for the power sector in the 2020s and extend funding under the Levy Control Framework to match project timelines (e.g. to 2025 with rolling annual updates)	DECC with HMT	Ahead of 2016 Progress Report	Feed In Tariff and Renewable Obligations removed/minimised to cap the LCF. https://www.gov.uk/government/news/controlling-the-cost-of-renewable-energy	recognise announced our intention to set out our approach to the LCF beyond 2020
3	Set out approach to commercialise CCS through the planned clusters : including a strategic approach to transport and storage infrastructure, completing the two proposed projects and contracting for at least two further 'capture' projects this Parliament	DECC	Ahead of 2017 Progress Report	Removal of the exemption for renewables has resulted in endangering the current projects. https://www.gov.uk/government/publications/climate-change-levy-removal-of-exemption-for-electricity-from-renewable-sources	recognises the proposed Peterhead and White Rose CCS projects – are expected to decide whether to proceed with their projects in late 2015, with the Government taking decisions about whether any financial support required is justified shortly afterwards..... Any decision to provide additional support to CCS projects as recommended by the Committee is a matter for the Spending Review .
12	Join-up industrial CCS with power sector projects : set an approach to commercialisation of industrial CCS alongside the approach adopted for the power sector, including ensuring industry can link into planned infrastructure.	BIS with DECC	Ahead of 2017 Progress report		
4	Support offshore wind until subsidies can be removed in the 2020s : set out intention to contract 1-2 GW per year and wider innovation support provided costs fall with view to removing subsidies in the 2020s	DECC	Ahead of 2016 Progress Report	The Government has refused permission for Navitus Bay Off Shore wind.	Our approach ... is based on encouraging competition between technologies to drive costs down for consumers
5	Be transparent over the cost implications of technology choices : including the cost of alternatives if low-cost options are constrained, system integration costs and the full carbon cost of fossil-fired generation	DECC	Ongoing, CCC to review in 2016 Progress Report	Nuclear and Fracked gas has been supported and renewables have had support withdrawn with no acknowledgement that the latter are much lower cost per new kWh.	we publish the cost assumptions used in our modelling in the DECC Generation Costs report, https://www.gov.uk/government/collections/energy-generation-cost-projections (mainly 2013 documents)
8	Implement commitments on Zero Carbon Homes for 2016: implement zero carbon standards without further weakening and ensure incentives are in place to encourage low-carbon heat sources.	DCLG	Ahead of 2016 Progress report	Zero Carbon homes standards were scrapped (9.17) https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/443898/Productivity_Plan_web.pdf	As detailed in the Productivity Plan the Government will not implement zero carbon homes/standards. The zero carbon homes standard, in particular the Allowable Solutions carbon off-setting element, would have placed a significant regulatory burden on the house building industry must ensure that all new buildings are 'nearly zero energy buildings' from 2021
16	Ensure the tax regime keeps pace with technological change: align existing fiscal levers (e.g. Vehicle Excise Duty) to ongoing improvements in new vehicle CO ₂ , including a greater differentiation between rates for high and low emission vehicles .	Df T with HMT	Ahead of 2017 Progress report	Differentiation removed http://www.moneysavingexpert.com/news/travel/2015/07/summer-budget-2015-fuel-duty-and-road-tax-road-tax-rates-to-be-changed-for-new-car-owners	The reformed VED system strengthens environmental incentives to purchase the very cleanest cars which we expect to be essential for both long-term achievement of UK carbon budgets and for delivery of air quality objectives. (staggering statement whilst drastically reducing polluting cars tax)