Regional Outlook 2021 - Country notes

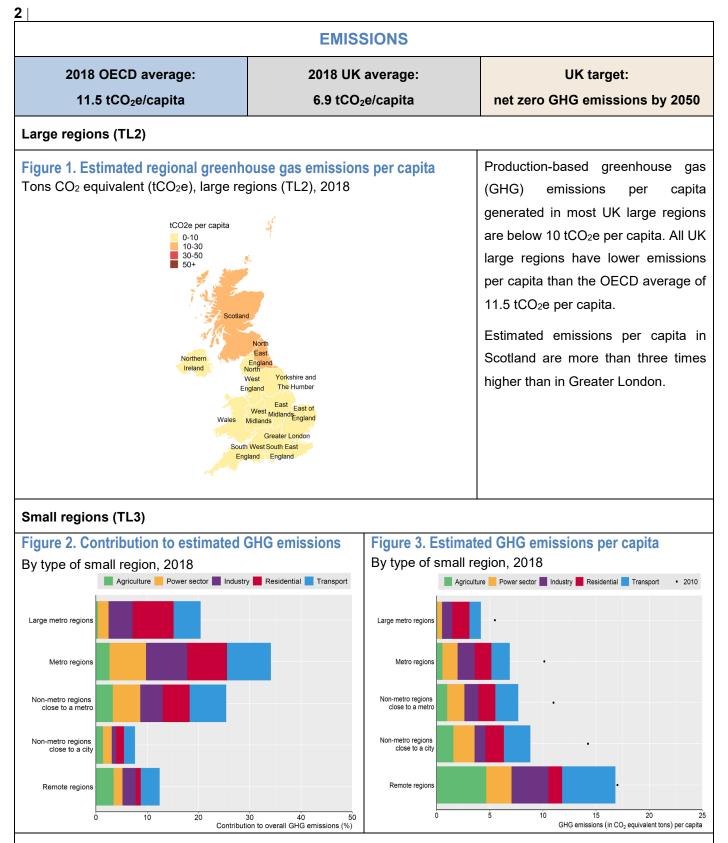
United Kingdom

Progress in the net zero transition



Disclaimer (for the referring document)

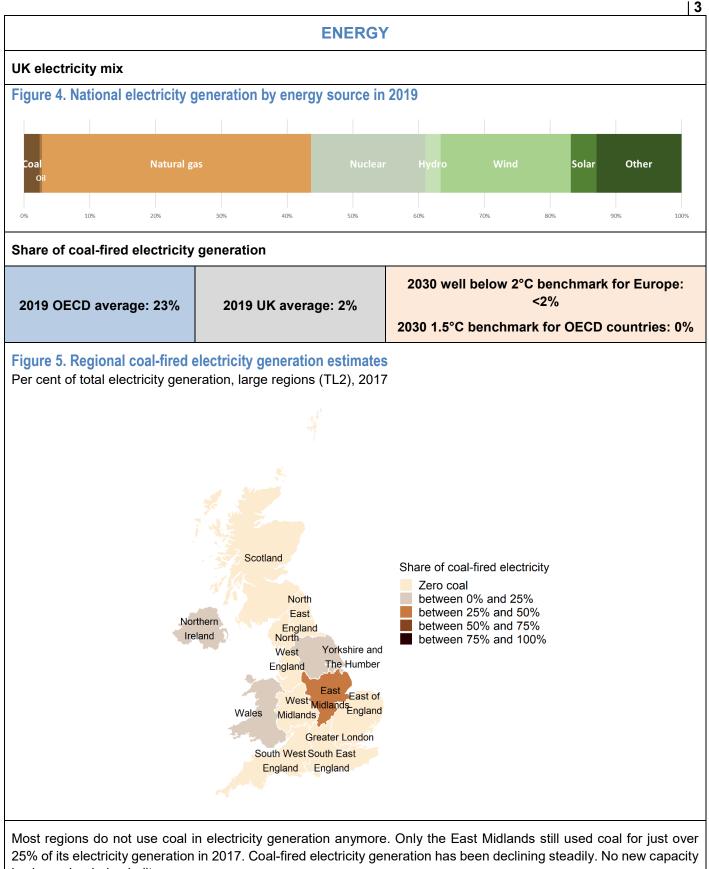
This document, as well as any data and map included herein, are without prejudice to the status of or sovereignty over any territory, to the delimitation of international frontiers and boundaries and to the name of any territory, city or area. Extracts from publications may be subject to additional disclaimers, which are set out in the complete version of the publication, available at the link provided.



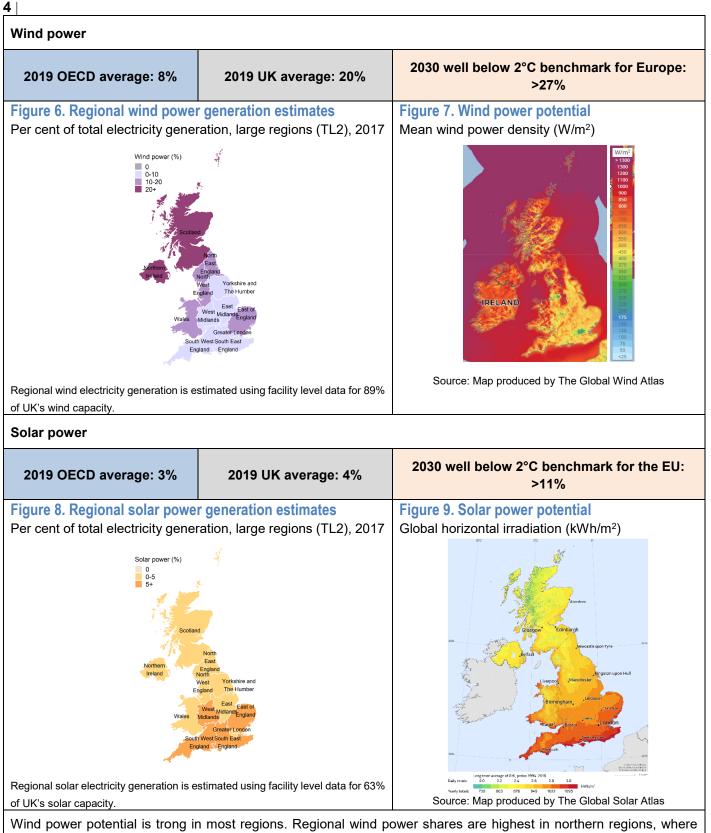
Across the OECD, metropolitan regions emit more greenhouse gases than remote regions. In the UK, a similar pattern can be seen. Emissions per capita in the UK's remote rural regions are much higher than in metropolitan regions. Emissions per capita have fallen substantially since 2010 except in remote regions.

Target notes: Emissions targets included in the Net Zero Tracker database from ECIU before January 25, 2021 are considered.

Figure notes: Figures 1, 2, 3 and the OECD average show OECD calculations based on estimated greenhouse gas emissions data from the European Commission's Joint Research Centre (ECJRC). The Emissions Database for Global Atmospheric Research of the ECJRC allocates national greenhouse gas emissions to locations according to about 300 proxies. See Box 3.7 in the 2021 OECD Regional Outlook for more details.



is planned or being built.



Wind power potential is trong in most regions. Regional wind power shares are highest in northern regions, where wind power density is highest, while solar power shares are highest in southern regions, where solar potential is highest.

Benchmark notes: The well-below 2 degrees benchmarks show IEA Sustainable Development Scenario (SDS) numbers. The SDS models how the global energy system can evolve in alignment with the Paris Agreement's objective to keep the global average temperature increase well below 2°C above pre-industrial levels. According to the Powering Past Coal Alliance (PPCA), a phase-out of unabated coal by 2030 for OECD countries is cost-effective to limit global warming to 1.5°C. Figure notes: Figure 4 shows data from the IEA (2020). Figures 5, 6 and 8 show OECD calculations based on the Power Plants Database from the WRI. The database captures electricity generation from the power plants connected to the national power grid. As a result, small electricity generation facilities disconnected from the national power grid might not be captured. See here for more details. Figures 7 and 9 show the power potential of solar and wind. Mean wind power density (WPD) is a measure of wind power available, expressed in Watt per square meter (W/m²). Global horizontal irradiation (GHI) is the sum of direct and diffuse irradiation received by a horizontal surface, measured in kilowatt

hours per square metre (kWh/m²).

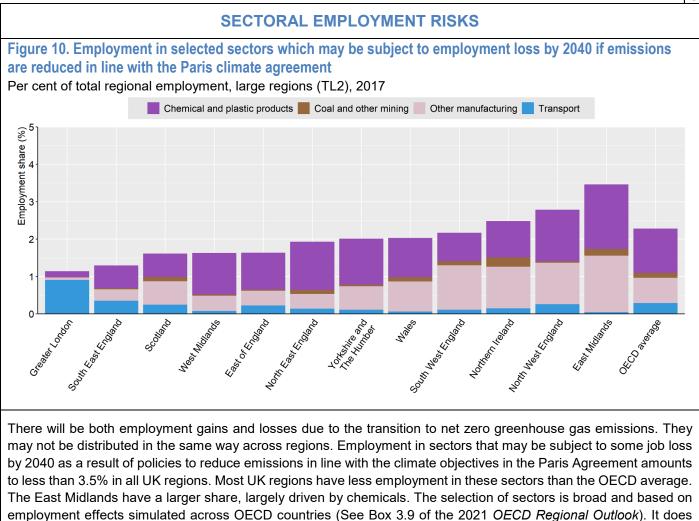


Figure notes: Figure 10 is based on data from OECD Statistics. Sectors are selected based on macroeconomic simulations of a scenario limiting global warming to well below 2 degrees. See Box 3.9 in the 2021 OECD Regional Outlook for more details.

not take specific local characteristics into account.

| 5

	TRANSPORT
ectrification of passenger cars	

UK target sales of zero emission new passenger cars:

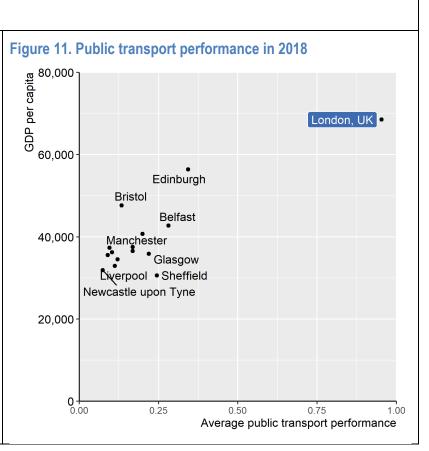
100% by 2035. Ban on sales of new combustion-engine vehicles by 2030.

Modal shift

Public transport performance data is available for a dozen of UK metropolitan areas. London has higher GDP per capita and better public transport performance than any other UK region. Inhabitants of the metropolitan area of London can on average reach 95% of the population living within 8 km in 30 minutes with public transport. Poorer metropolitan areas tend to have weaker public transport perfomance.

2019 UK average share of full-

electric new passenger cars: 2%



Benchmark notes: In the IEA's Sustainable Development Scenario, OECD countries (such as the European Union, Japan and the United States) as well as China fully phase out conventional car sales by 2040. This scenario is aligned with the Paris Agreement's objective to keep the global average temperature increase well below 2°C above preindustrial levels. The UK Committee on Climate Change finds that all new cars and vans should be electric (or use a low carbon alternative such as hydrogen) by 2035 at the latest to reach net zero GHG emission targets by 2050. A more cost-effective date from the point of view of users is 2030.

Benchmarks for new zeroemission passenger car sales:

IEA well-below 2°C benchmark:

100% by 2040.

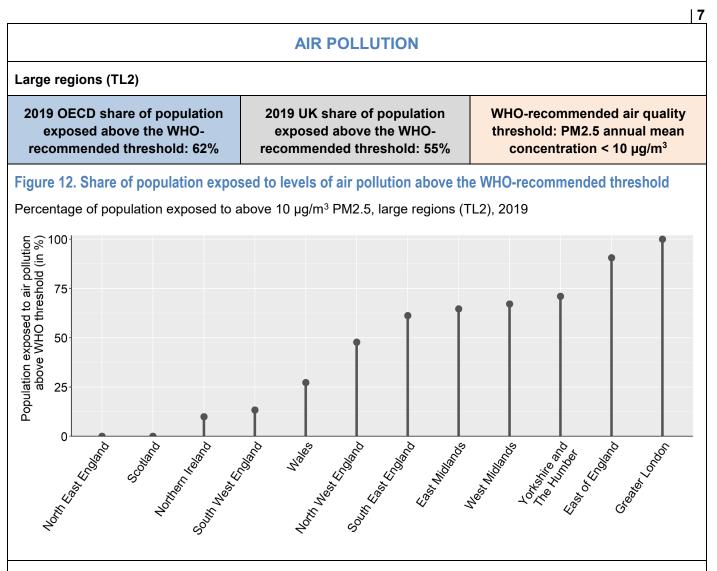
Aligned with net zero emissions

by 2050: 100% by 2035 at the latest. 2030 cost-effective.

Figure notes: Figure 11 is based on data from ITF and OECD Statistics. See Box 3.10 in the 2021 OECD Regional Outlook for more details. GDP per capita is expressed in USD per head, PPP, constant prices from 2015.

6 |

Ele



Policies towards net-zero greenhouse gas emissions can bring many benefits beyond halting climate change. They include reduced air and noise pollution, reduced traffic congestion, healthier diets, enhanced health due to increased active mobility, health benefits through thermal insulation, and improved water, soil and biodiversity protection. Some are hard to quantify.

In most regions around 50% or more of the population is exposed to small particulate matter air pollution above the WHO threshold. Small particulate matter (PM2.5) is the biggest cause of human mortality induced by air pollution. Major disease effects include stroke, cardiovascular and respiratory disease. Air pollution amplifies respiratory infectious disease such as Covid-19. It affects children the most. It reduces their educational outcomes as well as worker productivity.

Figure notes: Figure 12 is based on data from OECD Statistics.