

Corrections to the CCC Sixth Carbon Budget reports

The table below provides a log of known errors in the CCC's Sixth Carbon Budget reports. This table was last updated in December 2021.

The Sixth Carbon Budget advice report has not been reissued to correct these errors, although a new version of the Sixth Carbon Budget dataset has now been published on the CCC website, alongside this error log. The corrections to the dataset are listed in that file, but not here, unless they affect figures or numbers quoted in the reports.

The contents of our core Sixth Carbon Budgets reports were also presented as sector summaries. Note that the corrections listed here will apply to the relevant sections in these publications too.

Table 1 Known errors and corrections																																
Location	Description of error	Correction																														
Sixth Carbon Budget Advice Report: Table 2 in the Executive Summary (p27), and Table 2.2 in Chapter 2 (p68)	Table 2 incorrectly reported the numbers on 'Car-km per driver' between 2019 and 2050, as they didn't consider the rebound affect and demand reduction.	Car-km per driver: 2019: 13,100km 2025: 12,500km 2030: 12,300km 2050: 11,100km																														
Sixth Carbon Budget Advice report: Chapter 3, Figure 3.1.f (p104)	The Widespread Engagement column in Figure 3.1.f of the Advice Report was actually showing data from 2040 rather than 2035 (all other columns were correct).	The corrected figure is shown below: <p>The chart shows the following approximate splits for new HGV sales:</p> <table border="1"> <thead> <tr> <th>Scenario</th> <th>Battery-electric (%)</th> <th>Hydrogen fuel-cell (%)</th> <th>Pantograph (%)</th> <th>Diesel (%)</th> </tr> </thead> <tbody> <tr> <td>Balanced Net Zero Pathway</td> <td>45</td> <td>55</td> <td>0</td> <td>0</td> </tr> <tr> <td>Headwinds</td> <td>85</td> <td>15</td> <td>0</td> <td>0</td> </tr> <tr> <td>Widespread Engagement</td> <td>55</td> <td>15</td> <td>10</td> <td>20</td> </tr> <tr> <td>Widespread Innovation</td> <td>85</td> <td>15</td> <td>0</td> <td>0</td> </tr> <tr> <td>Tailwinds</td> <td>55</td> <td>40</td> <td>5</td> <td>0</td> </tr> </tbody> </table>	Scenario	Battery-electric (%)	Hydrogen fuel-cell (%)	Pantograph (%)	Diesel (%)	Balanced Net Zero Pathway	45	55	0	0	Headwinds	85	15	0	0	Widespread Engagement	55	15	10	20	Widespread Innovation	85	15	0	0	Tailwinds	55	40	5	0
Scenario	Battery-electric (%)	Hydrogen fuel-cell (%)	Pantograph (%)	Diesel (%)																												
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Sixth Carbon Budget Advice Report: Chapter 5, Figure 5.3 (p250)	Figure 5.3 is an overestimate of the capex/opex costs of the transition, resulting from a double counting of some costs in the calculations.	Updated data behind this figure has been published in the 'Sixth Carbon Budget dataset' . See the 'Scenario Explorer' tab for updated numbers.																														
Sixth Carbon Budget Advice Report: Chapter 5, Figure 5.5 (p258)	Figure 5.5 contained incorrect costs for the 'Manufacturing & construction & fuel supply' columns. The actual values are lower than those originally presented.	Annualised Resource Costs (£bn/year): 2035 – £2.76 bn/year 2050 – £2.62 bn/year Annualised Resource Costs as a percentage of GDP: 2035 – 0.1%																														
	The corrected values are listed in the right-hand column of this table.																															

		2050 – 0.08%
Sixth Carbon Budget Advice report: Chapter 5, section 3b (p259)	On p259 of the advice report says: "Our Balanced Net Zero Pathway indicates that net annualised resource costs are on average £17 billion per year during the Sixth Carbon Budget period, and decrease to £12 billion per year by 2050."	The corrected text should read: "Our Balanced Net Zero Pathway indicates that net annualised resource costs are on average £14 billion per year during the Sixth Carbon Budget period, increasing to £16 billion per year by 2050."
Sixth Carbon Budget Advice report: Chapter 6, Table 6.1 (p310)	The sum of the investment numbers in 2030 the third column of the table is reported as £47bn/year.	The sum of investment numbers in 2030 should be £30/year, not £47bn/year as reported. Updated data behind this table has been published in the ' Sixth Carbon Budget dataset '. See the 'Scenario Explorer' tab for updated numbers.
Sixth Carbon Budget Advice report: Chapter 10, section 4b (p437)	<p>This section recommends the following cap for traded sector emissions under the UK's Emissions Trading Scheme, between 2023-2030: "we recommend the level of traded sector emissions consistent with our Balanced Pathway is used as the basis for a UK emissions trading system cap from 2023 to 2030, with the cap on emissions falling to 61 MtCO₂ per year by 2030 if excluding greenhouse gas removals or 57 MtCO₂ per year if they are included."</p> <p>We gave this advice based on only the possibility of a UK ETS and without full knowledge of its scope. On 30 June 2021, <u>we wrote</u> to Ministers at the Department of Business, Energy and Industrial Strategy, the Department for Transport and Scottish, Welsh and Northern Irish Ministers to update our recommendation on the level of the UK ETS cap. The update reflects the fact that there is now clarity both on the level of the Sixth Carbon Budget and on the scope of emissions covered by the UK ETS in terms of emitting sectors, greenhouse gases and geographic coverage. It also refines our estimates and removes small errors, including an error in reporting emissions from electricity generation in Table 10.4 of the Sixth Carbon Budget advice.</p>	<p>In our updated advice, emissions covered by the UK ETS reduce by 53% to 59 MtCO₂ per year in 2030 against 2019 levels, or by 57% to 54 MtCO₂ per year if engineered greenhouse gas removals are included.</p> <p>An amended recommendation and an update to Table 10.4 were published in the Committee's letter to Government on 30 June 2021.</p> <p>The corrected data for Table 10.4 is also available in the 'Sixth Carbon Budget dataset', see the tab titled "Traded emissions 2020-2050".</p>
Policies for the Sixth Carbon Budget: Chapter 1, Figure 1.1 (p20)	Figure 1.1 suggests the UK should be targeting 25 TWh per year of low-carbon hydrogen production by 2030. This is incorrect.	The UK should be targeting 30 TWh per year of low-carbon hydrogen production by 2030, not 25 TWh per year, as reported.
Policies for the Sixth Carbon Budget: Chapter 1, Table 1.1 (p21)	Table 1.1 suggests that standards should be in place for new-build homes (from 2023): "Future Homes Standard in place for newbuild homes (from 2023)".	The corrected text should read: "We recommend that legislation for the Future Homes Standard is introduced ahead of 2023, and should come into force by 2025 at the latest."
Policies for the Sixth Carbon Budget: Chapter 1, Table 1.1 (p22)	Table 1.1 suggests that UK ore-based steel-making should be near-zero emissions by 2030: "By 2030: All ore-based steel-making near-zero emissions". This is incorrect. The correct date should be 2035.	The corrected text should read: "By 2035: All ore-based steel-making near-zero emissions"

<p>Policies for the Sixth Carbon Budget: Chapter 3, Section 1. (p73)</p>	<p>The text states: "The Scottish Government has a more ambitious programme in place in some areas. It has published proposals for point-of-sale standards to require all owner-occupied homes to meet EPC C, to be introduced from 2024, with a cap of £15,000 per home. This means that any homes which are below an EPC C efficiency rating will need to be upgraded before they can be sold."</p> <p>This is incorrect, and a cap had not yet been determined.</p>	<p>The corrected text should read: "The Scottish Government has a more ambitious programme in place in some areas. It has published proposals for point-of-sale standards to require all owner-occupied homes to meet EPC C, to be introduced from 2024, with a cap on spend to be determined. This means that any homes which are below an EPC C efficiency rating will need to be upgraded before they can be sold."</p>
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