



UK Ten Point Plan Summary

By Harry Simons

Last month the UK Government set out 'The Ten Point Plan for a Green Industrial Revolution'. It is undoubtedly an ambitious plan for 'Building back better, supporting green jobs, and accelerating our path to net zero'. The plan aims to further enhance progress *already* being made on the UK's net zero 2050 goal and cushion the economic blow from Covid-19 by way of an 'industrial recovery'.

Agreed in Paris in 2016 (COP 21) and passed into law in the UK last year, progress towards a target of 'limiting global warming to less than 1.5 degrees above pre-industrial levels', is a significant challenge. The Climate Change Committee (CCC), a statutory body set up to monitor and advise on the UK's progress to 2050, already has concerns about meeting our shorter-term goals, but whilst optimistic, highlights there is little room for clawing back lost ground if we miss targets along the way. The CCC advice so far can be seen in the principles for the 10 point plan from the Government. The CCC, politely urges the Government to 'get on with it'.

Industry responses to the plan have been positive. Whilst highlighting concerns around areas of the plan such as infrastructure, financing, retraining and skills, Industry clearly sees the opportunities in adapting to change. Critics have been keen to note a lack of detail with the plan, and offer scepticism around headlines such as 'Every UK home will be powered by offshore wind by 2030'. Whilst this makes a (vaguely) good headline, as an announcement in itself, it does lack detail and is somewhat misleading. We should remember the UK operates a 'portfolio' of different power generation sources (wind, nuclear, gas, coal, solar PV, hydro and imports electricity from the continent when required) and will continue to do so, particularly with 'variable' generation, such as wind or solar PV; we need a fall back on grey, cold, windless days. It is notable that the plan doesn't mention Solar PV, yet this has a part to play in the UK's portfolio.

The UK Government's plan is a 'framework' around which the recovery can be built, and as we must transition to a Net-Zero economy, the 'holistic' vision is well overdue. We now eagerly await the much delayed 'Energy White paper' to set out policy and the basis for further consultation with industry, further strategy papers and delivery plans, which we should see as we move into 2021. These will begin to add some detail around policy.

Like any good plan, as we continue our net-zero journey industry will need to assess, review and execute on the plans, adjust as our progress develops, as detail needs to be adapted or optimised along the way. Like any good project, iterations of 'Review-Plan-Do-Adjust' are required (and should undoubtedly be expected).

We will talk about the various points in the plan in relation to the SPE membership and net-zero in the coming months. CCUS is of course a significant opportunity for our sector and we will discuss this is, in particular, in more detail in the future.

At this point, as a summary of the 10 point plan, the U.K. Government assesses the proposals will have the scale of impacts set out below. The figures noted here are initial government estimates, and as the 'framework document' (my choice of words) can be woolly at times (and hence the criticisms noted earlier), so it's probably better to look at the 'quantum' of the figures, rather than the absolute numbers themselves. And now imagine standing up in front of your management team and saying that.... :-

Point	Expected Investment	Possible Jobs	Possible CO2 savings (MtCO ₂ e)	% Impact on 2018 figures / Other notes
Advancing Offshore wind	£20bln	60,000 in 2030	21 between 2023-2032	5%
Low Carbon Hydrogen	£4bn	8,000 – 100,000	41	9%
Advanced Nuclear Power	£300m	10,000 (during construction)	-	Power for 2 million homes
Zero Emissions Vehicles	£3bn by 2026	40,000	5 by 2032, 300 by 2050	Ban on new ICE* by 2030
Green Public Transport	£5bn	3,000 by 2025	2	Includes Walking and cycling
Jet Zero and Green Ships	Unclear, but projects aerospace sector worth £12bn	5,200	1 by 2032 by Maritime, 15 by 2050 by aerospace	Development of Sustainable Aviation Fuels (SAF)
Greener Buildings	£11bn	50,000	71	16%
Carbon Capture and Storage (CCUS)	£1bn	50,000 by 2030	40 between 2023 and 2032	9%
Protecting the Natural Environment	£5.2bn	20,000 (associated with flood defences)	unknown	Further jobs through land management and conservation
Green Finance and Innovation	£4.5bn	'Hundreds of Thousands'	unknown	unknown

*ICE – Internal Combustion Engine

In closing, by setting out this plan, the U.K. government presents a structure to which the necessary detail can be added. Better an imperfect plan now, than a perfect plan, if such a thing exists, too late...