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## Zemo Partnership's Claire Haigh

It was encouraging that the latest international climate conference (COP29) ended in agreement in Baku, even if there are widely differing opinions about the likely impact and effectiveness of the final text. Climate change is, of course, a global challenge so it's vital we tackle it through international processes such as these UNFCCC climate conferences.

The new UK government has made it clear that Britain aims to be a leader on climate change. Indeed, 'Make Britain a clean energy superpower' is one of the Government's guiding principles (its 'five missions'). The Prime Minister backed this up in Baku, announcing an enhanced UK target of an 81 per cent reduction in greenhouse gas emissions by 2035. The government clearly intends for Britain to lead on climate action and sees the economic and business opportunities associated with the transition to be linked with its mission for Britain to achieve the highest sustained growth in the G7.

While the high-level ambition is clearly there, it needs to be backed up by effective domestic policy. With the transport sector perhaps the most challenging and complex to decarbonise, and responsible for approaching a quarter of all UK emissions, it represents a very significant part of the overall task.

Having reaffirmed the commitment to end the sale of standard ICE cars by 2030, it has been under pressure in recent weeks from elements of the motor...

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