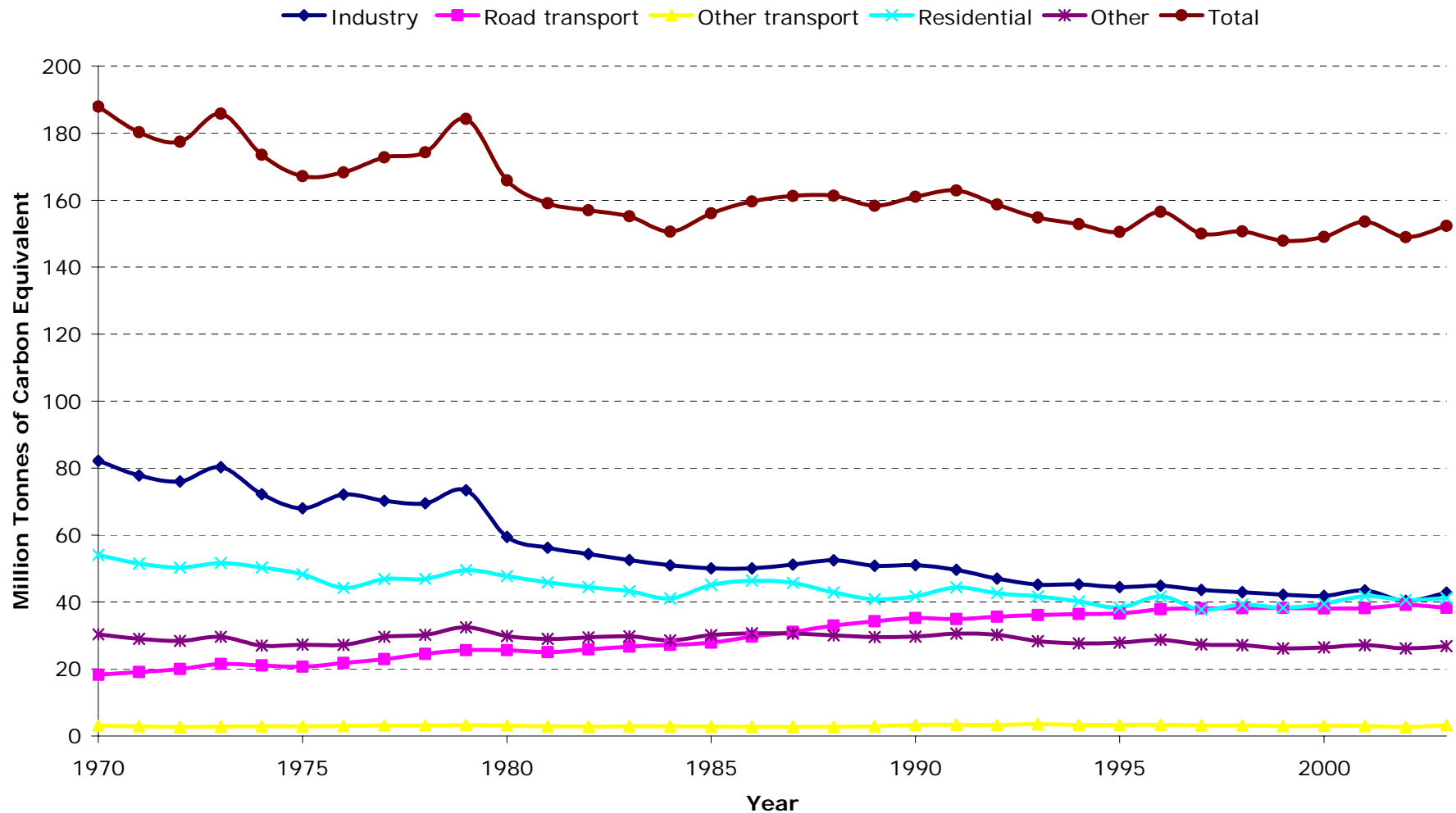
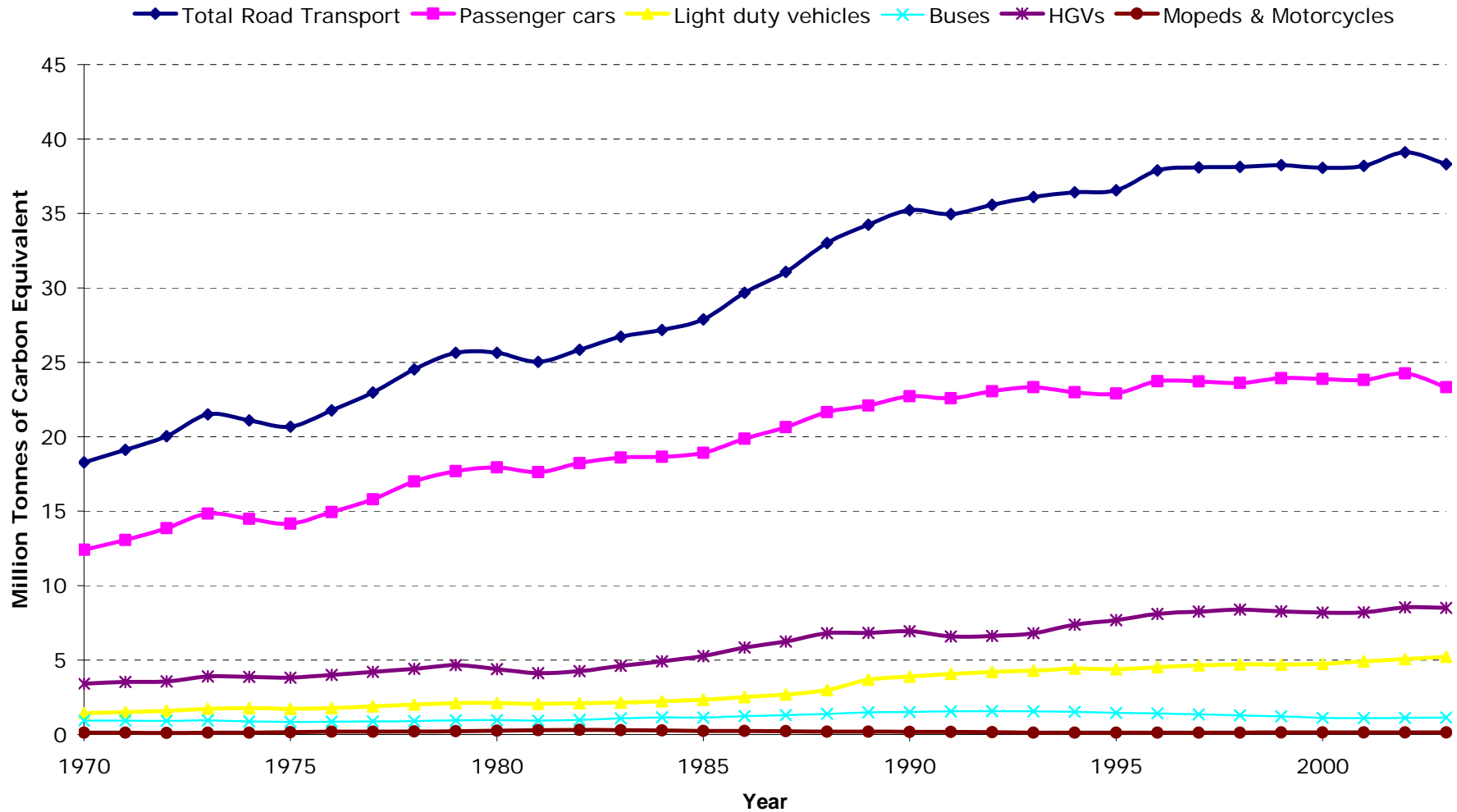


## UK CO<sub>2</sub> Emissions by End User



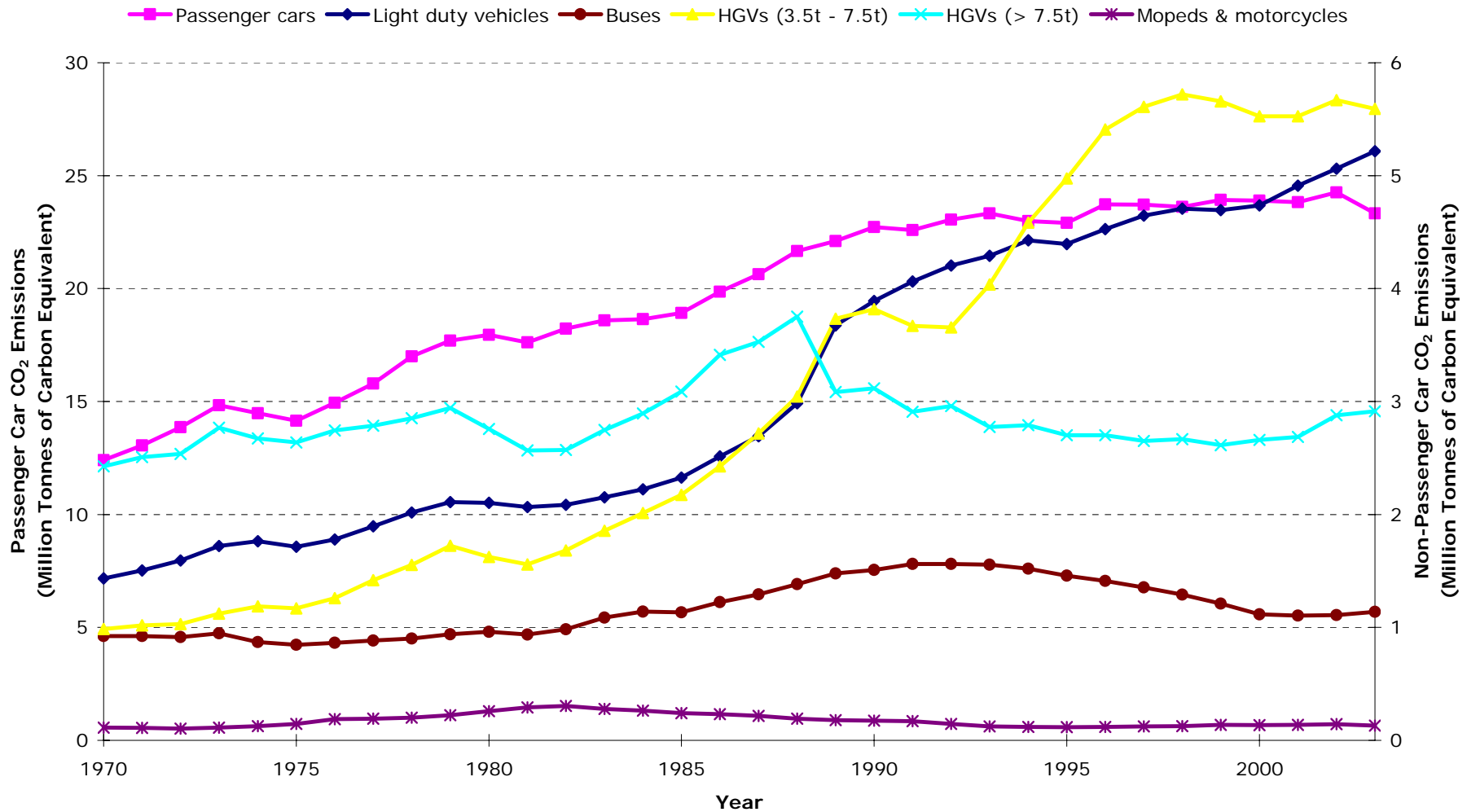
- Overall UK CO<sub>2</sub> emissions have reduced since the start of the 1980s
- Most of these savings have been from industry which has cut emissions by 40% from its peak in 1979 through the closure of coal fired power stations, improvements in manufacturing process efficiency as well as an overall decline in manufacturing in the UK
- Since 1970, emissions from road transport have doubled to 38.3 million tonnes
- Residential CO<sub>2</sub> emissions have stayed constant since 1990
- Source: [Defra Global Atmosphere Stistics](#)

## CO<sub>2</sub> Emissions by Type of Road Transport



- Since 1993, overall road transport CO<sub>2</sub> emissions have increased by over 6%
- Most of this rise has come from light duty vehicles and HGVs
- Passenger car emissions remained flat between 1993 and 2003 with the growth in the number of cars (an increase of 24%) being offset by improvements in engine technology and a reduction in average CO<sub>2</sub> emissions per car
- During the same period, emissions from HGVs increased by close to 25% while the number of UK registered HGVs stayed approximately constant. This means that either UK HGVs have increased their annual mileage or there has been an increase in foreign registered HGVs operating in the UK
- Source: [Defra Global Atmosphere Stistics](#)

## CO<sub>2</sub> Emissions by Type of Road Transport



- More detailed chart with passenger cars on the left hand axis and the remaining vehicle types on the right hand axis
- Splits HGVs into 3.5 tonne – 7.5 tonne and greater than 7.5 tonne categories
- Emissions from > 7.5 tonne HGVs reduced their emissions by 30% between 1988 and 1998
- Since 1998 > 7.5 tonne HGV emissions have started to grow again
- Emissions from HGVs of 3.5 tonnes – 7.5 tonnes increased by 200% between 1983 and 2003
- Light duty vehicle emissions have increased by 143% over the same period
- Source: [Defra Global Atmosphere Stistics](#)