Closing the climate gap 2025

Ethical Consumer
Research Association

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CLIMATE GAP REPORT

Sponsored by
Ecology Building Society

Ecology Building Society

An annual report on progress towards sustainable consumer lifestyles in the UK

New section on consumer climate emissions and inequality

Contents

Foreword to Ethical Consumer's Closing the Climate Gap 2025

Ecology is happy to again sponsor this report by Ethical Consumer.

We believe having transparent and trustworthy data available is essential to ensure all of us can make informed decisions about better lifestyle choices.

So this annual report is a useful snapshot of evidence and progress made, or not, with some prompts for how its contents can guide our actions to help the planet. Unfortunately, there seems to be a new challenge in the fight against climate change every autumn when this report is published.

A few years ago, politicians in the UK claimed "the public have had enough of experts". From there to today, we're now all living in a "post truth" world.

Misinformation by the powerful and most vocal is rife, with more and more public statements underpinned by feelings and opinions rather than facts and evidence. Data and research are ignored or dismissed, with some authorities criticising or muzzling the bodies which collect and collate independent information upon which we all rely.

It's disturbing that a small but growing global movement, among right wing politicians in particular, denies climate change is happening, despite facing the consequences of destructive crises caused by extreme and volatile weather.

Even more moderate voices on that side of the political divide try to suggest such catastrophic events aren't caused by human activity, or that the effects are all just too difficult and expensive to deal with.

That's why those of us who disagree with this assessment need to keep challenging the myths, asking questions, and seeking out the facts so we can make choices and decisions based on accurate evidence. As a mutual building society, we know there's power in collective action.

Being a more ethical consumer isn't an absolute position or a binary choice between perfection and failure. Our world is imperfect and we all are too.

Being a more ethical consumer is about making the changes available to each of us, however small, that add up to something bigger. This kind of quiet activism at scale can make more of a difference than you might think.

Let this report empower you to make a change.

GARETH GRIFFITHS
Chief Executive Officer, Ecology Building Society

Ecology Building Society

1. Introduction

This is the fifth annual Climate Gap report from Ethical Consumer. Its main aim is to try and simplify data for consumers on the UK's progress towards decarbonisation, and to help identify key actions we need to take.

The graphs in the report are tracking data in four impact areas that together account for about 75% of UK consumer emissions: Food, Heating, Transport, and Consumer Goods. They include some updated targets for the year 2030, most of which are based on work by the Climate Change Committee (CCC), which advises, and challenges, the UK government.

For each area, we situate consumer action alongside actions for governments and companies, list some key campaigns to support, and overall provide over 50 links to relevant guides and articles on our website.

We continue to push for the UK to make a 'fairer' contribution to the global target, and again challenge the idea that an economic growth focus for our societies still makes sense.

2. Key Findings and Summary report card

Four key impact areas (c.75% total UK emissions)	Food (c.26%)	Heating (c.14%)	Transport (c.25%)	Selected Consumer goods (c.10%)
2019-2030 consumer targets basedon the CCC 'Balanced Pathway'	11% reduction in meat consumption 12% reduction in dairy consumption 30% reduction in food waste	18% CO_2e reduction in residential building emissions	c.40% CO_2e reduction in surface transport emissions 5% CO_2e reduction in aviation emissions	40% CO_2e reduction
Where have we got to? (latest figures against 2019 baseline)	c.2% increase in meat consumption per week c.11% reduction in dairy consumption per week c.7.5% increase in food waste (since 2018)	11% reduction in residential building emissions	11% reduction in surface transport emissions (12% reduction in car emissions) 3% reduction in aviation emissions	7.4% reduction in consumption emissions (since 2018)
Priorities for government	Rebalance agricultural policy	Subsidise heating solutions	Halt airport expansion	Require full supply chain emissions reporting
Priorities for companies	Shift to plant-based options	Develop creative funding and support campaigns	Reduce business travel and transport	Focus more on reducing supply chain emissions
Priorities for consumers (supporting campaigns as well as behaviour changes)	Reduce meat and dairy consumption	Insulate and choose heat pumps where possible	Choose lower carbon travel where possible	Increase repair and buying secondhand
What's the gap? (reduction needed from latest position to get to CCC 2030 target)	13% still to reduce from meat consumption 1% still to reduce from dairy consumption 35% now to reduce from food waste	9% still to reduce	32% still to reduce in surface transport emissions 13% still to reduce in aviation emissions	35% still to reduce
Are we moving fast enough on each indicator? ✓ Yes ✗ No ~ Maybe	✗ Meat ✓ Dairy ✗ Food waste	~ Residential carbon emissions ✗ Heat pumps ~ Insulation	✗ Surface transport emissions ✗ Aviation ~ EVs	✗ Carbon Emissions ✗ Reporting ✓ Repairs

The CCC targets provide a valuable idea of how reductions could be distributed across the impact areas we are looking at. However, see Section 5 for discussion of deeper changes.

Key Findings

With the political turmoil over the past year, the rise of the far right and with it an increasingly hostile environment to climate work, it continues to be a pleasant surprise that any progress has been made at all.

Labour has helped by lifting the ban on onshore windfarms, re-introducing dates for phasing out fossil fuel cars, and reducing planning restrictions around heat pumps. Some of the previous conservative government's policies have led to an uptake on heat pumps and electric vehicles.[1]

2.1 The pace of emissions reduction is still not fast enough

Although some progress has been observed on this year's Climate Gap report cards, the pace of climate action across food, heating, transport and consumer goods is not fast enough to meet the UK's climate targets. In some cases we have seen movement in the wrong direction. Aviation emissions continue to rise for example, and where progress has been observed, it seems to have been caused by high costs rather than environmental motivations.

This calls for some tough decisions and government interventions, especially around the pricing of energy and managing aviation emissions.

We also noted that the CCC has in its Seventh Carbon Budget (compared to its Sixth Carbon Budget) had to revise down some of its 2030 targets – (meat consumption and heating emissions) – due to delays in action. It does say however that "Despite these changes, the two pathways are very similar from the mid-2030s onwards".

2.2 The Seventh Carbon Budget is a welcome development

Every five years or so, the CCC reviews the UK's 'carbon budgets' in the light of changes that have happened in the intervening period. They then recommend new targets in a 'balanced scenario'. In July this year, the CCC published its Seventh Carbon Budget.

Amidst all the political chaos we are experiencing this year, the Seventh Carbon Budget is a thing of great wonder. It is 394 pages (or 20 megabytes) of carefully-reasoned, practical, detailed, scientific thinking addressing the need to reduce the UK's carbon emissions across all industries and households in the UK. If, like many environmentalists, you're inclined towards climate doomerism from time to time, it is a heartening (if complex) read.

1 www.theguardian.com/environment/2025/jun/25/uk-can-reach-net-zero-by-2050-climate-report-finds

Having said all this, some of the flaws we have drawn attention to in earlier Climate Gap reports appear to remain unresolved. This includes reducing consumption emissions from imported goods still not being part of the plan and that the targets do not fully take on board the UK's 'fair share' emissions allocation.

We write more about this budget in **Section 5** (Making sure the targets still make sense)

2.3 The need to address climate disinformation and to work for political reform remain high

The CCC's reports and budgets talk a lot about risk and uncertainty. For example, they point out (slightly worryingly) that only 38% of the UK's targets currently have credible plans to achieve them in place, whilst the others carry either some risks, significant risks or lack plans at all [2025 Progress Report p17]. One other critical uncertainty not yet mentioned is the election of a climate-denying government in the UK. At the time of writing, this does not look as unlikely as it once did.

We therefore call on the government to identify and address climate denial as part of the problem and to identify and address the role of political reform as a necessary part of a carbon reduction programme. We talk more about political reform again in **Section 7**.

2.4 Inequality and the importance of celebrating reuse and repair

In this fifth iteration of the Climate Gap report we've included a section on inequality at **Section 6** below.

Our observations over five years of tracking changing impacts confirm the strong (and also obvious) links between poverty and reducing emissions. The reduction in carbon emissions from home heating following the energy price rises in 2023 show carbon emissions moving in the right direction (down) for the wrong reasons (people can no longer afford to heat their homes adequately). There is likely to be a similar link between the increased buying of second hand goods and repairing consumer goods.

Repairing, sharing and buying second hand can however help make important impact reductions without diminishing quality of life. These should be celebrated and made aspirational and the 'right choices' made accessible.

2.5 Emissions from consumer goods supply chains appear to be rising

For the first time in this report we have compared the total emissions of the UK's 40 biggest consumer goods companies – most of whom are manufacturing overseas. In previous years we had just been measuring the proportion who were reporting their emissions publicly at all.

Although data remains patchy, the initial figures are not promising and they show an increase in combined emissions (see **Appendix**). In theory, if all companies have credible net zero plans, and the countries they are producing in have decent net zero plans too, these emissions should be going down. The fact that they are not gives more weight to our argument, mentioned above, that CCC and government targets should be considering imported emissions too. It is also due to the growth and profit focus of economies and companies, which pressures them to keep growing, even if carbon intensity is reduced.

2.6 Timeliness and consistency of data

As we have noted in previous years, the quality, timeliness and consistency of data continues to be a problem, which makes it tricky to draw conclusions and to confidently track progress against climate targets.

This has been made harder with climate targets being restated, new data sets tracked and some data sets having gaps or not matching those of other organisations due to different methodological approaches e.g. DEFRA's Family Food Dataset on meat consumption compared to the OECD data on meat consumption.

We have highlighted data challenges within the report cards and have continued to create a table to illustrate the stark reality of the problems we all face trying to understand, let alone manage down consumer carbon emissions of the UK in a timely and urgent way (see **section 5.1**).

2.7 Our consumer calls to action

Throughout 2025, we have suggested more actions and activities as monthly prompts through our Climate Gap action group.

Each month we sent out an email with a range of actions to choose from, from campaigns to support, events to join, and simple practical things to do with friends. We have also had a regular column on the Campaigns page of Ethical Consumer magazine.

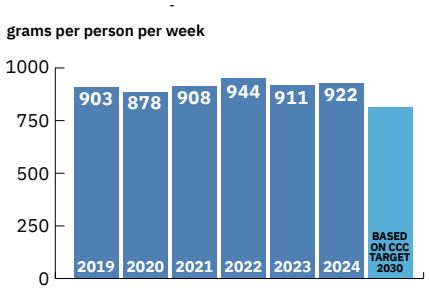
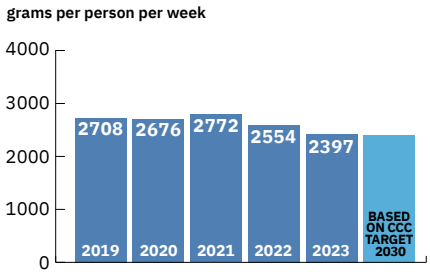
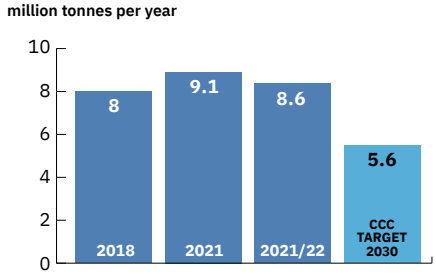
Each quarter the action group focused on one of the four impact areas in this report. Here are a few more links from our website, that didn't quite fit into the four areas of focus:

- **60 actions to help tackle climate change**
- **Which consumer actions cut the most carbon?**
- **Banks, climate change and the environmental crisis**
- **A guide to carbon divestment for your personal finances**
- **Are corporate net zero claims worthless?**
- **How to beat climate concern**
- **The Lush Spring Prize**

At the end of the year we will be reviewing this initiative with the members of the group, and deciding what to take forward.

3. The Climate Gap report cards

Food (c.26% total UK emissions)

	Actions for government	Actions for companies	Actions for consumers
Meat consumption 	Use public procurement	Better carbon labelling	Reduce meat consumption
	Rebalance agricultural policy	More plant-based options	C Support the Climate and Nature Bill
	Assess future trade deals	More investment in alternatives	C Support the Sustain alliance
	Promote alternatives to meat	C Support the Climate and Nature Bill	C Support Animal Rising
	Make alternatives to meat more affordable		C Consider joining the Vegan Society
Dairy consumption 	Use public procurement	Better carbon labelling	Reduce dairy consumption
	Rebalance agricultural policy	More plant-based options	C Consider joining the Vegan Society
	Promote alternatives to dairy	More investment in alternatives	C Support Animal Rising
	Make alternatives to dairy more affordable	C Support the Climate and Nature Bill	
Food waste 	Mandate food waste reporting for companies	Reduce supply chain waste	Reduce food waste
	Policies on food waste prevention from field to fork	Report on food waste annually	C Support Food Rise
	Funding for food waste prevention	C Support Food Rise	CW Support Electoral Reform Society
		C Support WRAP	

Same actions as last year

The CCC targets provide a valuable idea of how reductions could be distributed across the impact areas we are looking at. However, see Section 5 for discussion of deeper changes.

More details on each campaign appear in Section 7.

C = campaigns to support

CW = wider political campaigns

See Section 9 for the references for this card.

3.1 Food report card

Dietary changes have a huge potential for reducing greenhouse gases, not only those released during production, but also those that could be captured by land not used for production. Reducing food waste is important too, although switching to plant-based diets would have much more impact.[2]

Meat and dairy

This 2025 Climate Gap report separates out meat and dairy consumption figures for the first time, as combining these figures conceals different trends. Both have had their 2030 targets restated in the Seventh Carbon Budget and this report uses different figures than the CCC for both, with our meat consumption figures coming from a different source, and our dairy consumption figures being calculated differently. However we are applying the CCC's % reduction targets, therefore we are not labelling the target columns on our food graphs with a figure in grams, but they represent the % reduction the CCC recommends.

Dairy

We have continued to use figures from DEFRA's Family Food Dataset to track dairy consumption. This shows a 6% reduction in dairy consumption per person per week from 2022 to 2023. The Seventh Carbon Budget contained figures for historical dairy consumption, but not including 2023, and had also calculated consumption differently than we have been doing. Its 2030 dairy target was changed from 2165g to 1757g per person per week, also expressed as a 12% reduction. We have applied this % reduction as the target, to the consumption figures we have. The CCC 2025 Progress Report did not comment on dairy consumption trends.

Meat

We have used OECD data for UK meat consumption figures following criticism of the DEFRA's Family Food Dataset (especially around the COVID years where their data recorded a drop in meat consumption when other data sets showed an increase). This may be down to changes in data collection methodologies.

The OECD data shows just over a 1% increase in meat consumption per person per week from 2023 to 2024. By comparison DEFRA's Family Food Dataset shows just under a 1% increase in meat consumption from 2022 to 2023 and data for 2024 was not yet available.

Although the Seventh Carbon Budget does recommend a long term meat reduction trend, with bigger cuts by 2040 and 2050, the level of reduction required by 2030 has been reduced and the 2030 target restated to 928g/person/week compared to the previous 836g/person/week 2030 target.

2 https://climateactiontracker.org/methodology/comparability-of-effort/

This target has also been expressed as an 11% reduction (since 2019). We have applied this % reduction as the target, to the meat consumption figures we have.

This is confusing and differences across meat consumption data sets does not help.

Regarding meat consumption the CCC 2025 Progress Report stated *"Meat consumption has been falling steadily over the long term and has fallen more steeply in recent years. This may be partly due to cost-of-living pressures, so this short-term trend may not continue... Reductions in average meat consumption are ahead of our Seventh Carbon Budget Balanced Pathway. Land use change at scale will require land to be released from livestock agriculture. This will be facilitated by a change in diets and supply-side incentives for farmers to diversify land use".*[3]

Although it's clear that an absolute reduction in meat consumption is required (-25% by 2040, -35% by 2050 relative to 2019) alongside reducing livestock numbers and with them the land needed for livestock, the level of ambition over the short term within the Seventh Carbon Budget has reduced and does not feel aligned with the speed of change needed to meet the UK's net zero goals.

Ethical Consumer contacted the Climate Change Committee to query this change. They responded *"We have a higher g/person/week by 2030 than in the Sixth CB because we have slowed the reduction in the early years 2026 and 2027 based on a continuation of the existing long-term trend (2009-2019) due to the time needed for policy to be implemented and kick-in. This means that by 2030 we have an 11% reduction (previously 20% by 2030 under the Sixth CB) for average meat consumption, and 15% reduction for red meat by 2030 to reflect the higher carbon intensity. We only hit the 20% for all meat by 2035".*

Given the accessibility barriers of switching to more plant-based diets, with plant-based meat alternatives often coming with a higher price tag, and pulses and legumes having less appeal or being less accessible, government and corporate policy to make plant-based options more accessible is going to be essential in order to avoid entrenching current health inequalities, alongside supporting farmer transitions and diversification.[4]

The National Food Strategy offers a key moment for the UK Government, business and civil society to explore holistic approaches to doing this and bring together inter-related bits of work such as the Land Use Framework, Environment Improvement Plan, Food and Farming Decarbonisation Plan, Farming Roadmap and Farm Profitability Review and Circular Economy Strategy.[5]

3 Page 57 and 58 www.theccc.org.uk/wp-content/uploads/2025/06/Progress-in-reducing-emissions-2025-report-to-Parliament.pdf

4 https://foodfoundation.org.uk/sites/default/files/2023-07/TFF_CLIMATE%20BRIEFING.pdf

5 www.gov.uk/government/publications/a-uk-government-food-strategy-for-england/a-uk-government-food-strategy-for-england-considering-the-wider-uk-food-system

Food waste

Reduction in food waste could lower emissions by leading to reduction in excess food production, and reducing methane production from its decomposition.

In July 2025, the Waste and Resources Action Programme (WRAP) published an updated 'UK Food Waste and Food Surplus- Key Facts report.' It estimated total food waste in the UK to be around 10.2 million tonnes (using a mix of data from 2021 and 2022); around a quarter of all food purchased in the UK.

An additional 2.8 million tonnes of food surplus from farms, manufacturing, retail and hospitality and food service was either redistributed via charitable and commercial routes (ca. 93,000 tonnes in 2021) or was diverted to produce animal feed (around 2.7 million tonnes in 2015).[6]

If farm level food waste is excluded, this comes to 8.6 Million tonnes a year of food waste in 2021/22. This is around 5% lower compared to 2021.[7] [8]

Although calculating food waste at the farm level is tricky, as WRAP estimates it to account for around 1.6 Mt (around 16% of UK food waste), it seems like a significant omission from the CCC's targets and annual updates (which focus on farm to household food waste).

The CCC did not comment directly on food waste in its 2025 Progress Report, but stated *"The Government is yet to confirm its intention to prevent biodegradable waste from going to landfill, a key measure to reduce emissions from waste in the CBDP. Requiring separate food waste collections from all local authorities and businesses will be key to delivering this".*

The 2024 CCC Progress Report also stated *"Emissions in the agriculture, land use and waste sectors have shown very little progress over recent years. These sectors need to be delivering meaningful falls in emissions each year by 2030..."*

"If the UK is to achieve a 30% reduction in its own methane emissions, the pace of recent reductions will need to approximately double", and *"there has been insufficient progress on recycling and composting, and energy from waste emissions have substantially increased"*, when there should instead be a managed reduction in waste going to EfW facilities.

6 www.wrap.ngo/sites/default/files/2023-11/WRAP-Food-Surplus-and-Waste-in-the-UK-Key-Facts-Nov-2023.pdf

7 www.wrap.ngo/sites/default/files/2023-11/WRAP-Food-Surplus-and-Waste-in-the-UK-Key-Facts-Nov-2023.pdf

8 www.wrap.ngo/sites/default/files/2025-06/WRAP-UK-Food-Waste-and-Food-Surplus-Key-Facts-July-2025-v5.pdf

See Ethical Consumer website for:

Shopping guides to:

Meat alternatives

Vegan & Plant Milks

Vegan Cheese

Butter & Spreads

Articles on:

Climate action: 10 steps to cut down on meat and dairy

Climate impact of meat, vegetarian and vegan diets

Climate action: 10 steps to reduce food waste

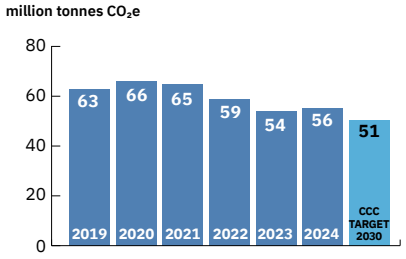
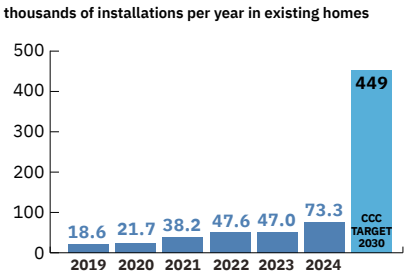
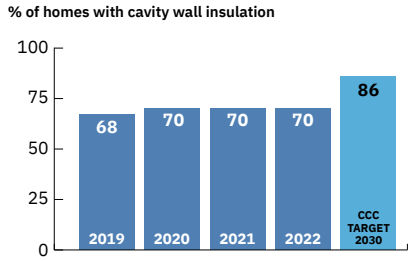
Four useful apps for cutting food waste

From Food Consumer to Food Citizen

Carbon impacts of food

Plant based milks versus dairy milk

Heating (c.14% total UK emissions)

	Actions for government	Actions for companies	Actions for consumers
Emissions from home heating 	Subsidise	Insulate commercial buildings	Insulate your home
	Provide clear and consistent framework	Develop creative funding instruments	C Find a United For Warm Homes local Group
	Mandate and enforce quality standards	Address the skills gaps	C See the Great Homes Upgrade toolkit
	Implement regulations to ensure new homes are well insulated		
Heat pumps installations 	Subsidise	Install heat pumps in commercial buildings	Get a heat pump if suitable for your home
	Support growth in trained heat pump installers	Develop creative funding instruments	C Support Just Stop Oil non-violent direct action
	Remove policy costs from electricity prices	Address the skills gaps	C Fin a United For Warm Homes local group
Home insulation installations 	Subsidise	Reduce demand through smarter heating	Reduce demand
	Provide clear and consistent framework	C Support Business Declares	C Support the Climate and Nature Bill
	Mandate and enforce quality standards		C Support Fuel Poverty Action
	Implement regulations to ensure new homes are climate fit for the future		

The CCC targets provide a valuable idea of how reductions could be distributed across the impact areas we are looking at. However, see Section 5 for discussion of deeper changes.

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3.2 Heating report card

Residential emissions

The CCC 2025 Progress report shows a 3% increase in residential heat emissions from 2023 to 2024 which is likely due to an increase in heating demand following reductions in gas prices.

Despite this slight increase, the CCC states emissions are lower than levels before the 2022 'gas shock', and the observed growth in heat pump sales is yet to have a measurable impact on emissions, *"with annual savings accounting for only 1% of total sectoral emissions".*

The 2025 Progress Report states *"The buildings sector, for which 70% of emissions currently are from residential buildings and the remaining 30% from non-residential (commercial and public) buildings, is expected to be central to delivering emissions reductions throughout the 2030s. This means that even if a shortfall in emission reductions from buildings can be met in the current decade with accelerated action in other sectors, falling behind on buildings decarbonisation will have severe implications for longer-term decarbonisation."*

Heat pumps

A heat pump is a very low-carbon heating option, even more so as the electricity grid decarbonises further. Around 1% of UK homes are currently heated with a heat pump.

The CCC 2025 Progress Report shows some progress in heat pump uptake with *"an increase of 56% in heat pump installations in 2024, driven by increased support from government schemes. The compound annual average growth rate since 2021 is 37%, implying a near-doubling of emissions savings from heat pumps every two years. Government has also acted to remove planning barriers, in line with our recommendation from last year..."* [9]

13% of new builds completed in 2024 had heat pumps and 23,000 heat pumps were installed under the Boiler Upgrade Scheme in 2024, an increase of 83% on 2023.

The CCC 2025 Progress report also stated that *"much, but not all, of the sales growth seen in recent years has been supported by government schemes – around 43% of installations in 2024"*, highlighting the importance of government incentives.

To support further progress, the CCC continued to recommend action to make electricity cheaper; this being number one on its list of ten 'priority actions' in the 2025 Progress Report.

9 www.theccc.org.uk/wp-content/uploads/2025/06/Progress-in-reducing-emissions-2025-report-to-Parliament.pdf

"Currently, a typical household with a heat pump is paying around £490 per year in policy costs, which inflate their bills above the underlying cost of the additional electricity used. Data from comparable countries suggests that the market share of heat pump installations are correlated with more favourable electricity-to-gas price ratios".

Insulation

Heating accounts for about 14% of UK carbon emissions, and over three quarters of that is from homes. UK homes are reported to be among the worst insulated in Europe and efforts to insulate them to date have primarily focused on insulating cavity walls (where houses have them) and lofts.

Previous Climate Gap reports tracked progress (or lack of) towards a 2030 target of 11,000,000 home insulation installations, but data has not been available since 2021 when there were reported to have been 100,000 insulation installations.

In this Climate Gap report we draw on the Seventh Carbon Budget data to track the percentage of homes with cavity wall insulation (of those with cavity walls) against a 2030 target of 86%.

This appears to have stayed static at around 70% between 2020-2022.

The March 2025 Department for Energy Security and Net Zero annual report stated: *"at the end of 2024, it is estimated that 15.2 million properties in Great Britain had cavity wall insulation (71 per cent of properties with a cavity wall), 17.5 million had loft insulation (67 per cent of properties with a loft) and 876,000 had solid wall insulation (10 per cent of properties with solid wall)".*

It also highlighted some progress:

"From 2013 to the end of 2024, around 4.5 million energy efficiency measures were installed in 2.8 million properties in Great Britain through various government support schemes: Energy Company Obligation (ECO), the Green Deal (GD) Framework, Green Homes Grant Vouchers (GHGV), Local Authority Delivery (LAD), Home Upgrade Grant (HUG), Social Housing Decarbonisation Fund (SHDF) and the Great British Insulation Scheme (GBIS). During 2024, around 420,600 energy efficiency measures were installed through these schemes, an increase of 27 per cent compared with 2023. Around 120,900 households were upgraded across all schemes, an increase of 38 per cent compared with 2023. Of the households treated through LAD, HUG and SHDF initially rated EPC band D or lower, 68% were upgraded to EPC band C or above." [10]

Despite this positive news, there is still a long way to go and there are huge challenges with insulating solid wall properties due to associated costs or planning restrictions posed by properties being located within conservation areas.

"At the end of December 2024, there were an estimated 8.5 million homes with solid walls in Great Britain. Of these, it is estimated that 876,000 (10 per cent) had solid wall insulation and 7.6 million (90 per cent) were uninsulated". [11]

10 https://assets.publishing.service.gov.uk/media/67e511c9d052ace7e89776ed/HEE_Stats_Detailed_Release_-_Mar_25.pdf

11 https://assets.publishing.service.gov.uk/media/67e511c9d052ace7e89776ed/HEE_Stats_Detailed_Release_-_Mar_25.pdf

The CCC 2025 Progress Report also highlighted the need for faster progress: *"the proportion of homes with insulated cavity walls has steadily increased over recent years, but this will need to accelerate later in the decade to match our Seventh Carbon Budget Balanced Pathway".* [12]

As highlighted by the UK Health Alliance, making improvements in household energy efficiency will have an important role to play in reducing fuel poverty.

"Millions of households across the UK are living in fuel poverty driven by increasing costs of oil and gas, which most households depend on for heating, combined with poorly insulated homes that are more expensive to heat. This has major implications for health. Children living in cold, damp homes are more susceptible to respiratory tract infections and asthma, negative mental health outcomes and missed school days. Firstly, improvements in energy efficiency would see the number of households in fuel poverty fall by 11% by 2030. After this, as households switch to low-carbon heating and electricity prices fall (due to renewables deployment), the number of households in fuel poverty falls by a further 66% by 2050". [13]

See Ethical Consumer website for:

Shopping guides to:

Heat Pumps

Energy Suppliers

Solar Panels

Articles on:

Climate action: Seven steps to insulate your home

Climate action: 11 steps to smart heating

In the smart home: smart thermostats

What is community energy?

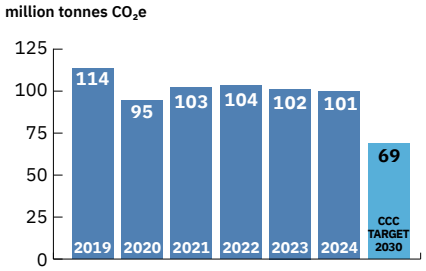
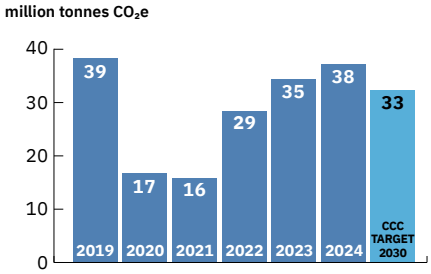
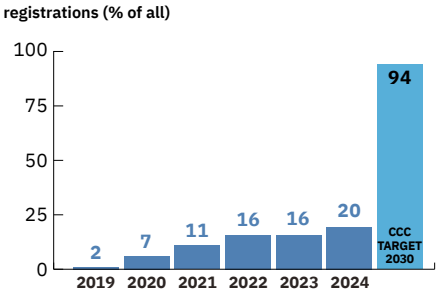
Do green energy tariffs make a difference?

Five simple steps to reduce your energy consumption

12 www.theccc.org.uk/wp-content/uploads/2025/06/Progress-in-reducing-emissions-2025-report-to-Parliament.pdf

13 ukhealthalliance.org/news-item/the-seventh-carbon-budget-sets-a-path-to-a-healthier-cleaner-future/

Transport (c.25% total UK emissions)

	Actions for government	Actions for companies	Actions for consumers
Surface transport emissions 	Introduce climate statutory duty for councils	Sell more electric vehicles	Reduce distance travelled and switch to lower carbon travel where possible
	Sense check road building	Switch to electric cars and vans	C Support Sustrans
	Support walking, cycling and public transport	Reduce distance travelled	C Support the Transport Action Network
		Continue innovating on decarbonising HGVs	C Support Transport and Environment (T&E)
			C Support the Climate and Nature Bill
Annual emissions from aviation 	Halt airport expansion	Replace business travel	Reduce flying where possible
	Frequent-flyer levy	Increase plane efficiency	C Join Friends of the Earth
	Encourage efficiency gains	Plan towards a just transition for aviation industry	C Support Transport and Environment (T&E)
	Aviation tax reform		
Electric car registrations 	EV purchase subsidies	Switch to electric cars and vans	If you need a car, replace it with a fully electric vehicle as soon as possible
	Support rapid rollout of charging infrastructure	Invest in charging infrastructure	CW Support Stop Funding Heat's disinformation work
	Mandatory zero-emission sales targets	C Support the Climate and Nature Bill	

The CCC targets provide a valuable idea of how reductions could be distributed across the impact areas we are looking at. However, see Section 5 for discussion of deeper changes.

More details on each campaign appear in Section 7.

C = campaigns to support

CW = wider political campaigns

See Section 9 for the references for this card.

3.3 Transport report card

Transport accounts for about a quarter of UK emissions, and surface transport emissions are higher than buildings, industry, agriculture, or aviation. But the COVID-19 pandemic highlighted what is possible in terms of rapidly reducing travel emissions, and transport does offer huge opportunities for decarbonising through rapid electrification.

The 2025 CCC Progress Report stated *"Emissions from the surface transport sector fell by 1.9 $MtCO_2$ e in 2024, despite vehicle-kilometres rising. A factor in this change is the uptake of electric vehicles (EVs), slightly reducing emissions from cars, which currently account for 60% of sectoral emissions... Overall, emissions are now 16% lower than in 2008. The uptake of electric cars is having a measurable and rapidly growing effect on emissions".*

We have seen 11% reductions in surface transport emissions since 2019, and require a further 32% reduction if we are to achieve the 2030 target of 69 million tonnes CO_2e. Surface transport alone contributes almost 30% of all UK emissions savings required from now until 2030 in the CCC's Balanced Pathway. Government interventions to improve public transport, walking and cycling options whilst phasing out fossil fuel vehicles and making electric vehicles more accessible will be essential to support this, as highlighted by the UK Health Alliance.

"The pathway laid out by the CCC requires delivery of better public transport and walking and cycling infrastructure that brings the UK closer in line with countries such as Switzerland, Germany and the Netherlands. Achieving this will require more funding and powers for local authorities to deliver the changes needed combined with action to make public transport and active travel more attractive, affordable, and accessible. The pathway sets a target of 7% of current car demand shifting to active travel and public transport over the next decade. Here, long-term clarity is needed on what funding streams will be available to implement plans and additional powers for local areas to deliver an integrated public transport offer". [14]

In order to support this work the CCC recommends that the government publishes guidance for local authorities on what should be covered in local transport plans to enable people to switch to lower-carbon modes of travel.

Cars and electric cars

20% of all car registrations in 2024 were for electric cars; up 4% compared to 2023. However the market share of electric vans did not grow but remained at just over 6%.

The infrastructure to enable more electric vehicle use has seen some progress, with the public infrastructure expanding by more than a third. The 2025 CCC Progress Report stated that *"Public charge point installations increased by nearly 40% last year"* and that the *"average price premium of a new EV fell*

14 https://ukhealthalliance.org/news-item/the-seventh-carbon-budget-sets-a-path-to-a-healthier-cleaner-future/

from 37% in 2023 to 24% in 2024 and trends appear on track to reach price parity between 2026 and 2028."

This is great news as it should make electric vehicles more accessible as a transport option. However reducing planning barriers to installing EV charging points and distributing charging points more evenly across the UK will need to be considered going forwards as currently these pose challenges. London has the highest concentration of charging points (more than double the number of chargers per capita compared to any other regions of the UK) and rural areas are underserved. It's also currently cheaper to charge at home than at public charging points, which makes it tricky if parking at your home is not an option.

Despite increased electric car sales, the data on car emissions appears to show a slight increase of around 3% in 2024 compared to 2023, suggesting some sort of rebound effect. Increases in car travel (whilst electric vehicles still make up a small percentage of car travel overall) may be behind this, with car-kilometres per capita increasing by nearly 1% in 2024.

The CCC 2025 Progress Report stated that *"The emissions saving from electric cars has been rising rapidly over recent years, with a compound annual growth rate of 48% since 2022. Approximately half of emissions savings in 2024 were due to new vehicles registered in the previous two years. The year-to-year impact of electric cars is still relatively small, with annual savings in 2024 equating to only 3% of total sectoral emissions. However, continuation of the exponential trend observed over recent years should see this technology emerge as one of the biggest sources of emissions reductions by the end of the decade."*

Despite moves in the right direction, sales of both electric cars and vans will need to increase rapidly in order to achieve targets around surface transport emissions. Reducing demand for private car travel in the first place will also need to play a role. Ethical Consumer believe that reducing car demand is crucial alongside switching to electric vehicles, because they have problems of their own due to the materials and energy needed to create them. This will require government interventions to make other transport options more attractive and accessible – including public transport, car share options, walking and cycling.

Aviation

Emissions from aviation increased by around 9% from 2023 to 2024 which is starting to match pre pandemic levels. A growing demand for international travel currently poses a significant threat to UK carbon emissions targets and must be addressed.

Ethical Consumer still believe the target for reducing aviation emissions could be much more ambitious, and inequalities around who travels should be considered. In the UK around 15% of people take 70% of all flights and around 50% of people do not engage in air travel at all. [15]

15 www.sciencedirect.com/science/article/pii/S2214367X21000466 https://neweconomics.org/2021/07/a-frequent-flyer-levy

The amount of sustainable aviation fuel used as a proportion of all jet fuel used in the UK in 2024 also saw an increase from 0.7% in 2023 to 2.1% in 2024, but this must increase rapidly to reach the 10% required by the UK SAF Mandate by 2030.

The 2025 CCC Progress Report stated: *"The Government's 2022 Jet Zero Strategy (JZS) and CBDP, and the Seventh Carbon Budget Balanced Pathway all require emissions to stay flat and start decreasing slowly over the rest of the decade. Limiting emissions in this way will be difficult if passenger numbers increase without sufficient counterbalancing uptake of low-carbon solutions. The most significant driver of aviation emissions since 1990 has been rising demand for international flights, particularly leisure. Aviation emissions now contribute a greater share to the UK emissions total than the electricity supply sector. This stands in stark contrast to the situation in 1990, when aviation emissions were ten times lower than emissions from electricity, and close to half their current level."*

The CCC lays out a number of recommendations for the UK government to address rising aviation emissions. This includes developing and implementing policies that require companies to take responsibility for their actions to achieve net zero by 2050; ensuring the cost of flying considers the cost of decarbonising aviation and addressing non-CO_2 effects; using more sustainable aviation fuel, developing lower carbon aviation technologies, offsetting and managing demand.

It also previously recommended that the UK should stop airport expansion without a UK wide capacity management framework. *"After a framework is developed, there should be no net airport expansion unless the carbon intensity of aviation is outperforming the Government's emissions reduction pathway and can accommodate the additional demand."*

Despite this recommendation, further airport expansion applications are still under consideration to accommodate continued growth. Supporting campaigns that challenge this expansion plays an important role in holding the UK government and corporations accountable. For example, Friends of the Earth has links to various airport campaigns, as well as local groups around the country. [16]

16 https://friendsoftheearth.uk/climate/stop-airport-expansions

See Ethical Consumer website for:

Shopping guides to:

Travel Booking

Cars and electric cars

Bikes & Electric bikes

Articles on:

Climate action: 10 steps to choosing electric vehicles

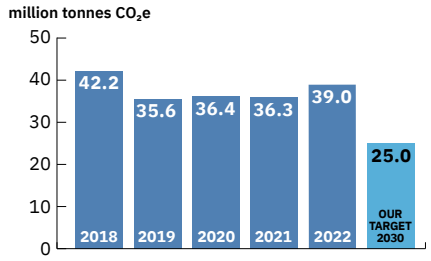
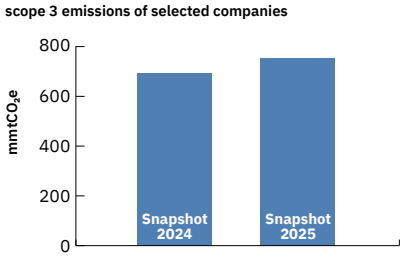
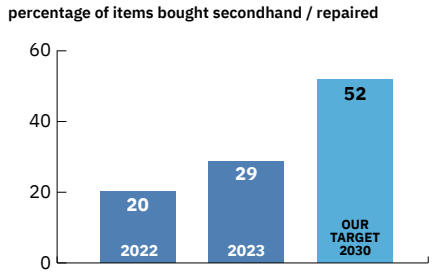
Climate action: 10 Steps to drive and fly less

Carbon impacts of different type of travel

An end in sight for fossil-fuelled motoring

Can car sharing be part of a different transport future?

Selected Consumer Goods (c.10% total UK emissions)

	Actions for government	Actions for companies	Actions for consumers
Clothing, furnishings & electricals 	Collaborate on carbon pricing internationally	Decarbonise supply chains	Try to reduce overall consumption
	Invest in more timely data collection	Design lower impact product lines	C Support Fashion Revolution
		C Support the Climate and Nature Bill	
Supply chain emissions global 	Require supply chain (scope 3) emissions reporting annually	Report supply chain emissions annually	Choose brands reporting supply chain emissions
		Reduce in line with Paris goals	C Subscribe to Ethical Consumer
		C Subscribe to Ethical Consumer	C Support the Climate and Nature Bill
Consumer repair and re-use 	Extend repairability obligations	Design for repairability	Choose second hand products and repair
		Price spare parts fairly	C Support the Restart Project
		C Join the Wellbeing Economy Alliance	CW Support our campaigns for wider political reform

The CCC targets provide a valuable idea of how reductions could be distributed across the impact areas we are looking at. However, see Section 5 for discussion of deeper changes.

More details on each campaign appear in Section 7.

C = campaigns to support

CW = wider political campaigns

See Section 9 for the references for this card.

3.4 Consumer Goods report card narrative

Carbon footprints of clothing, furnishings and electrical goods

Government (DEFRA) statistics show a 7.4% decrease in the carbon footprint of UK consumer goods consumption as a whole from 2018 to 2022. Given that the target is for a 40% decrease over ten years, this is not fast enough. In addition, the graphs show the figures moving in the wrong direction since 2019.

Supply chain carbon reporting

Of the 40 consumer goods companies whose supply chain emissions reporting we track, the number comprehensively reporting has decreased (see **Appendix**). Of those that did report, their collective emissions have also gone up if we compare their latest reporting to the previous year.

Consumer repair and re-use

Although it is an approximation, when the data for repair and reuse is combined, it seems to show a fairly significant increase from roughly 20% to 29% of spend, that is not going on new items. It's likely that the rising cost of living is playing a major role in this. If the rate of increase is true then we are on track for meeting the target for this area by 2030.

As inequality is a theme we are looking at in this year's report, it is worth considering that much of this positive development may be being driven by the less well off.

See Ethical Consumer website for:

Shopping guides to:

Ethical Clothing Brands

Fridges and freezers

Dishwashers

Technology guides and features

Articles on:

Climate action: 10 steps to choosing sustainable brands

Climate action: How to increase repairing, upcycling and buying second-hand

How to buy secondhand furniture and recycle old furniture

The carbon cost of clothing

10 tips to turn your back on fast fashion

Is there plastic in my clothes?

How to buy second-hand clothes, and repair and upcycle clothing

Recycling, repairing and reusing electrical goods

Buying refurbished and second hand tech

Environmental issues in the tech industry

Libraries of Things Directory

4. Our research for the Consumer Goods impact area

Because the CCC is concerned with the UK's 'territorial emissions' it does not advise on, or track against, targets for the UK's consumption emissions related to imported consumer goods.

We have therefore, as in previous Climate Gap reports, created our own targets for this section of the report.

(a) Carbon footprints of clothing, furnishings and electrical goods

Ktonnes CO_2e	2018	2019	2020	2021	2022	Our target for 2030
	42,173	35,559	36,434	36,316	39,047	25,045

Overall the DEFRA data used here shows a 7.4% decrease in the carbon footprint of UK consumer goods consumption as a whole from 2018 to 2022. Given that the target is for a 40% decrease over ten years, this is not fast enough. In addition, the graphs show the figures moving in the wrong direction since 2019.

With the time delay in reporting these figures, the most recent year we are looking at is 2022. This was the year the outbreak of the Ukraine war sent electricity prices skyrocketing and, combined with Liz Truss's premiership, the UK entered recession for part of the year. However with the previous year (2021) still being affected by Covid lockdowns, it is likely that much of what we are observing in the year to year emissions growth is simply business returning to some kind of normality.

When we came to repeat this year's research, we also found that there had also been a major change in the approach that DEFRA uses to calculate the numbers we use in this section. Many of the figures we'd used in previous years had been restated to give a much higher estimate of carbon impacts from all the areas we looked at. This meant that we also needed to restate our own calculated target for reduction by 2030.

We contacted DEFRA to ask why this was and they said: *"This year has seen a necessary methodological switch in where we source trade data from. Now, for the years 2015 onwards, we source trade data from FIGARO. FIGARO has a slightly different sectoral structure which means that the emissions factors for certain sectors look different to previous releases. This may be due to issues around aggregation (we may have to assume a similar production structure for several similar sectors where FIGARO lacks detail) or it may be that the sector definitions used by Eurostat (the makers of FIGARO) differ to those definitions used in EXIOBASE (the previous source)."*

The detailed (new) data that DEFRA has published, and that we have used for our calculations in this section, appear in the table below.

Ktonnes CO_2e	2018	2019	2020	2021	2022
Clothing	11,296	9,977	9,312	7,783	10,049
Footwear	1,523	1,380	1,256	1,090	1,178
Furnishings, carpets etc	12,093	10,404	10,612	11,101	11,266
Household textiles	5,966	5,016	5,353	5,016	4,517
Household appliances	4,745	3,776	4,057	5,031	5,155
Telephone and telefax equipment	1,718	1,306	1,393	1,243	1,558
Audio-visual, photo and info processing equipment	4,831	3,701	4,452	5,050	5,324
Total for Graphs	**42,173**	**35,559**	**36,434**	**36,316**	**39,047**

Restated Target: 40% reduction since 2019 = 25,045Kt

(b) Supply chain carbon reporting

In this section we track comprehensive global annual Scope 3 emissions reporting at major consumer brands. Each year we have looked at the same selection of 40 of the largest consumer goods companies (clothing, furniture, electricals and household) operating in the UK.

For the last four years we have seen an increase in the number of brands reporting, but this year it has not just stagnated, but decreased, from 32 to 27.

BSH (Bosch) and SCS which had previously reported, appeared to be delayed, and Miele only reports every two years.

JD Sports was reporting but appeared to be using a different methodology year on year without restating previous figures.

Whirlpool, Frasers Group, TK Maxx, Dreams, Furniture Village, Oak Furniture Land and Poundland were still incomplete. Argos and John Lewis were also found this year to be incomplete.

The 2025 update from the Corporate Climate Responsibility Monitor (CCRM), by NewClimate Institute and Carbon Market Watch also found that corporate emissions disclosures remain largely incomplete and inconsistent, which makes it difficult to track trends. [17]

Until now we have tracked the percentage of the 40 companies that were reporting, with a target of 100% by 2025. This target has not been met. We stated that in 2025 we would move to tracking the decline (if any) in the collective reported emissions of these 40 companies between 2025 and 2030. Unfortunately the latest reporting suggests an increase in emissions year on year.

17 https://carbonmarketwatch.org/campaigns/carbon-removal-2025-corporate-climate-responsibility-monitor/#findings

(c) Consumer repair and re-use

% of items bought second hand or repaired	2022	2023	Our target: 2030
	20%	29%	52%

Although data quality in this section remains a concern, when the data for repair and re-use is combined, it seems to show a fairly significant increase from 20% to 29% of all items bought. It's likely that the rising cost of living is playing a major role in this. If the rate of increase is true then we are on track for meeting the target for this area by 2030.

As inequality is a theme we are looking at in this year's report, it is worth considering that much of this positive development may be being driven by the less well off. In Ethical Consumer's shopping guides we tend to recommend repair and secondhand most of the time. We are not convinced that brand new products on the whole perform better than older ones so there should be little detriment in making these choices.

Generally speaking, buying secondhand and repairing is a win-win for both the purse and the environment, which is not always the case with other ethical choices. More effort should be made in promoting, tracking and celebrating it. It can also make an important contribution to the kind of degrowth that we are arguing is needed.

Secondhand

Our data appears to show the proportion of goods being bought secondhand increasing slightly from 16.74% of all products in our 2024 report to 17.98% in this year's report.

With no reliable new data on second-hand clothing sales this year, most of the increases we were able to observe were in the number of electrical goods being bought second hand or repaired. The Global Market Insights research report we used explained it this way: "Due to the current cost of living crisis, many consumers are looking for cheaper options which makes refurbished electronics appealing. Also, growing concern for the environment is impacting market growth." [18]

Secondhand 2025	New sales	Secondhand sales	Proportion %
Clothes (tonnes) 2022	1,420,00	276,000	19.44
Electricals (£) 2024	23,410,000,00	6,390,000,000	27.30
Furniture (£) 2023	11,560,000,000	832,048,000	7.20
Average			17.98

18 www.gminsights.com/industry-analysis/europe-second-hand-electronic-products-market

Repair

Similar to the apparent surge in buying secondhand electricals, the data for repair seems to suggest that the big changes year on year were around repair of electrical goods. This appeared to increase from 7% of all goods (by value) to 32%.

There were some changes to the way the data was reported which may be having an effect, but these are unlikely to be responsible for such a big change on their own. As with second-hand purchasing it is likely that cost of living will be the main driver too.

Repair 2025	New sales	Repair Revenue (2023)	Proportion %
Clothes	n/a	n/a	
Electricals (£) 2023	23,410,000,000	7,562,300,000	32.30
Furniture (£) 2023	11,560,000,000	220,000,000	1.90
Average			17.10

5. Making sure the targets still make sense

(a) The UK's Seventh Carbon Budget

The CCC reports annually to Parliament on the UK's progress in reducing its carbon emissions against a series of pre-set targets. We use these annual reports as a key element of our own Climate Gap reports.

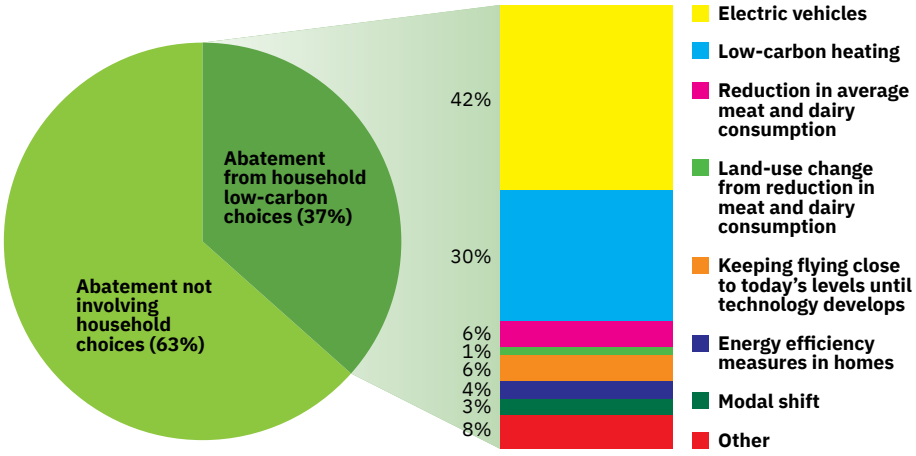
Every five years or so, the CCC also reviews the UK's 'carbon budgets' in the light of changes that have happened in the intervening period. They then recommend new targets in a 'balanced scenario'.

In July this year, at a time of great political upheaval around the world, the CCC published its Seventh Carbon Budget.

Amidst all this chaos, the Seventh Carbon Budget is a thing of great wonder. It is 394 pages (or 20 megabytes) of carefully-reasoned, practical, detailed, scientific thinking addressing the need to reduce the UK's carbon emissions across all industries and households in the UK.

If, like many environmentalists, you're inclined towards climate doomerism from time to time, it is a heartening (if complex) read. Below is one of its excellent charts which help to explain the role of consumer choice (37%) in the wider carbon reduction plan.

Figure 8.1 Emissions reduction in 2040 that relies on household low-carbon choices



Description: A third of the emissions reduction in 2040 is due to household low-carbon choices. The most significant of these in terms of emissions reduction are switching to electric vehicles and switching to low-carbon heating systems. The other actions are an average reduction in meat and dairy consumption, keeping flying close to today's levels, energy efficiency measures in homes, modal shift, and 'other' (which includes a range of smaller household measures).

Source: Climate Change Committee (CCC) analysis.

Notes: (1) This only includes the emissions reduction directly associated with household low-carbon choices. For example, shifts to electric vehicles by businesses are not included, nor are changes that affect households (for example, construction of energy infrastructure) but are not driven by a household choice. (2) 'Other' includes smaller measures: reducing waste, recycling, energy-saving practices in homes, switching to energy efficient household appliances, household resource efficiency measures, and speed limiting. (3) The charts show the proportion of emissions reduction in 2040 relative to the baseline.

(b) Flaws in the plan

Having said all this, it is our role as journalists to cast a critical eye over the work of our institutions and, for us, some of the flaws we have drawn attention to in earlier Climate Gap reports appear to remain unresolved.

(i) Reducing consumption emissions from imported goods are still not part of the plan

As we've discussed previously, the CCC argues that if other countries (such as China) follow their own net zero plans, then we need not be concerned about reducing the emissions of our imported clothes and electronics here. While there is a logic to this, watching climate deniers in the White House undo climate interventions in the USA shows the riskiness of adopting this approach.

In fairness to the CCC it does say:

"Emissions from imports constitute a significant part of the UK's contribution to climate change. Alongside carbon budgets covering territorial emissions, the Government should introduce a non-legally binding benchmark against which emissions from imports can be monitored and should identify priority sources and policy levers to reduce imported emissions."

"Collaborating to reduce supply chain and imported emissions (see Section 10.3), and UK-based businesses acting to reduce emissions across their whole value chain (see Section 9.2.1), can also help support emissions reduction internationally."

"Food and agricultural products are the single largest source (21%), with industrial products also contributing significantly. Transport products and services make up 15%, highlighting that the UK's imported emissions are generally from the embodied carbon in imported goods, rather than their transportation."

"Since our previous review of the UK's imported emissions in our 2020 Sixth Carbon Budget advice, there have been a number of contextual changes and developments in this area. These include the move towards targets and benchmarks on consumption-based emissions by some countries including France, collaborative agreements between trade partners (such as Just Energy Transition Partnerships), and unilateral measures, such as the EU and UK's carbon border adjustment mechanisms (CBAMs) and the US's Inflation Reduction Act. This new context has implications for the UK's approach to managing its emissions from imports."

"A benchmark on emissions from imports would place the UK among the leading countries in this area globally. France has committed to setting indicative carbon budgets on consumption-based emissions in their upcoming National Low-Carbon Strategy (SNBC3). Sweden's Ministry for the Environment has also consulted on a consumption-based emissions target, proposed by the Cross-Party Committee on Environmental Objectives, although the target itself has not yet been set. Denmark and Norway have received recommendations to set consumption-based emissions targets or benchmarks from their climate change advisory bodies."

We urge the UK to keep up with France and the Nordic countries in this regard.

(ii) The problem of carbon removals

We repeat each year that the projected net zero scenarios include carbon removal technologies which are both unproven and would cause problems of their own. As of the Seventh Carbon Budget published in 2025, the CCC's updated Balanced Pathway is now less reliant on engineered removals, but they still contribute 6% of emissions reduction by 2040, increasing from then on to deliver the savings required to reach Net Zero.

(iii) Reviewing targets in the light of the UK's 'fair share' emissions allocation

The organisation Climate Action Tracker looks at 32 major governments around the world and rates the credibility of their net zero plans. Its approach includes the concept of a 'fair share range' for each country's contribution to global climate targets, constructed from the range of fairness estimates found in published scientific literature, which include assessments of a country's historic responsibility and current capability. In its latest update (November 2024) which looked at the UK's 2035 NDC (Nationally Determined Contribution) target, the UK is still rated as insufficient overall.

The UK's approach to climate finance is rated as Highly Insufficient. The Tracker recommends the UK should *"increase the climate finance it provides for developing countries in order to facilitate substantial emission reductions internationally, and ultimately communicate this as part of its final NDC."*

Last year we stated that it would be good if the CCC could explicitly acknowledge these reflections and either amend its recommended approach in the Seventh Carbon Budget in 2025, or explain why it did not agree.

Although Climate Action Tracker has not yet formally reviewed the Seventh Carbon Budget, our initial reading of it is that these issues remain.

The Seventh Carbon Budget states in its key messages that *"The Balanced Pathway represents a fair and ambitious contribution to global efforts to tackle climate change"*. It is not exactly clear what it means by use of the word 'fair'.

It states also that *"UK domestic emissions reduction should be complemented by strong contributions to international efforts, supporting global action on climate through all available avenues"*, and elsewhere in the report that *"The Government should also set out an ambitious and fair contribution to the new global climate finance goal agreed at COP29"*, and that *"Setting a benchmark on emissions from imports would strengthen the case to leverage [climate finance] to support the decarbonisation of low-income trade partners"*.

(c) Risk and uncertainty

The CCC's reports talk a lot about risk and uncertainty. For example, they point out (slightly worryingly) that only 38% of the UKs targets currently have credible plans to achieve them in place, whilst the others carry either some risk, significant risks or lack plans at all. [Progress Report p17]

If, for example, you have an important long distance train to catch, you do not normally plan to arrive at the station with one minute to spare. You set off in good time because of the uncertainty that the journey to the station will be delayed by unforeseen events.

To mix a metaphor, what the CCC's Seventh Carbon Budget appears to be is an excellent plan to get to net zero with a couple of minutes to spare. With the great uncertainties out there of other nations being unable (without financial help) or unwilling (because of climate denial) to meet their own targets, might it not be better to set more ambitious targets here?

One other critical uncertainty is the possible election of a climate-denying government in the UK. At the time of writing, this does not look as unlikely as it once did.

It is difficult for the CCC to stray into party political territory. For us it is less so. In our own fifth report we call for the CCC and government:

- to identity and address climate denial as part of the problem
- to identify and address the role of political reform as a necessary part of a carbon reduction programme (see **Section 7**)
- to take ideas around degrowth seriously (see **Section 5.2**).

5.1 The quality and timeliness of data

In the introduction to this report we noted that "the quality, timeliness and consistency of data continues to be a problem, which makes it tricky to draw conclusions and to confidently track progress against climate targets."

This continues to be a constant refrain of our reports, and so we have updated a table that illustrates the reality of the problems we all face trying to understand, let alone manage down, the consumer carbon emissions of the UK in a timely and urgent way.

Out of date data acts as a barrier to timely and informed interventions.

Latest Data Available	2022	2023	2024	2025 (Monthly)	2025 (Hourly)
Meat consumption			●		
Dairy consumption		●			
Food waste	●				
Residential heating CO_2 emissions			●		
Heat pumps installed			●		
Proportion (%) of homes with cavity wall insulation	●				
Emissions from cars			●		
Emissions from aviation			●		
Electric car registrations			●		
Consumer goods CO_2 emissions	●				
Supply chain emissions reporting			●		
Consumer reuse and repair		●			
Inflation				●	
GDP				●	
FTSE Share Prices					●

This table above shows issues around timeliness, but does not capture issues around data consistency and the consequent discrepancy between different available data sets, such as around meat consumption. This also adds to confusions and inability to track progress easily. Where the DEFRA Food Family dataset indicates reduced meat consumption during the pandemic years, The OECD data set suggests increases in consumption for example.

In an ideal world, we might combine online monthly questions across all twelve areas to a large representative consumer panel (such as that operated by Kantar), with monthly ONS updates of sales and economic data in key areas.

We know that factors such as 'make the right choice the cheapest option' and 'do first, tell second' can deliver consumer behaviour change on ethics at scale. With monthly data, interventions can be checked for impact and refined and improved over short time periods, helping to deliver the kind of change at the pace we need when we are in 'emergency mode'.

5.2 Growth and degrowth

In our 2023 report we focussed a lot of attention on the increasing number of voices arguing that the kind of changes needed to reduce emissions effectively would be impossible in a world with infinite economic growth.

Ethical Consumer's own annual conference was themed on degrowth in 2024 following publication of our 2024 Climate Gap report, and was sold out. We wrote a report on this conference in issue 212 of our print magazine.

This year the varied calls to address the climate crisis by shifting economies from their dependence on growth have continued.

As we finalise this report in September 2025, people are gathering in Spain for a Beyond Growth conference – for a new economic model based on the care of people and the planet – and a Next Economies Summit in Istanbul – to address the root cause of the climate, biodiversity, and social crises, our current economic system. [19] [20]

The Transnational Institute (TNI) is also launching a free six-week online course on post-growth thinking in the interests of ecological survival, titled Cities Beyond Growth. They will be addressing some of the same focus areas as this report – food, transport and energy – as well as digitalisation, democracy, and care. [21]

And researchers are continuing to develop new models and narratives for post-growth scenarios we could be working towards to address the climate crisis. [22]

England is catching up with the rest of the UK by launching a WeAll (Wellbeing Economy Alliance) hub, and the wider WeAll network is planning a week of action to 'Reclaim the Economy' at the end of January 2026. [23] [24]

We will continue to report on developments in this area in the Climate Gap column on the Campaigns page of Ethical Consumer magazine.

19 https://weall.org/es/beyondgrowthespana

20 https://nexteconomies.net/

21 www.tni.org/en/event/cities-beyond-growth

22 https://framaforms.org/call-for-contributions-mapping-seeds-of-transformative-change-for-a-post-growth-future-1749833645

23 https://weall.org/hub/england

24 https://docs.google.com/presentation/d/1nB636j9SguLZD79vkeo0pyILKJs9r_NayGwzJ1YMTpM/edit?slide=id.g34a634d785b_0_0#slide=id.g34a634d785b_0_0

6. Consumer climate emissions and inequality

(a) Inequality in the UK

In this fifth iteration of our annual report we've decided to add a section on inequality, which can sometimes feel peripheral to the debate on meeting climate goals.

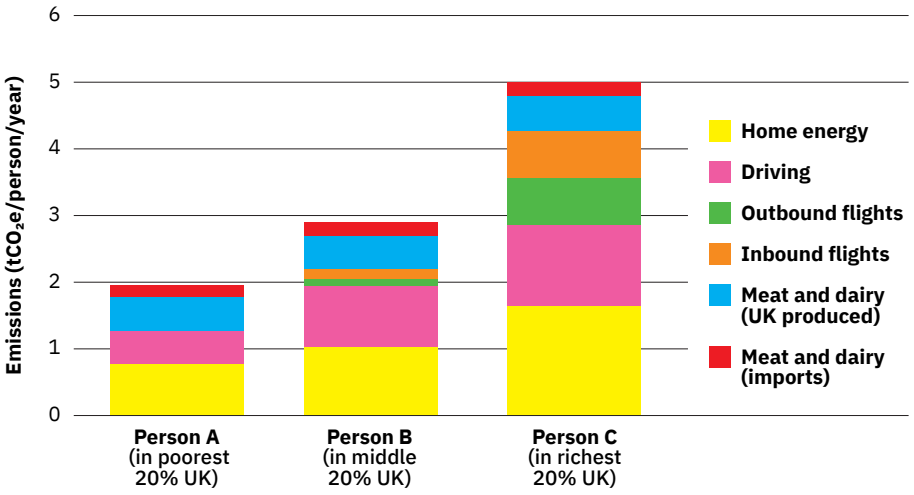
We begin by reproducing a chart from the CCC's Seventh Carbon Budget. Neatly sidestepping the language of social class, they have modelled three types of UK consumer and their carbon impacts.

Person A — 'lowest income quintile' (poorest 20%)

Person B — 'median income quintile' (middle 20%)

Person C — 'upper income quintile' (richest 20%)

Figure 8.2 Estimated current emissions from home energy, driving, flights, and meat and dairy consumption of three illustrative individuals



Description: Emissions vary by individual. If we take three illustrative individuals with energy use and activities typical of the lowest income quintile (Person A), of a median income quintile (Person B), and the upper income quintile (Person C), we see that for all three, emissions from home energy use, driving, and meat and dairy consumption are a significant source of individual emissions. A large variation in individuals' emissions is driven by frequency and length of flying, with Person A not flying at all and Person C flying four times per year.

Source: CCC analysis.

Notes: (1) This does not show the full emissions of individuals as emissions from other sources are excluded. (2) Emissions are estimated based on published data of activity levels across income groups. They are not based on total household emissions in the UK and are intended to be illustrative. (3) We show three illustrative individuals with energy use and activities typical of the lowest-income quintile (Person A), a median-income quintile (Person B), and the highest-income quintile (Person C). They each have gas boilers, drive petrol cars, and consume meat and dairy. Person A does not fly, Person B takes one return flight a year to Spain, and Person C takes four return flights a year (three times within Europe and one long haul outside of Europe). (4) Emissions from inbound flights and meat and dairy imports are not included in the UK's carbon budgets, but still contribute to international emissions. (5) In the Balanced Pathway, household low-carbon choices will generally reduce the emissions from home energy use and transport to zero. A portion of emissions will reduce from meat and dairy consumption.

The CCC's modelling shows that the richest 20% of people in the UK have more than double the annual carbon impact of the poorest 20%.

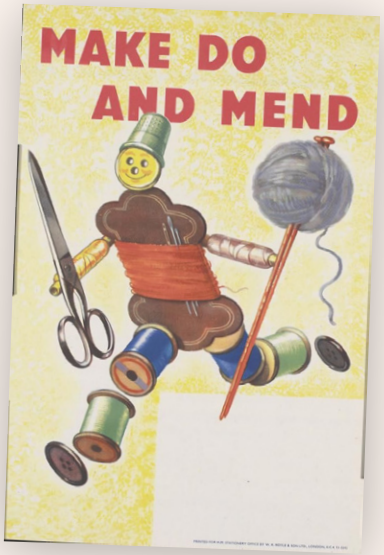
Our observations over five years of tracking changing impacts also confirm the strong (and also obvious) links between poverty and reducing emissions. The reduction in carbon emissions from home heating following the energy price rises in 2023 show carbon emissions moving the right direction (down) for the wrong reasons (people can no longer afford to heat their homes adequately). There is likely to be a similar link between buying second hand and repairing consumer goods.

(b) Inequality globally

Similar observations have been made for the last several decades over the even wider inequalities between rich 'western' consumer impacts and others mainly in the global south. The BBC reported in 2021 that:

"The world's wealthiest 10% were responsible for around half of global emissions in 2015, according to a 2020 report from Oxfam and the Stockholm Environment Institute. The top 1% were responsible for 15% of emissions, nearly twice as much as the world's poorest 50%, who were responsible for just 7% and will feel the brunt of climate impacts despite bearing the least responsibility for causing them." [25]

(c) What to do about it?



(i) Celebrate lower-carbon lifestyles

Repairing, sharing and buying secondhand can help make important impact reductions without diminishing quality of life. If these are looked up to (e.g. the BBC programme Repair Shop) rather than down upon (e.g. the E4 programme Made in Chelsea) then aspirations can change and everyone benefits.

(ii) Use incentives intelligently

If we tax undesirable things from a carbon point of view (like frequent flying or heavy SUVs) and use that income to subsidise desirable things (like insulation in the homes of the poorest 20%) that can have a triple impact because it reduces inequality slightly too.

25 www.bbc.co.uk/future/article/20211025-climate-how-to-make-the-rich-pay-for-their-carbon-emissions

(iii) Sell the benefits to everyone of the right kind of transition

The CCC Seventh Carbon Budget identifies three:

- Decarbonising transport and other industries can reduce air pollution inequality
- Home energy efficiency measures and reducing energy bills can reduce fuel poverty inequalities
- New jobs and industries created by the Net Zero transition provide an opportunity to remove existing barriers to workforce entry

But there are others:

- Localised neighbourhoods where walking and cycling are safer can improve health
- Lower carbon diets can have good health outcomes too
- A less chaotic future with a more stable climate benefits all future generations to come.

(iv) Don't ignore global inequalities when setting targets

This issue is now very much in the centre of COP (the United Nations Climate Change meetings) negotiations. It was covered in more detail in Section 5b of our 2024 Climate Gap report where we also discussed the work of Climate Action Tracker on 'fair shares', also mentioned in Section 5b(iii) of this report.

(v) Keep talking about it

These are difficult issues, not made easier by being peripheral to the debate. Celebrating lower carbon lifestyles, for example, swims against the current of the UK government's focus on economic growth.

There are, in addition, well documented links between the spread of climate misinformation and wealthy groups looking to disrupt attempts to address their lifestyles and status.[26] The similarities between these groups and their agendas and those of far right parties emerging around the world are not coincidental.

26 See e.g. Naomi Klein (2014) *This Changes Everything*

7. Direct political campaigns to support

In the 2022 Climate Gap report we wrote at length about how it was now widely recognised that reducing individual impacts would not be enough to create the required consumer carbon emissions reductions quickly enough, and that consumers also needed to consider political engagement at the same time.

We therefore introduced a 'top five political actions for consumers' in each of the four impact areas of our climate gap report: Food, Heating, Transport, and Consumer Goods. As in previous years, we've reproduced short descriptions of them and contact details again for convenience. More information about why we chose the ones we did appears in the 2022 report.

In 2023 we introduced the notion that, because of the problems we were having with Conservative party leadership on climate change, companies needed to think about joining in with campaigning too where appropriate.

The Climate and Nature Bill, for example, welcomes corporate supporters. Where it is clear to us that corporate members are welcomed in a campaign we have put a 'CORP' icon next to them in the list below. Some campaigns also appear under actions for companies in the report cards earlier in this report.

We would also recommend that companies look specifically at joining Business Declares, as we are doing at Ethical Consumer: 'A quiet but powerful gathering of stakeholders, professionals and people in business, to show business support for government action on climate and nature.' [27]

In 2023 (at p33-34) we also considered the idea that, in the light of the 'governance' issues underlying a failure to act proportionately to the climate crisis, campaigning for wider political reforms might need to be part of the bigger picture too.

We listed six organisations or projects worth supporting in this space which are listed at the end of this section.

27 https://businessdeclares.com

Food

Reducing food consumption emissions in the UK – top five political actions for consumers.

1. Support the Climate and Nature bill, which aims to require the UK government to systematically address all consumption (and other) impacts according to the best available science.

www.zerohour.uk CORP

2. Support 'Sustain' (an alliance of organisations) working together for a better food system. Amongst other things they work on: future trade deals, public procurement and agricultural policy.

www.sustainweb.org/get-involved/ CORP

3. Support 'Foodrise' (formally known as 'Feedback'), a charity campaigning for food system transformation for climate, nature and justice. They work on (amongst other things) mandatory food waste reporting and gleaning.

foodrise.org.uk/about-us/act-now CORP

4. Join the Vegan Society, which campaigns for more plant options on menus, for more plant options to be 'procured' into public institutions, and on agricultural policy too.

www.vegansociety.com/take-action/campaigns/climate-emergency

5. Support Animal Rising for non-violent protest action to speed the transition to a plant-based food system.

www.animalrising.org

Heating

Reducing home heating emissions in the UK – top five political actions for consumers.

1. Support the Climate and Nature bill, which aims to require the UK government to systematically address all consumption (and other) impacts according to the best available science.

www.zerohour.uk CORP

2. Join United for Warm Homes, a Friends of the Earth project to support people to set up local campaigns in their own communities.

unitedforwarmhomes.uk/

3. Support the Great Homes Upgrade – A similar campaign to the above, from the New Economics Foundation with a toolkit for actions supporters can take locally.

greathomesupgrade.org/

4. Support Fuel Poverty Action – This campaign works with trades unions, pensioners groups, disabled campaigners, tenants' organisations and others on the frontline of fuel poverty, to use protest and direct action to fight for warm, well-insulated homes and clean and affordable energy, under the control of people and communities, not private companies.

www.fuelpovertyaction.org.uk

5. Support Just Stop Oil – A high profile non-violent direct action campaign, whose name says it all.

juststopoil.org

Transport

Reducing transport emissions in the UK – top five political actions for consumers.

1. Support the Climate and Nature bill, which aims to require the UK government to systematically address all consumption (and other) impacts according to the best available science.

www.zerohour.uk CORP

2. Support Transport & Environment (T&E), a Europe-wide coalition of environmental groups campaigning for a zero-emission mobility system.

www.transportenvironment.org

3. Join Friends of the Earth, which has been a key player, along with other groups, opposing airport expansions, and arguing for a frequent flyer levy and aviation tax reform.

friendsoftheearth.uk/climate/airport-expansions

4. Support Sustrans, a high profile national charity promoting walking and cycling.

www.sustrans.org.uk/ CORP

5. Support the Transport Action Network, which supports local groups to fight cuts to bus services and to oppose damaging road schemes.

transportactionnetwork.org.uk/

Consumer Goods

Reducing consumer goods emissions in the UK – top five political actions for consumers.

1. Support the Climate and Nature bill, which aims to require the UK government to systematically address all consumption (and other) impacts according to the best available science.

www.zerohour.uk/ CORP

2. Subscribe to Ethical Consumer – (yes we know) because we use our publishing to pressurise companies to report Scope 3 emissions emissions and to design coherent carbon reduction plans. We can help purchasers identify those that do well too.

www.ethicalconsumer.org CORP

3. Support the Restart Project which is campaigning for an enhanced Right to Repair law in the UK, along with other demands such as national targets for repair and reuse.

therestartproject.org/right-to-repair/

4. Support Fashion Revolution. Originally focussed on workers' rights in fashion supply chains, it is now a global movement focussing on sustainability and carbon too. It runs Fashion Revolution week globally in April, as well as 'mend in public day' and has lots of repair tips too.

fashionrevolution.org

5. Join the Wellbeing Economy Alliance (WEAll) – from degrowth to zero carbon procurement, WEAII is a new global network of organisations working to transform the economic system.

weall.org/about CORP

Wider Political Reform

Reforming the voting system

The Electoral Reform Society has been fighting for proportional representation and a better functioning democracy in the UK since 1884. It is a democratic membership organisation welcoming individual members and has successfully campaigned for the use of proportional representation in Scottish, Northern Irish and Welsh elections.

www.electoral-reform.org.uk/

Reforming political finance

Although Transparency International works on corruption around the world it has a UK chapter with a specifically 'money and politics' topic area.

Within this, it 'aims to end the corrupting influence of big money in UK politics and to instil integrity into the conduct of those in public office.'

It has a Friends of TI UK programme for supporters to engage with its work and networks.

www.transparency.org.uk/

Addressing climate disinformation

Stop Funding Heat is a spin off organisation from Stop Funding Hate. It is 'concerned at the way newspapers, news sites and online platforms spread climate lies in the pursuit of sales, clicks or vested interests'. By alerting brands to problem content they may decide to disassociate from, they can make climate disinformation less profitable for publishers. Supporters can help them identify problem content and much more.

stopfundingheat.info

The Conscious Advertising Network (CAN) is a not-for-profit coalition of more than 180 advertisers, agencies and civil society groups, all working together to embed human rights within commercial and political decision making in relation to advertising.

www.consciousadnetwork.com

Protecting the right to protest

In May 2023 the Public Order Bill became law in the UK. The bill further restricts people's fundamental rights to peaceful protest. Amongst the groups campaigning for its repeal are Amnesty International.

www.amnesty.org

Liberty is another group working in this area. It says: 'There is a democratic crisis in the UK. The Government are shutting accountability in Parliament, through the courts, on the streets and in civil society. Help Liberty keep these avenues of accountability open so we can all stand up to power.'

www.libertyhumanrights.org.uk

8. Consumer intentions

In the four previous iterations of the Climate Gap report we have looked at and highlighted recent surveys which shed light on consumer willingness to take each of the actions identified in the report. We have chosen to remove this from the summary report card in this 2025 Climate gap report due to difficulties in comparing data year on year, but include our findings below. In addition, although consumer intention is important to consider, behaviour change on a large scale requires easy access to the infrastructure and skills needed to change behaviour and for this to become normalised. Intention perhaps is not as important as it just being easy to live a lower carbon lifestyle.

Which? 2024 sustainability report

Which? published a 2024 Sustainability Report that showed progress stalling around the desire of consumers to take action too. “One in five adults are Low Emitters (18%), taking significant steps to reduce their environmental impact, and more than half the population (52%) are Small Adjusters, taking smaller steps in this direction, and are open to further changes in the future. However three in ten (30%) are High Emitters who haven’t yet taken any significant steps to curb their environmental impact, and do not intend to do so in the future”. [28]

The report also stated that “A high proportion of consumers remain concerned about climate change (76%) and feel responsible for reducing their impact on the environment (81%)”.

Despite this, there are common barriers they face that make more environmental choices around home energy, transport and food tricky. These included cost, a lack of choice, a lack of information or practical constraints and concerns around the capability of current technology.

IPSOS 2024 Earth Day report

Since the 2024 Climate Gap Report IPSOS has released a 2024 Earth Day report which analyzes attitudes to climate action globally, across 33 countries. One finding highlighted is that despite awareness improving “globally, people continue to misjudge which household actions would have the most impact on reducing their carbon footprint. People overestimate the effectiveness of low impact actions such as recycling”.

In addition, the report notes a growing sense of apathy amongst millennial and Generation Z men compared to older generations and women. Three in ten say it’s already “too late” to tackle climate change. Also, “Fewer people

28 www.which.co.uk/policy-and-insight/article/whichs-annual-sustainability-report-series-2024-home-insulation-and-heating-a0S066z6SiHV

think they will be failing future generations by not taking action on climate change, down 13 percentage points since 2021. Over the same period, fewer say businesses and governments will be failing their stakeholders and citizens by not combatting climate change".

A majority of people (two-thirds of respondents) across 33 countries thought that developed countries like the US, UK, France, Canada and Germany should also pay more to solve climate change due to their historically higher emissions. [29]

The range of results

For this 2025 Climate Gap Report we talk about the available data and what it indicates here. For each of the four impact areas, we give figures showing the range of results found for different surveys relating to the three indicators tracked on the individual report cards. As highlighted by the table below, these ranges are wide(!); reflecting the range of surveys and the results their samples provide.

Four key impact areas (c.75% total UK emissions, 2019)	Food (c.26%)	Heating (c.14%)	Transport (c.25%)	Selected Consumer Goods (c.10%)
Consumer intentions	13-67% willing	9-96% willing	6-50% willing	5-73% willing

29 IPSOS 2024 Earth Day Report. https://resources.ipsos.com/GM-GC-2024-04-22EarthDay_W.html

FOOD

13-67% willing

Different surveys suggest different levels of willingness to reduce meat and dairy consumption.

A 2022 Food Standards Agency report states "willingness to reduce meat and dairy consumption across the population is relatively low (12.8%-25.5%), albeit increasing. While women and higher socio-economic groups tend to show greater awareness of an environmental rationale and subsequent willingness for change, this difference does not emerge strongly in studies reporting behavioural outcomes".

REFERENCE
March 2022 www.food.gov.uk/research/behaviour-and-perception/a-rapid-review-of-the-evidence-on-the-factors-underpinning-the-consumption-of-meat-and-dairy-among-the-general-public

The IPSOS Earth Day 2022 Global Survey stated that in the UK 34% said they were likely to eat fewer dairy products or replace dairy products with alternatives such as soya milk.

A 2022 IPSOS report stated that almost half (46%) of Brits aged 16-75 were considering reducing their intake of animal products in the future as more plant-based options become available on the market.

REFERENCE
www.ipsos.com/en-uk/almost-half-uk-adults-set-cut-intake-animal-products

Regarding meat, a 2024 report from Eating Better suggests "61% of people are willing to cut down their meat consumption, with animal welfare, carbon emissions, and money listed as the top three reasons why." 64% of respondents also expressed the desire to choose better meat, but were experiencing barriers to doing so.

REFERENCE
www.eating-better.org/news-and-reports/reports/the-public-want-to-eat-better-and-less-meat-policy-needs-to-catch-up/

The 2024 Which? Sustainability Report also reported that a quarter of UK adults always or often cut down on or avoid eating meat and dairy.

Regarding food waste a 2023 WRAP report states that 67% of respondents agreed with the statement 'I have been making more of an effort lately to reduce my food waste'.

REFERENCE
www.wrap.ngo/sites/default/files/2024-03/WRAP-UK-Household-Food-Waste-Tracking-Survey-Autumn-2023.pdf

The 2024 Which? Sustainability Report also reported that 52% of its survey respondents were cutting down on food waste by composting or recycling and three in four UK adults cut down on food waste by planning what they buy (73%).

REFERENCE
www.which.co.uk/policy-and-insight/article/whichs-annual-sustainability-report-series-2024-home-insulation-and-heating-a0S066z6SiHV

HEATING

9-96% willing

The 2024 Which? Sustainability Report stated that "Almost all (96%) UK adults report at least one energy saving habit, eg switching lights off when not needed"; nine in 10 homeowners say their home has double or triple glazing (91%), 56% have either cavity or solid wall insulation and half have draught-proofing (48%); 2% of homeowners have a heat pump.

It also reported that only one in 10 homeowners said they would consider installing a heat pump if their heating system needed replacing in the next 12 months (9%) and of those who do know what heat pumps are, only one in six say they would definitely consider installing one if needed in the next 12 months (16%). It reports that whilst knowledge of heat pumps amongst homeowners without them has increased a little over the past year (54% to 56%), this has coincided with a slight increase amongst those who know what they are, saying they wouldn't consider installing one. (51% to 54%).

DESNZ found that "Two in ten of all respondents (20% for both ground source and air source heat pumps) said that a decision around installing a new heating system was not theirs to make. This was mainly explained by people renting: for each type of heat pump 41% of renters said that this was not their decision to make compared with 8% of people in owner-occupier households."

REFERENCE
www.gov.uk/government/statistics/desnz-public-attitudes-tracker-spring-2025/desnz-public-attitudes-tracker-heat-and-energy-use-in-the-home-spring-2025-uk

TRANSPORT

6-50% willing

The 2024 Which? Sustainability Report stated that 27% of UK adults do not drive and 23% of drivers often use alternative travel; 4% of drivers have an electric vehicle and 6% either a full or plug-in hybrid; 20% of holidaymakers say they always or often choose alternative travel options to avoid flying. Only 6% of current non-EV drivers intend to buy an EV as their next vehicle, whilst four in 10 say they would not consider buying one (39%).

A 2025 IPSOS survey, commissioned by the Royal Aeronautical Society, stated that only a minority (38%) of respondents say they would be willing (8% "very willing", 30% "fairly willing") to pay more to reduce their carbon emissions produced by their flight. Around half of the respondents are willing to have their comfort or convenience impacted in various ways in order to reduce their carbon emissions of their flight.

REFERENCE www.ipsos.com/en-uk/38-say-they-would-be-willing-pay-more-reduce-their-carbon-emissions-produced-their-flight

A health survey showed that on average, relatively few people in England regularly walk and cycle. In 2023: 14.7% of adults cycled once per month, but only 2.5% cycled five times per week or more. 76.5% of adults walked once per month, but only 43.4% walked three times per week. A total of 31.8% of adults walked five times per week or more.

REFERENCE
www.health.org.uk/evidence-hub/transport/active-travel/proportion-of-adults-who-cycle-or-walk-and-how-often-in-each

CONSUMER GOODS

5-73% willing

A 2025 YouGov study found that when Britons were asked to list the one or two most important factors when choosing a product or service, 5% of Britons selected "social or ethical considerations". Instead, "cost" comes top, at 70%, and "quality" second on 62%.

REFERENCE
https://yougov.co.uk/consumer/articles/51828-ethical-shopping-who-how-many-consumers-is-it-a-top-priority

But not all sustainable choices cost more. For example a 2024 Oxfam survey found that one in ten people in the UK say the majority of the clothes they buy over the next year will be secondhand and 63% of Brits plan to buy at least some preloved clothes over the next year.

REFERENCE
www.oxfam.org.uk/media/press-releases/one-in-ten-brits-will-buy-majority-of-clothes-second-hand-over-the-next-year-oxfam/

One 2023 survey found consumers claiming to have done 'sustainable shopping' actions in the following proportions: Repaired/fixed an item – 55%; Bought second hand 46%; Bought sustainable brands 39%; Reduced the amount of new goods bought 61%.

REFERENCE
www.statista.com/statistics/1056522/sustainable-shopping-behavior-of-uk-shoppers/

And in 2024 the Big Issue reported that 73% of Londoners had expressed a willingness to repair items.

REFERENCE
www.bigissue.com/news/environment/repair-week-2024-london-recycles-save-money/

9. Notes and sources for the report cards

Notes and sources for the summary report card

The columns are labelled A to E and the rows numbered from 1 to 10.

Row 1: % total UK emissions

B1 **Food:** 26%. Assessed for our first report, estimates of food impact vary most widely, from as low as 13% (not including land use change) to as high as 30% (including land use change). We have gone for a mean point of the figures that include land use change. These figures are to give us a broad understanding of relative impact in this area.

C1 **Heating:** 14%. Calculated from DEFRA, 2021, Consumption Emissions, and Final UK greenhouse gas emissions national statistics: 1990-2019. The CCC, 2025, Seventh Carbon Budget, also states that residential buildings account for 14% of total UK emissions in 2025. These figures are to give us a broad understanding of relative impact in this area.

D1 **Transport:** 25%. Calculated from DEFRA, 2021, Consumption Emissions, and Final UK greenhouse gas emissions national statistics: 1990-2019. It also states, "Most transport emissions in the UK come from road vehicles". The CCC, 2025, Seventh Carbon Budget, also states that in 2023, surface transport accounted for 24% of UK emissions. These figures are to give us a broad understanding of relative impact in this area.

E1 **Consumer Goods:** 10%. Annual greenhouse gas emissions relating to UK consumption in the following categories: clothing; footwear; furnishings, carpets etc; household textiles; household appliances; telephone and telefax equipment, audio-visual, photo and info processing equipment. In our first report, they made up 26 million tonnes of CO_2e which was only 3.6% of total emissions (of the 703 million tonnes total in 2018). However, because the larger dataset contains some other large elements (like miscellaneous goods and services, other recreational equipment, other major durables for recreation and culture etc) which would take the total well above 10% this is the number we have chosen for a broad understanding of relative impact in this area. In time, we may be able to discover more about these elements, which would allow us to include them in our measurements with more confidence.

Row 2: Targets

Note that apart from food, the summary table targets (for the other three broad impact areas) are shown as CO_2e reduction, whereas the targets in each of the 12 separate graphs for indicators on the other four report cards are sometimes in other units.

B2 **Food:** 11% reduction in meat consumption and 12% reduction in dairy consumption (in weight of product per person). Both targets are taken from CCC, 2025, Seventh Carbon Budget, Table 8.1, page 303. Previously we used a CO_2 reduction target but are now aligning to the units of the data we are able to collect. For food waste, we have adjusted the CCC target of a 39% reduction from 2021, to show the reduction needed since 2018. From 8 million tonnes per year (2018 figure) to the 5.6 target is a 30% cut.

C2 **Heating:** CCC 2025 Progress report gives residential buildings emissions 62.55Mt in 2019. CCC, 2025, Seventh Carbon Budget, Table 3.4 gives 2030 target of 51.4Mt, a reduction of 18%. This has changed from 23% target previously, presumably due to the CCC's adjusting to a 'slower initial pace' due to delays in low-carbon technology roll-out such as heat pumps.

D2 **Transport:** CCC, 2025, Seventh Carbon Budget states 33% emissions cut from 2023 to 2030 for surface transport, to 68.6Mt, Table 3.4, page 73. Getting to 68.6Mt from the 2019 figures (113.9Mt) given in CCC 2025 Progress Report, supporting chart 1.3, line 19, is a c.40% cut.

E2 **Consumer Goods:** In the first Climate Gap report, we decided to apply the CCC's targets for territorial emissions, also to imported emissions. The CCC's scenarios included interim targets (on the way to net zero by 2050) of a 68% cut by 2030 on 1990 levels and 78% by 2035. In the Seventh Carbon Budget they still reference this 68% cut. Previously, they mapped out territorial emissions falling from 522 million tonnes in 2019, to 316 in 2030, in other words, a cut of 40% by 2030. However, the Seventh Carbon Budget supporting chart 1.3 lines 12,13 appear to show that they are now mapping only a 30% cut by 2030, dropping from 491 to 345 million tonnes. We have decided to stick with the 40% target.

Row 3: Where have we got to.

These are current reductions (or increases) against the baseline, rather than a reduction (or increase) made in the latest figures.

B3 **Food:** figures are not measured in emissions, but in consumption per person per week in grams.

Meat 2019 baseline: 903g meat per person per week. 2024: 922g meat per person per week. This is around a 2% increase in meat consumption.

Dairy 2019 baseline: 2708 g dairy per person per week. 2023: 2397g dairy per week. This is around a 11% reduction from the 2019 baseline.

If combining meat and dairy data from 2023 this equates to around an 8% total reduction. (2019 total baseline for meat and dairy: 3611g per person per week. 2023 total for meat (911g) and dairy: 3308g per person per week).

In previous Climate Gap reports meat data was sourced from the DEFRA Family Food Datasets using Household Purchases and Eating Out data sets for both carcase and non-carcase meat. Feedback following the publication of the 2024 Climate Gap report highlighted how these data sets were not consistent with OECD data around meat consumption nor DEFRA's Agriculture in the UK reports – both of which show an increase in meat consumption from a 2019 baseline as opposed to the reduction shown by the DEFRA Family Food Datasets and the CCC reports which draw on this data. If using the DEFRA Family Food Datasets the following is shown:

2023: 910g meat, and 2397g dairy per week = 3307g, and is around a 12% reduction from 3755g 2019 baseline.

This reduction appears to be caused by a change in data collection methodology and a reduced response rate.

Food waste 2018 baseline: 8 million tonnes per year. 2021/22: 8.6 million tonnes per year. This is around a 7.5% increase. More recent data could not be found.

C3 **Home heating:** 56Mt in 2024 is around an 11% cut from the 63Mt CO_2e 2019 baseline. However, residential emissions have increased since 2023 (54Mt CO_2e), by around 3-4%.

D3 **Transport:** Surface transport, 2024 data: 101 million tonnes CO_2e compared to 2019 baseline of 114 million tonnes CO_2e, is around an 11% reduction. Cars, 60Mt CO_2e (2024 modelled) is around a 12% reduction from 68Mt 2019 baseline. Aviation, 38Mt CO_2e (2024) is around a 3% reduction from the 39Mt 2019 baseline.

E3 **Consumer Goods**. Annual greenhouse gas emissions relating to UK consumption in the following categories: clothing; footwear; furnishings, carpets etc; household textiles; household appliances; telephone and telefax equipment, audio-visual, photo and info processing equipment. Latest figures 39047Mt compared to 2018 baseline 42173Mt is around a 7.4% reduction.

Row 4-6: Priorities

See individual report card references for sources

Row 7: What's the gap?

Reduction still needed – this looks at the latest position against the target, rather than how much of the original cut needed remains. Now vs target requires X.

B7 **Food:** it's complicated! We are applying the CCC % reduction targets, to the meat and dairy data we have collected. So the g/week/person target we use in the calculations here are not the same as the g/week/person quoted by the CCC.

Meat: 2024 data: 922g/week/person against an adapted CCC 11% reduction (from the OECD 2019 figures) target of 804g/week/person requires a 13% reduction.

Dairy: from 2397g/week/person in 2023 against an adapted CCC 12% reduction (from the 2019 figures we calculated) target of 2383g/week/person requires a 1% reduction.

Food waste: from approximately 8.6 million tonnes per year in 2021/22 to 5.6 million tonnes target requires a 35% reduction of food waste.

C7 **Heating:** from 56Mt in 2024 to 51Mt target (restated from 49Mt) requires a 9% reduction.

D7 **Transport:** Surface transport: from 101Mt CO_2e in 2024 to 69Mt target requires a 32% reduction. Aviation: from 38Mt in 2024 to 33Mt target requires a 13% reduction.

E7 **Consumer goods:** From 39Mt in 2024 to 25Mt target requires a 35% reduction.

Are we moving fast enough?

Here we explain our conclusions for each indicator:

Food

- Meat – No – consumption appears to be rising
- Dairy – Yes – it appears that consumption is falling and that only a 1% reduction is required to meet the CCC 2030 % reduction target, but this is based on surveys which for meat appeared unreliable.
- Food waste – No – level is higher than baseline of 2018

Heating

- Residential emissions – Maybe – emissions rose in latest data, but are still lower than before price shock.
- Heat pumps – No – a long way to go
- Insulation – No – static

Transport

- Surface transport – No – fairly static
- Aviation – No – emissions are rising
- EVs – Maybe – the CCC stated in its 2025 Progress Report, "With the number of electric cars on the road doubling roughly every two years, we expect to see rapid further progress".

Consumer Goods

- Consumer goods emissions – No – emissions are rising
- Supply chain emissions – No – emissions are rising
- Repairs – Yes – appears to be increasing

Food report card: notes and sources

Targets

11% reduction in meat consumption and 12% reduction in dairy consumption (in weight of product per person) targets are taken from CCC, 2025, Seventh Carbon Budget, Table 8.1, page 303. Previously we used a CO_2 reduction target but are now aligning to the units of the data we are able to collect. We are applying the CCC % reduction targets, to the meat and dairy data we have collected which is different to the data the CCC is using. So we have removed the grams from the column on the graph, but it shows the % reduction target.

For food waste, we have adjusted the CCC target of a 39% reduction from 2021, to show the reduction needed since 2018. From 8 million tonnes per year (2018 figure) to the 5.6 target is a 30% cut.

Year on year figures

Meat: For the 2025 Climate Gap report, data was extracted from the OECD Data Explorer using the following filters: UK, meat (beef and veal, pigmeat, poultry meat, sheep meat), human consumption, kg per person. (Per capita consumption is expressed in edible retail weight equivalent basis and relevant conversion factors for each meat is therefore used. Carcass weight equivalent to edible retail weight equivalent conversion factors are 0.67 for beef and veal, 0.73 for pig meat, 0.6 for poultry meat and 0.66 for sheep meat). This data was then converted to g per person per week to match the CCC data target. https://data-explorer.oecd.org/vis?df[ds]=dsDisseminateFinalDMZ&df[id]=DSD_AGR%40DF_OUTLOOK_2024_2033&df[ag]=OECD.TAD.ATM&df[vs]=1.1&dq=GBR%2BWXOECD.A.CPC_EX_SH%2BCPC_EX_PT%2BCPC_EX_PK%2BCPC_EX_BV.FO_PC.T_CO2E%2BG_PS_D%2BKG_PS.&pd=2019%2C2024&to[TIME_PERIOD]=false&vw=tb

Dairy: Calculated from DEFRA Family Food Datasets 2022-2023. Both Household Purchases and Eating Out datasets are used but only milk, yoghurt and fromage frais, cream, cheese is counted for Household Purchases, and cheese, yoghurt and fromage frais and milk for Eating Out, with cheese in other products such as quiche ignored for simplicity. All is counted at 1:1 apart from hard cheese which is counted at 10 grams of milk for each gram of cheese.

Food waste: The Waste and Resources Action Programme (WRAP) published the latest update in July 2025, drawing on data from 2021 and 2022 (Data for HaFS, manufacture, and retail relate to 2021; data for households related to 2022). https://www.wrap.ngo/sites/default/files/2025-06/WRAP-UK-Food-Waste-and-Food-Surplus-Key-Facts-July-2025-v5.pdf Note: WRAP once again included on-farm waste, 1.6Mt but also noted the uncertainty around this figure "with WRAP estimating this figure at 0.9 – 3.5 million tonnes (Mt) and WWF providing an estimate of 3.3 Mt ". It also did not include the approximate 43,000 tonnes of food waste from wholesale (data from 2015), and around 100,000 tonnes of food waste in litter (data from 2012). The UK also does not have estimates for food waste from non-food businesses (e.g., food waste from offices).

The CCC did not appear to include on-farm waste in its targets and so we deducted 1.6Mt from the total to get 8.6Mt.

Priority actions for government

Eating Better Alliance. 10 actions for government identified: www.eating-better.org/better-by-half/government/

Food Rise (formally known as Feedback) lay out policy regulations for mandatory food waste reporting, firm policies that tackle food waste from farm to fork and reforming public procurement to support healthy diets and nature recovery foodrise.org.uk/campaigns/food-waste/

Priority actions for companies

Eating Better Alliance. 15 actions for producers, retailers and manufacturers, food service, financial institutions and investors. www.eating-better.org/better-by-half/

Heating report card: notes and sources

Targets

Emissions: CCC 2025 Progress report gives residential buildings emissions 62.55Mt in 2019. CCC, 2025, Seventh Carbon Budget, Table 3.4 gives 2030 target of 51.4Mt, a reduction of 18%. This has changed from 23% target previously, presumably due to the CCC's adjusting to a 'slower initial pace' due to delays in low-carbon technology roll-out such as heat pumps.

Heat pumps: CCC 2025 Progress Report, Figure 2.2, pg 55. Charts and Data, tab 2.2.

Insulation: CCC 2025 Progress Report, Figure 2.2, pg 55. Proportion of homes (%) with cavity wall insulation (of those with cavity walls), Charts and Data, tab 2.2.

Year on year figures

Residential emissions: Data was restated for all years drawing on Figure 1.3 on page 29 of the CCC 2025 Progress Report, also in Charts and Data, Tab 1.3.

CCC 2025 Progress Report, Page 24 states for the 2022-2023 period, "Emissions from residential buildings decreased by 4.4 $MtCO_2e$, equating to an 8% fall within the sector. Behavioural responses to high gas prices played a role in this fall in emissions".

For the 2023-2024 period it showed a 3% increase in emissions, or 4% when adjusted for temperature.

Heat pumps: CCC 2025 Progress Report charts and data, Tab 2.2. Restated all figures since 2019 as the data provided is for installations in existing homes only rather than including new builds.

Insulation: CCC 2025 Progress Report, Figure 2.2, pg 55. Proportion of homes (%) with cavity wall insulation (of those with cavity walls), also in Charts and Data, tab 2.2. Data around cumulative installations since 2019 was not provided and so this new data set was used. This does not include new builds, buildings without cavity walls or other types of insulation.

Priority actions for government

All these actions and targets are inferred from the discussion in the CCC 2025 Progress Report.

'Support rapid growth in trained heat pump installers' from 2024 CCC report and 'Remove policy costs from electricity prices', from 2024 and 2025 Progress Report.

Implement regulations to ensure new homes are fit for the future.

Installing technologies in public sector buildings is common sense.

Priority actions for companies

Installing technologies in commercial buildings is common sense.

Develop creative funding instruments was an explicit request of the Heat Pump Federation (www.hpf.org.uk/campaigns) but is widely discussed elsewhere, such as www.local.gov.uk/financing-green-ambitions-full-report

Skills gaps are explicitly referred to in all CCC's Progress Report to Parliament, including in the 2025 Progress Report.

Transport report card: notes and sources

Targets

Surface Transport Emissions: CCC, 2025, Seventh Carbon Budget states 33% emissions cut from 2023 to 2030 for surface transport, to 68.6Mt, Table 3.4, page 73. Getting to 68.6Mt from the 2019 figures (113.9Mt) given in CCC 2025 Progress Report, supporting chart 1.3, line 19, is a c.40% cut.

Aviation: Target stayed the same, 2025 CCC Progress report, data behind figure 2.9 (page 63).

Electric cars: Target restated, changing from 97 to 94, 2025 CCC Progress Report, data behind figure 2.1 (page 53).

Year on year figures

Surface transport: CCC 2025 Progress Report, page 29, Table 1.3. Surface transport figures were given as 100.53 in 2024. The report stated "emissions from the surface transport sector fell by 1.9 $MtCO_2$ e in 2024, despite vehicle-kilometres rising. A factor in this change is the uptake of electric vehicles (EVs), slightly reducing emissions from cars, which currently account for 60% of sectoral emissions."

Aviation: CCC 2025 Progress Report, page 63, Table 2.9.

Electric cars: CCC 2025 Progress Report, page 53, Table 2.1.

Priority actions for government

CCC 2025 Report: Develop policy to ensure that the aviation industry takes responsibility for its emissions reaching Net Zero by 2050. As part of this, it needs to consider managing demand. Halt airport expansion and aviation tax reform were part of the CCC's 2021 recommendations and should still be considered.

A frequently flyer levy has been raised by the CCC previously and is widely supported: www.theguardian.com/world/2024/oct/17/tax-on-europes-frequent-flyers-could-raise-64bn-a-year-study https://www.ipsos.com/en-uk/38-say-they-would-be-willing-pay-more-reduce-their-carbon-emissions-produced-their-flight

Added in 2024: Introduce climate statutory duty for councils is called for by Climate Emergency UK, and the UK100: https://climateemergency.uk/blog/press-release-climate-emergency-uk-calls-for-action-on-climate-to-be-a-legal-duty-for-councils/

www.uk100.org/press-release/2024/06/councils-want-new-climate-duty-part-relationship-reset-next-government-new

Priority actions for companies

Sell or use more electric vehicles is a re-framing of a government action above, plus phase out fossil fuel vehicles, including vans and HGVs.

Reduce the need for workplace travel. Consider developing travel policies that 'ground' your organisation. stay-grounded.org/organisations/change-travel-policy/

Take responsibility for aviation emissions, including reduce demand, increase the use of sustainable aviation fuel, make flying cover costs of low carbon technology development and wider impacts – see recommendation in CCC 2025 Progress Report.

Selected consumer goods report card: notes and sources

Targets

Clothing, furnishings and electrical footprint: In the first Climate Gap report, we decided to apply the CCC's targets for territorial emissions, also to imported emissions. The CCC's scenarios included interim targets (on the way to net zero by 2050) of a 68% cut by 2030 on 1990 levels and 78% by 2035. In the Seventh Carbon Budget they still reference this 68% cut. Previously, they mapped out territorial emissions falling from 522 million tonnes in 2019, to 316 in 2030, in other words, a cut of 40% by 2030. The Seventh Carbon Budget supporting chart 3.3 lines 14,16 appear to show that they are still mapping a 40% cut by 2030, but due to changes in emissions accounting dropping from a lower starting point, from 491 to 295 tonnes.

Other sector specific programmes, such as that from WRAP for textiles, have set similar targets. WRAP's is for a 50% reduction by 2030. wrap.org.uk/media-centre/press-releases/changingclothes-reduce-climate-change-textiles-2030

Supply chain emissions (was carbon disclosure): For the first time in this report we have compared the total emissions of the UK's 40 biggest consumer goods companies – most of whom are manufacturing overseas. In previous years we had just been measuring the proportion who were reporting their emissions publicly at all.

We had hoped that 100% of these companies would be reporting their emissions by now. Although we did notice an increase (from 37% to 80% between 2021 to 2024) we thought it best not to wait until the 100% target had been met. It is the combined CO_2e emissions figure that provides the best indication of likely progress after all. Our target across the consumer goods sector is for a 40% reduction by 2030. 2024 will be our baseline year for this measurement.

Repair and reuse: If rates of repair and buying secondhand are increasing then this should be reducing consumer demand for new products. Averaged rates of repair and reuse for a range of goods assessed and combined were 19.7% in 2022. In that year we restated the target as a 40% cut on the remaining 80% bought new, which on top of the current rate of repair and buying secondhand, brought that rate up to about 52%. Although this will not, on its own, lead to a 40% reduction in the carbon impact of consumption it will make a contribution, and hedge against producers failing to meet their own 40% target.

Year on year figures

Clothing, furnishings and electrical footprint: Annual greenhouse gas and carbon dioxide emissions relating to UK consumption in the following categories: clothing; footwear; furnishings, carpets etc; household textiles; household appliances; telephone and telefax equipment, audio-visual, photo and info processing equipment. https://www.gov.uk/government/statistics/uks-carbon-footprint – UK full dataset 1990 – 2022. Including conversion factors by SIC code... using the Summary Product tab and the table for CO_2e.

Supply chain emissions: Ethical Consumer research into the combined total of Scope 3 (supply chain) emissions reported by the 40 largest consumer goods companies (clothing, furniture, electricals and household) operating in the UK. The detailed table appears at the Appendix.

Repair and reuse: Average rates of repair and secondhand items purchased annually compared to new purchases of clothing, electrical products and furniture/furnishings.

	New Sales (for repair and secondhand tables)	Secondhand table	Repair table
Clothes (tonnes) 2022	WRAP Textiles Situation Report 2024	WRAP Textiles Situation Report 2024	n/a
Electricals (£) 2023	Global Data 1	gminsights.com	Our own calculation
Furniture (£) 2023	Global Data 2	Global Data 3	Our own calculation

Secondhand

- WRAP Textiles Situation Report 2024: www.wrap.ngo/resources/report/textiles-market-situation-report-2024
- Gobal Data 1: www.globaldata.com/store/report/uk-electricals-market-analysis/ [Is an October 2024 report reporting on the 2023 year]
- GM insights.com: www.gminsights.com/industry-analysis/europe-second-hand-electronic-products-market [Is an April 2025 report with 2024 data]
- Global Data 2: www.globaldata.com/store/report/uk-furniture-and-floorcoverings-market-analysis/ [Oct 2024 report reporting on 2023]
- Global Data 3: [calculation based on data from] www.furniturenews.net/resources/exploring-the-uk-furniture-reuse-movement

Repair: Our own calculations:

From: Annual Business Survey 2023 Results – UK Business, activity, size and location, 2024 (Turnover by SIC code ONS.xls)

https://www.ons.gov.uk/businessindustryandtrade/business/activitysizeandlocation/datasets/ukbusinessactivitysizeandlocation

Electricals: Repair of communication equipment (1,056,000,000) + Repair of consumer electronics (19,300,000) Repair of computers and personal household goods (6,996,000,000) + Repair of household appliances and home and garden equipment (547,000,000) = 8,618,300,000.

Repair of furniture and home furnishings: 220,000,000.

Priority actions for government

Carbon pricing: Carbon pricing can also encourage a shift of production and consumption choices towards low carbon options. See e.g.: OECD June 2021: "Effective Carbon Rates 2021. Pricing Carbon Emissions through Taxes and Emissions Trading." This has the advantage of impacting all product supply chains simultaneously. It has the disadvantage that, without mitigating steps being taken, it can have the greatest impact on the poorest people.

Repair: A 'right to repair' law came into effect in the UK in July 2021. The Green Alliance particularly has been vocal in asking for improvements: greenallianceblog.org.uk/2021/07/06/the-uks-new-right-to-repair-is-not-a-right-to-repair/

Priority actions for companies

Actions inferred from the targets

Spare parts: The pricing of spare parts was an issue raised by the Green Alliance.

Appendix

Supply chain emissions reporting by 40 large consumer goods companies. Figures taken from companies annual sustainability reporting.

Company	Latest reporting year	Scope 3 emissions $ktCO_2e$	Previous year Scope 3 emissions	% difference
ELECTRICAL				
Amazon	2024	50320000	47400000	6.16%
Apple	2024	14500000	15570000	-6.87%
Dell Technologies	fy25	32586900	28557100	14.11%
HP	2024	17630000	17076000	3.24%
Lenovo Group	24/25	17731678	15100063	17.43%
LG	2024	72759601	69161568	5.20%
Microsoft	fy24	15140000	16397000	-7.67%
Panasonic	fy2025	144246000	124995000	15.40%
Samsung Electronics	2024	105612000	106971000	-1.27%
Sony	2024	17112000	20044000	-14.63%

- Amazon included only emissions relating to its own brands.

WHITE GOODS				
Arcelik	2024	38790093	32099849	20.84%
BSH				
Electrolux	2024	44520000	44955000	-0.97%
Haier	2024	11182566	11091385	0.82%
Miele				
Toshiba	fy2023	33062000	14391000	129.74%
Whirlpool				

- BSH stated that scope 3 figures for 2024 would be published without delay at sustainability.bosch.com but they were not found.
- Haier figures were for Europe not global.
- Miele reports only every 2 years.
- Toshiba no explanation for 129% increase.
- Whirlpool figures included 'use of sold product' only.

Table continues on next page

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Company	Latest reporting year	Scope 3 emissions $ktCO_2e$	Previous year Scope 3 emissions	% difference
GLOBAL APPAREL BRANDS				
Adidas	2024	5248523	4937382	6.30%
Inditex	2024	13427762	13418829	0.07%
Nike	fy24	8196965	9466520	-13.41%
CLOTHING COMPANIES				
Arcadia/ASOS	fy24	1212705	1495920	-18.93%
Asda	2023	25639199	27720786	-7.51%
H&M	24	6955000	6754000	2.98%
JD sports Fashion	24/25	3325230	5934842	inconclusive
John Lewis				
Marks and Spencer	23/24	7100000	5200000	36.54%
Next	24/25	2322486	1951880	18.99%
Primark Stores	2023	7019000	7088533	-0.98%
Sports Direct Frasers Group	fy25			
TK Maxx	fy24			

- JD Sports stated "The methodological changes and improvements in the calculation, resulted in a 44% decrease in Scope 3" therefore it did not appear possible to compare year on year.
- John Lewis only included selected Scope 3 emissions.
- Frasers Group and TKMaxx did not include supply chain emissions.

Table continues on next page

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Company	Latest reporting year	Scope 3 emissions $ktCO_2e$	Previous year Scope 3 emissions	% difference
FURNITURE				
Argos (Sainsbury's)	24/25			
B&Q	24/25	37595495	35724154	5.24%
DFS	fy24	201700	375000	-46.21%
Dreams				
Furniture Village				
IKEA	fy24	21321480	22336442	-4.54%
John Lewis				
Oak Furniture Land				
Poundland				
SCS				

- Argos, Dreams, Furniture Village and John Lewis Scope 3 figures were incomplete.
- DFS had no explanation for 50% decrease, but said "Where data is shared by supplier partners, which is difficult to verify, it is reported in good faith".
- Poundland and SCS no 2024 report was found.

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All reports in this series are available from:

www.ethicalconsumer.org/climate-gap-report