

### Minutes of CCC Meeting, 18/09/09

Present were Adair Turner, Jim Skea, Julia King, Sam Fankhauser, Brian Hoskins, Michael Grubb, David Kennedy

The Committee read through the draft of the progress report and agreed the following changes:

#### Executive summary

- A new section to open the Executive Summary should be added explaining exactly what the report does and why.

#### Chapter 1

- A statement should be included that those firms within EU ETS subject to global competition should not necessarily get 100% free allowances (i.e. lower free allowance allocations should be seriously considered).

#### Chapter 2

- The chapter should cover scrappage and UK car industry development but only in summary form.

#### Chapter 3

- A new section should be added to the introduction, setting out the basis of revisions to scenarios
- Revisions to the Extended Ambition scenario should be categorised according to: new analysis; new commitments by Government; new judgments by the Committee.
- A typology of indicators should be established in Chapter 3 and used consistently throughout.

#### Chapter 4

- The scenario for power sector decarbonisation to 2020 should be termed *indicative*.
- The proposed indicator for wind generation supply chain capacity should be dropped.
- The chapter should not give the impression that the Committee is complacent about the ability of the electricity market to address near term security of supply concerns.
- Proposed options to be considered as part of a review should be grouped according to: measures to strengthen the carbon price; measures to provide more confidence about the price paid for low carbon generation; measures to ensure investment in low carbon generation.

- The timing of the proposed review should be in parallel with understanding the implications of Copenhagen.

### **Chapter 5**

- Key messages should note that 12% renewable heat penetration would be very expensive at the margin.
- In explaining why we have not set out indicators for industry, it should be noted much of this is covered by caps which we would expect to unlock emissions reduction potential.

### **Chapter 6**

- Discussion of battery exchanges should note that the need for standardisation is a major barrier to this form of charging infrastructure.