# SHOULD THE UK INTRODUCE A BORDER **CARBON ADJUSTMENT** MECHANISM?

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Chart 1: CO<sub>2</sub> embodied in net UK imports Per cent 1990 19911992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 CO2 embodied in net UK imports as a share of UK carbon footprint (%) CO<sub>2</sub> embodied in net UK imports (tCO<sub>2</sub>)

Millions of tonnes of CO<sub>2</sub>

Source: Author's calculations based on Global Carbon Project data (2019).

## What is a BCA?

A simple BCA works as follows:

- Country A applies a domestic carbon tax on producers (i.e. £20/tonne CO<sub>2</sub> emitted)
- Country A then levies an equivalent tax on goods imported from countries that do not have a similar domestic carbon pricing regime in place
- This means that all goods consumed in Country A are subject to the same climate-related costs and ensures a level playing field for domestic producers

## **BCA design options**

### 1. Consumption levy

Levy a carbon charge, proportional to the carbon emitted during production, on all goods at the point of consumption, rather than on producers, no matter where in the world the goods come from.

### 2. A production charge

Levy a carbon charge on UK producers. In this case, a BCA could require the importer to pay a duty benchmarked against the carbon cost borne by the average UK-based company when producing a similar product.

#### 3. Linked to ETS

If the UK's domestic carbon price continues to be set by its ETS, the BCA design would be similar to that applied alongside a carbon charge. However, in this scenario the importer would be required to pay an import duty benchmarked against the cost faced by the average EU-based producer when purchasing the necessary ETS carbon permits to produce a similar product domestically.

#### Questions the UK Government will need to answer

If the UK does decide to introduce a BCA, there are a number of key questions it will need to consider and answer. These include but are not limited to:

