For the
UN Secretary General
Climate Action Summit
New York, 23 September 2019

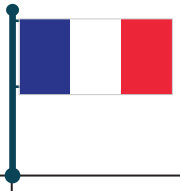
THE AMBITION CALL

The Ambition Call provides country recommendations for immediate climate action in response to the UN Secretary-General's request for countries to:

- present concrete, realistic plans that are compatible with the latest IPCC Special Report on global warming of 1.5°C
- enhance their NDCs by 2020 and
- reduce GHG emissions by 45% over the next decade, and to net zero by 2050.[1]

The 2019 Summit in Osaka saw the G20 countries (with the exception of the USA) reaffirming their commitments to fully implement the Paris Agreement.[2] Many have already announced their willingness to increase their mitigation targets, aiming for net-zero emissions by 2050.

FRANCE



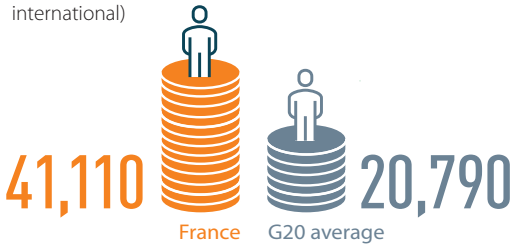
GREENHOUSE GAS (GHG) EMISSIONS (INCL. FORESTRY) PER CAPITA

(tCO_2e/capita)

Data from 2015 | Source: PRIMAP 2018

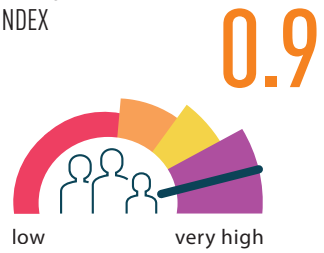
GDP PER CAPITA

(PPP U$$ const. 2015, international)



Source: World Bank 2017

HUMAN DEVELOPMENT INDEX



Data from 2017 | Source: UNDP 2018

RECOMMENDED ACTIONS

#1

Scale up renovations to low-energy building standards, to reach 500,000 houses per year as soon as possible.

#2

Ramp up deployment of renewables to at least double the rate of energy production per year (including electricity and heat).

#3

Review economic incentives to promote low-carbon vehicles, to reach 10% market share of new vehicles by 2022 and 35% share by 2030.

Climate Transparency

Climate Transparency is a global partnership with a shared mission to stimulate a 'race to the top' in G20 climate action and to shift investments towards zero carbon technologies through enhanced transparency. Climate Transparency is made possible through support from the Federal Ministry for Environment, Nature Conservation and Nuclear Safety (BMU), through the International Climate Initiative, ClimateWorks Foundation and the World Bank Group.

https://www.climate-transparency.org/

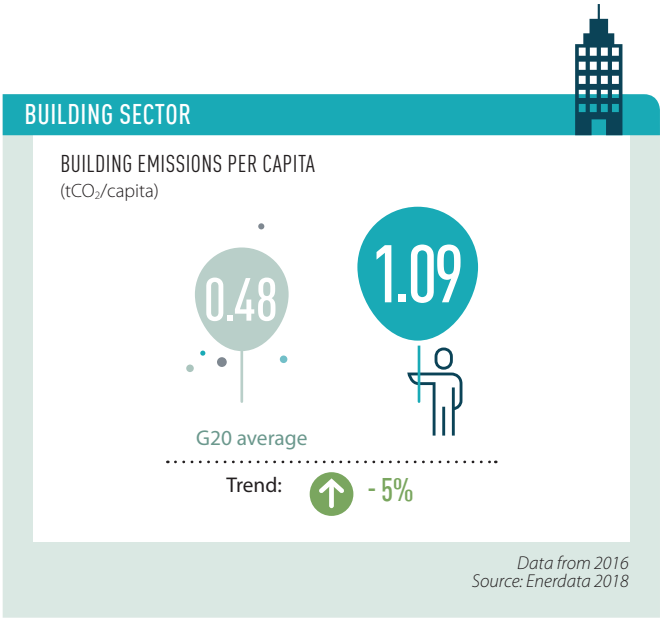
All endnotes see full version: https://www.climate-transparency.org/call-for-more-ambition-ahead-of-the-un-climate-action-summit

August 2019

Scale up renovations to low-energy building standards, to reach 500,000 houses per year as soon as possible

#1

The residential and commercial building sector accounts for 45% of France's energy consumption and 27% of GHG emissions. In 2017, out of 35 million homes, 7 million were poorly insulated and 3.8 million were affected by energy poverty.[3] France's National Low Carbon Strategy (SNBC) plans for 300 000 thermal renovations yearly between 2015-2030 and 500 000 for 2030-2050 in the private and tertiary building sector.[4,5] There is a significant discrepancy between the rate and energy performance of current renovations and the scenario forecast in the SNBC, as 240 000 thermal renovations currently occur yearly, not all of which are high efficiency.[6] This led to a 22% GHG excess of the sector's carbon budget in 2017, indicating a real need to rapidly reverse this trajectory.[7]



What does this mean?

Better-insulated homes require less energy, thus leading to energy savings, shrinking energy poverty rates and reduced emissions from the building sector. The savings can unlock budgets for households in the order of 32 billion euros and increase the industrial value added by 0.7% by 2023.[8] Due to the economic opportunity from thermal retrofits, earlier action could avoid stranded assets in the future (unrenovated homes with high energy demand). Furthermore, renovating homes provides an economic opportunity as it creates jobs for small, medium and large enterprises throughout the country.[9]

Additional development benefits

SDG 1

Energy efficiency interventions lead to cost savings, which are realised through lower energy bills that further lead to poverty reduction.

SDG 7

Energy efficiency in buildings decreases energy poverty due to improved energy affordability, increases energy security due to decreased imports and greater reliability, and improves access to modern and sustainable energy services.

SDG 8

Retrofits and energy efficiency in residential buildings offer opportunities for job creation and local economic development linked to retrofitting and new construction of green and low-emission residential buildings.

SDG 9

Urban planning to enable efficiency supports upgrading and retrofitting of industries. It also leads to increased resource efficiency and adoption of environmentally sound technologies.

SDG 11

Retrofits and energy efficiency in residential buildings contribute to making cities and human settlements more inclusive, safe, resilient and sustainable.

Good practice in other countries

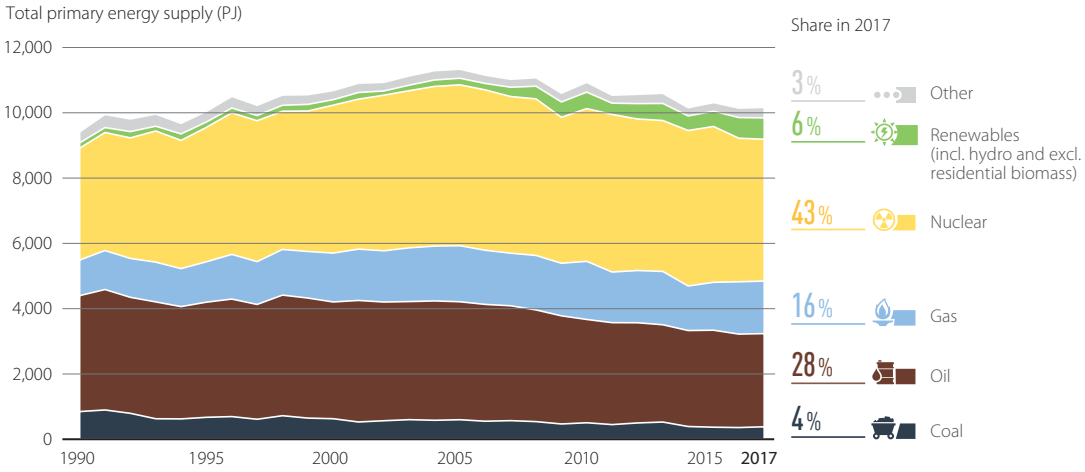
The **EU**'s Energy Efficiency Directive requires EU countries "to renovate at least 3% of the total floor area of buildings owned and occupied by central government".

Japan included a near-zero emission buildings target in their Strategic Energy Plan.

Ramp up deployment of renewables to at least double the rate of energy production per year (including electricity and heat) #2

Along with the Netherlands, France is the furthest away from its 2020 renewable energy target, with a share of only 16.3% in 2017, compared to 23% to be achieved by 2020 (in % of gross final energy consumption).[10] France heavily relies on nuclear power in its electricity mix (73% in 2016). Hydro power accounts for 12%, while wind and solar power represent only 4% and 1%, respectively.[11] For France to reach its energy targets, the country needs to drastically ramp up renewables in its energy mix.

ENERGY MIX



Source: Enerdata 2018

What does this mean?

Ramping up the share of renewable energy would allow France to diversify its energy mix, which is currently largely reliant on nuclear power, particularly for its electricity generation. Diversifying also contributes to increasing energy security by not relying on fuel imports or availability of cooling water in hot/dry periods for nuclear power stations. So far in France, expanding renewables has led to a 13% increase in jobs in the sector between 2012 and 2015 and could further lead to the net job creation of around 280 000 jobs by 2030 and 400 000 jobs between 2015 and 2035.[12,13]

Additional development benefits

SDG 3

Renewables reduce air pollution when displacing polluting energy sources, such as coal.

SDG 8

Development of industry related to renewable energy and its supply chain supports full employment through creation of decent jobs.

SDG 9

Development and integration of new clean technologies supports sustainable industrialisation and infrastructure upgrading.

SDG 11

When displacing coal fired power plants, renewables contribute to reducing the environmental impact of cities by reducing the amount of GHG and air pollutants from power generation.

SDG 15

Renewables contribute to conservation of natural habitats by reducing air and water pollution and decreasing water consumption, especially when displacing more polluting or intensive alternatives, such as coal.

Good practice in other countries

In 2017, **Denmark** was the European country with the highest renewable energy penetration, accounting for 74% of its total electricity production, with a sharp increase in wind energy.

In **Austria**, renewable energy accounts for 33.5% of energy produced and 72% of electricity generation. To sustain leadership in this area, the government aims to cover 100% of total national electricity consumption from renewable energy sources by 2030.

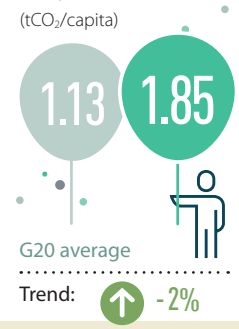
Review economic incentives to promote low-carbon vehicles, to reach 10% market share of new vehicles by 2022 and 35% share by 2030

#3

Unlike other G20 countries, transport is responsible for the largest share of CO_2 emissions in France.[14] In 2016, the transport sector accounted for 30% of national emissions and 35% when including international freight transport, which can be traced to the sector's final energy consumption relying on fossil fuels, with a 97.5% share.[15] Despite the current subsidies of 27% of the price (up to 6 000€) for the purchase of electric cars, the market share of both electric vehicles and hybrid vehicles was 2.1% of all vehicle sales in 2018.[16,17] This figure is not in line with a recent parliamentary decision to ban thermic vehicles by 2040,[18] nor with the target to reduce the sector's emissions by 31% compared to 2015, as stipulated in its fourth carbon budget (2029-2033). Thus, France needs to enable a shift to electric mobility, such as through revising the economic incentives in place for purchasing low-carbon vehicles.

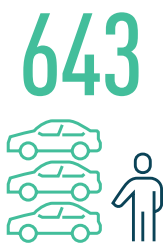
TRANSPORT SECTOR

TRANSPORT EMISSIONS PER CAPITA
(tCO_2/capita)



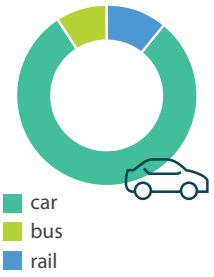
Data from 2017
Source: Enerdata 2018

MOTORISATION RATE
(Vehicles per 1000 inhabitants)



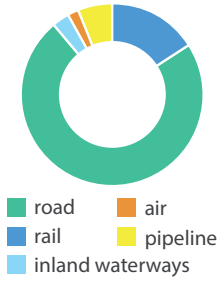
Data from 2016 | Source: Agora Verkehrswende 2018

PASSENGER TRANSPORT
(modal split in % of passenger-km)



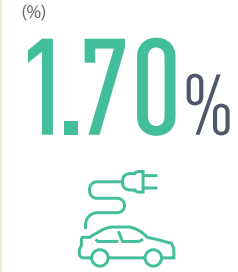
Data from 2016 | Source: Agora Verkehrswende 2018

FREIGHT TRANSPORT
(modal split in % of tonne-km)



Data from 2016 | Source: Agora Verkehrswende 2018

MARKET SHARE OF ELECTRIC VEHICLES IN NEW CAR SALES
(%)



Data from 2017
Source: IEA 2018

What does this mean?

Revising current policies to incentivise the use of low-carbon vehicles and adopt more ambitious ones would contribute to decarbonisation of the transport sector, while significantly decreasing reliance on energy imports and helping reduce air and noise pollution. This action would also bring France closer to aligning its policies with the Paris Agreement and the recommendations of the IPCC Special Report on global warming of 1.5°C.

Additional development benefits

SDG 3
Switching to zero emissions vehicles reduces air pollution by lowering fuel use and improves mental health and well-being by reducing noise.

SDG 8
Shifting to zero-emissions vehicles reduces fossil fuel use and contributes to decoupling growth from environmental degradation. Having new vehicle and fuel types contributes to technological/infrastructure upgrading and economic diversification.

SDG 9
Development and integration of zero carbon vehicles and associated infrastructure (e.g. charging network) supports sustainable industrialisation, adoption of clean technologies and infrastructure upgrading.

SDG 11
Shifting to zero carbon vehicles increases access to safe, sustainable transport systems for all and significantly reduces air pollution in cities.

SDG 12
Switching to zero carbon vehicles increases resource efficiency, reduces air pollution and can support adoption of sustainable practices, such as encouraging and enabling users to reduce their transport related emissions.

Good practice in other countries

In its National Transport Plan 2018-2029, published in 2016, **Norway** announced that cars and light vans will be zero-emission vehicles by 2025.

Several **European cities** have ambitious targets for electric mobility: Rotterdam (bus fleet by 2029), Paris (cars and busses by 2025), Rome (cars by 2024) and London (busses by 2025).[19]

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