

Brown to Green Report 2019: The G20 Transition Towards a Net-zero Emissions Economy Technical Note: Methodology and Data sources

The Brown to Green 2019 report, including the country profiles, assesses the G20 countries' past, present and indications of future performance towards a low-carbon and climate-resilient economy by evaluating mitigation, adaptation and climate-related finance. This technical note lists the sources and methods used to calculate the indicators presented in each country profile in their order of appearance.

1.	Socio-	economic context	2
	1.1	Human Development Index	2
	1.2	GDP per capita	2
	1.3	Population projections for 2030	2
	1.4	Ambient air pollution attributable death rate	2
	1.5	Just transition	2
2.	Mitiga	tion	3
	2.1	General (methods and sources used throughout the mitigation section)	3
	2.2	Big Picture	8
	2.3	Energy	. 11
	2.4	Power sector	. 16
	2.5	Transport sector	. 17
	2.6	Building sector	. 18
	2.7	Industry sector	. 18
	2.8	Forestry	. 19
	2.9	Agriculture	. 19
3.	Adapt	ation	. 19
	3.1	Adaptation policies	. 19
	3.2	Adaptation needs	. 20
4.	Financ	ce	. 23
	4.1	NDC finance summary	. 23
	4.2	Financial policy and regulation	. 23
	4.3	Fiscal policy levers	. 24
	4.4	Public finance	. 26
۱ne	v. Sourc	res for noticy assessments	2/



1. Socio-economic context

1.1 Human Development Index

The Human Development Index (HDI) is a composite index published by the United Nations Development Programme (UNDP). It is a summary measure of average achievement in key dimensions of human development with 1.0 being the highest possible score. A country scores higher when the lifespan is higher, the education level is higher, and GDP per capita is higher. Data presented in the Brown to Green Report 2019 is for 2017.

UNDP (2018). Human Development Indices and Indicators. 2018 Statistical Update. United Nations Development Programme. Retrieved from: http://hdr.undp.org/en/2018-update

1.2 GDP per capita

Gross Domestic Product (GDP) is the value of all final goods and services produced within a country in a given year. GDP per capita is calculated by dividing the GDP of a country with midyear population figures. The Brown to Green Report 2019 uses GDP figures at purchasing power parity (PPP) from 2018, drawn from the World Bank. The figures were deflated applying 2018 US\$ deflation.

World Bank (2019). GDP per capita, PPP (current international \$). Retrieved from: https://data.worldbank.org/indicator/NY.GDP.PCAP.PP.CD

World Bank (2019). GDP deflator. Retrieved from: https://data.worldbank.org/indicator/NY.GDP.DEFL.ZS?locations=US

1.3 Population projections for 2030

Total population is based on the de facto definition of population, which counts all residents regardless of legal status or citizenship. Population estimates are usually based on national population censuses. Population projections, starting from a base year, are projected forward using assumptions of mortality, fertility, and migration by age and sex through 2050, based on the UN Population Division's World Population Prospects database medium variant. Data presented in the Brown to Green Report 2019 is for 2018, 2030 and 2050.

World Bank (2019). Population Estimates and Projections. Retrieved from: https://datacatalog.worldbank.org/dataset/population-estimates-and-projections

1.4 Ambient air pollution attributable death rate

The burden of disease attributable to ambient air pollution expressed as a death rate (both crude and age-standardized). Ambient air pollution results from emissions from industrial activity, households, cars and trucks. Data presented in the Brown to Green Report 2019 is for 2016.

WHO (2018). Global Health Observatory data repository. Retrieved from: http://apps.who.int/gho/data/view.main.BODAMBIENTAIRDALYS

1.5 Just transition

For the **sources** used for the assessment of individual countries' policies on just transition, please refer to the Annex.



2. Mitigation

2.1 Mitigation: General

The following methods and sources are being used throughout the mitigation section.

2.1.1 Ratings on decarbonisation indicators

The partnership Climate Transparency provides ratings for different decarbonisation indicators. These ratings assess the relative performance across the G20. A high scoring reflects a relatively good effort from a climate protection perspective but is not necessarily 1.5°C compatible. The ratings assess both the 'current level' and 'recent developments' to take account of the different starting points of different G20 countries. The 'recent developments' ratings compare the development of the last 5 available years (often 2013 to 2018).

2.1.2 Policy ratings

The policies evaluated were selected based on relevance for global decarbonisation and data availability, discussions with partners, and the paper Climate Action Tracker (2016): "The ten most important short-term steps to limit warming to 1.5°C".

If a policy is not relevant for a country (e.g. no coal in Saudi Arabia), we do not give a rating but write "not applicable". If there is a considerable lack of implementation that contradicts a positive policy

On endnote 5)	low	——— medium	high	frontrunner frontrunner
Renewable energy in power sector	No policy to increase the share of renewables	Some policies	Policies and longer-term strategy/ target to significantly increase the share of renewables	Short-term policies + long-term strategy for 100% renewables in the power sector by 2050 in place
Coal phase-out in power sector	No target or policy in place for reducing coal	Some policies	Policies + coal phase-out decided	Policies + coal phase-out date before 2030 (OECD and EU28) or 2040 (rest of the world)
Phase out fossil fuel cars	No policy for reducing emissions from light-duty vehicles	Some policies (e.g. energy/ emissions performance standards or bonus/malus support)	Policies + national target to phase out fossil fuel light-duty vehicles	Policies + ban on new fossil- based light-duty vehicles by 2035 worldwide
Phase out fossil fuel heavy-duty vehicles	No policy	Some policies (e.g. energy/ emissions performance standards or support)	Policies + strategy to reduce absolute emissions from freight transport	Policies + innovation strategy to phase out emissions from freight transport by 2050
Modal shift in (ground) transport	No policies	Some policies (e.g. support programmes to shift to rail or non-motorised transport)	Policies+ longer-term strategy	Policies + longer-term strategy consistent with 1.5°C pathway
Near zero-energy new buildings	No policies	Some policies (e.g. building codes, standards or fiscal/financial incentives for low-emissions options)	Policies + national strategy for near zero-energy new buildings	Policies + national strategy for all new buildings to be near zero energy by 2020 (OECD countries or 2025 (non-OECD countries)
Retrofitting exis- ting buildings	No policies	Some policies (e.g. building codes, standards or fiscal/financial incentives for lowemissions options)	Policies + retrofitting strategy	Policies + strategy to achieve deep renovation rates of 5% annually (OECD) or 3% (non- OECD) by 2020
Energy efficiency in industry	No policies	Mandatory energy efficiency policies cover more than 26-50% of industrial energy use	Mandatory energy efficiency policies cover 51–100% of industrial energy use	Policies + strategy to reduce industrial emissions by 75%–90% from 2010 levels by 2050
(Net) zero deforestation	No policy or incentive to reduce deforestation in place	Some policies (e.g. incentives to reduce deforestation or support schemes for afforestation /reforestation in place)	Policies + national target for reaching net zero deforestation	Policies + national target for reaching zero deforestation by 2020s or for increasing forest coverage



rating, this is highlighted with a warning sign. The rating applies only to the policies as they are on paper.

2.1.3 Trend calculation

Trends are calculated using the most recent and five earlier data years, calculating a linear trend out of those values and then calculating a trend ($\frac{y^2-y^1}{y^1}$, y1 being the base year) out of the values of the linear trend in the respective years. In comparison to a trend using only the first and last values of a 5-year period, the trend analysis has the advantage that all other data years within the time period are taken into account, making it less susceptible to noise in the data (e.g. an unusually warm winter affecting emissions).

2.1.4 Sector share of total CO₂ emissions

At the beginning of the sections "power sector", "transport sector", "buildings sector", and "industry sector" there are pie charts displaying direct and indirect emissions (emissions from electricity used) in the respective sector. For buildings and industry, this includes co-generated heat from electricity generation. Enerdata provides the data presented.

Enerdata (2019). Global Energy and CO₂ data: CO2 emissions from industries (Fuel combustion incl. autoproducers); CO2 emissions (sectoral approach); Indirect CO2 emissions from industry; CO2 emissions from public electricity and heat production; Indirect CO2 emissions from transport; CO2 emissions from households (Fuel combustion); Indirect CO2 emissions from households; CO2 emissions from transport (Fuel combustion). Retrieved from: https://www.enerdata.net/research/energy-market-data-co2-emissions-database.html

2.1.5 IPCC 1.5°C Benchmarks

To provide broad guidance on where indicators related to emissions need to be on global pathways to achieve the global 1.5°C limit, global benchmarks were adopted from the IPCC Special Report on 1.5°C, in particular its Summary for Policy Makers (SPM). For some indicators, no relevant statement is included in the SPM and for these, where possible, a suitable benchmark was derived from the sectoral 1.5°C-compatible emissions pathways in the public scenario database associated with the IPCC SR1.5 (https://data.ene.iiasa.ac.at/iamc-1.5c-explorer). Finally, if no suitable indicator can be derived from either the SR1.5 or the associated scenario database, a suitable indicator has been adopted from the broader literature as indicated, and not labelled "IPCC".

Country Profile Report page	IPCC statement on global level	Source
Mitigation:	In 2030, global GHG	IPCC (2018). Global Warming of 1.5°C. An IPCC Special Report on the
big picture	emissions need to be	impacts of global warming of 1.5°C above pre-industrial levels and
	45% below 2010	related global greenhouse gas emission pathways, in the context of
(p. 3)	levels and reach net	strengthening the global response to the threat of climate change,
	zero by 2070.	sustainable development, and efforts to eradicate poverty. World
		Meteorological Organization, Geneva. Retrieved from:



Country Profile Report page	IPCC statement on global level	Source
		https://www.ipcc.ch/site/assets/uploads/sites/2/2018/07/SR15_SPM_version_stand_alone_LR.pdf - SPM Figure SPM.3b Author's analysis of IPCC public scenario database available at: https://data.ene.iiasa.ac.at/iamc-1.5c-explorer
Mitigation: Energy (1) (p. 4)	The share of fossil fuels globally needs to fall to 67% of global total primary energy by 2030 and to 33% by 2050 and to substantially lower levels without Carbon Capture and Storage.	Rogelj, J., D. Shindell, K. Jiang, S. Fifita, P. Forster, V. Ginzburg, C. Handa, H. Kheshgi, S. Kobayashi, E. Kriegler, L. Mundaca, R. Séférian, and M.V.Vilariño (2018). Mitigation Pathways Compatible with 1.5°C in the Context of Sustainable Development. In: Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty [Masson-Delmotte, V., P. Zhai, HO. Pörtner, D. Roberts, J. Skea, P.R. Shukla, A. Pirani, W. Moufouma-Okia, C. Péan, R. Pidcock, S. Connors, J.B.R. Matthews, Y. Chen, X. Zhou, M.I. Gomis, E. Lonnoy, T. Maycock, M. Tignor, and T. Waterfield (eds.)]. In Press. Retrieved from: https://www.ipcc.ch/site/assets/uploads/sites/2/2019/05/SR15_Chapter 2_Low_Res.pdf - Table 2.6
Mitigation: Energy (2) (p. 6)	Global energy and process-related CO ₂ emissions must be cut by 40% below 2010 levels by 2030 and reach net zero by 2060.	IPCC (2018). Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty. World Meteorological Organization, Geneva. Retrieved from: https://www.ipcc.ch/site/assets/uploads/sites/2/2018/07/SR15_SPM_version_stand_alone_LR.pdf - SPM Figure SPM.3b Authors' analysis of IPCC public scenario database available at https://data.ene.iiasa.ac.at/iamc-1.5c-explorer
Mitigation: Power sector (p. 7)	Coal must be phased out in the EU/OECD no later than 2030, in the rest of the world no later than 2040. Electricity generation has to be decarbonised before 2050, with renewable energy	IPCC (2018). Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty. World Meteorological Organization, Geneva. Retrieved from: https://www.ipcc.ch/site/assets/uploads/sites/2/2018/07/SR15_SPM_version_stand_alone_LR.pdf-SPM_C.2.2



Country Profile Report page	IPCC statement on global level	Source
	the most promising option.	Rogelj, J., D. Shindell, K. Jiang, S. Fifita, P. Forster, V. Ginzburg, C. Handa, H. Kheshgi, S. Kobayashi, E. Kriegler, L. Mundaca, R. Séférian, and M.V.Vilariño (2018). Mitigation Pathways Compatible with 1.5°C in the Context of Sustainable Development. In: Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty [Masson-Delmotte, V., P. Zhai, HO. Pörtner, D. Roberts, J. Skea, P.R. Shukla, A. Pirani, W. Moufouma-Okia, C. Péan, R. Pidcock, S. Connors, J.B.R. Matthews, Y. Chen, X. Zhou, M.I. Gomis, E. Lonnoy, T. Maycock, M. Tignor, and T. Waterfield (eds.)]. In Press. Retrieved from: https://www.ipcc.ch/site/assets/uploads/sites/2/2019/05/SR15 Chapt er2 Low Res.pdf - Page 97: "By 2050, the carbon intensity of electricity decreases to -92 to +11 gCO ₂ MJ ⁻¹ (minimum—maximum range)" Climate Analytics (2016). Implications of the Paris Agreement for Coal Use in the Power Sector. Retrieved from: https://climateanalytics.org/media/climateanalytics-coalreport nov2016 1.pdf Climate Analytics (2019). Decarbonising South and South East Asia. Retrieved from: https://climateanalytics.org/media/decarbonisingasia2019-fullreport-climateanalytics.pdf
Mitigation: Transport sector (p. 8)	The proportion of low-carbon fuels in the transport fuel mix must increase to about 60% by 2050.	Rogelj, J., D. Shindell, K. Jiang, S. Fifita, P. Forster, V. Ginzburg, C. Handa, H. Kheshgi, S. Kobayashi, E. Kriegler, L. Mundaca, R. Séférian, and M.V.Vilariño (2018). Mitigation Pathways Compatible with 1.5°C in the Context of Sustainable Development. In: Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty [Masson-Delmotte, V., P. Zhai, HO. Pörtner, D. Roberts, J. Skea, P.R. Shukla, A. Pirani, W. Moufouma-Okia, C. Péan, R. Pidcock, S. Connors, J.B.R. Matthews, Y. Chen, X. Zhou, M.I. Gomis, E. Lonnoy, T. Maycock, M. Tignor, and T. Waterfield (eds.)]. In Press. Retrieved from: https://www.ipcc.ch/site/assets/uploads/sites/2/2019/05/SR15 Chapter Low Res.pdf - Pages 143-144



Country Profile Report page	IPCC statement on global level	Source
		Note: The upper end of the IPCC range was chosen as this figure is derived from more up-to-date scenarios.
Mitigation: Building sector (p. 10)	Global emissions from buildings need to be halved by 2030, and be about 80% below 2010 levels by 2050, mostly through increased efficiency, reduced energy demand and electrification in conjunction with complete decarbonisation of the power sector.	Rogelj, J., D. Shindell, K. Jiang, S. Fifita, P. Forster, V. Ginzburg, C. Handa, H. Kheshgi, S. Kobayashi, E. Kriegler, L. Mundaca, R. Séférian, and M.V.Vilariño (2018). Mitigation Pathways Compatible with 1.5°C in the Context of Sustainable Development. In: Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty [Masson-Delmotte, V., P. Zhai, HO. Pörtner, D. Roberts, J. Skea, P.R. Shukla, A. Pirani, W. Moufouma-Okia, C. Péan, R. Pidcock, S. Connors, J.B.R. Matthews, Y. Chen, X. Zhou, M.I. Gomis, E. Lonnoy, T. Maycock, M. Tignor, and T. Waterfield (eds.)]. In Press. Retrieved from: https://www.ipcc.ch/site/assets/uploads/sites/2/2019/05/SR15 Chapter
Mitigation: Industry (p. 11)	Global industrial emissions need to be reduced by 65–90% from 2010 levels by 2050.	IPCC (2018). Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty. World Meteorological Organization, Geneva. Retrieved from: https://www.ipcc.ch/site/assets/uploads/sites/2/2018/07/SR15_SPM_version_stand_alone_LR.pdf-SPM_C.2.2
Mitigation: Forestry (p. 12)	Global deforestation needs to be halted and changed to net CO ₂ removals by around 2030.	IPCC (2018). Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty. World Meteorological Organization, Geneva. Retrieved from: https://www.ipcc.ch/site/assets/uploads/sites/2/2018/07/SR15 SPM version stand alone LR.pdf - SPM C.2.2 Author's analysis of IPCC public scenario database available at https://data.ene.iiasa.ac.at/iamc-1.5c-explorer
Mitigation: Agriculture (p. 12)	Methane emissions (mainly enteric fermentation) need to decline to 10% by	IPCC (2018). Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change,



Country Profile Report page	IPCC statement on global level	Source
	2030 and to 35% by 2050 (from 2010 levels). Nitrous oxide emissions (mainly from fertilizers and manure) to need to be reduced by 10% by 2030 and by 20% by 2050 (from 2010 levels).	sustainable development, and efforts to eradicate poverty. World Meteorological Organization, Geneva. Retrieved from: https://www.ipcc.ch/site/assets/uploads/sites/2/2018/07/SR15_SPM_version_stand_alone_LR.pdf-SPM_C.2.2 Author's analysis of IPCC public scenario database available at https://data.ene.iiasa.ac.at/iamc-1.5c-explorer

2.2 Mitigation: Big Picture

2.2.1 GHG emissions per capita

PRIMAP-hist combines several published datasets to create a comprehensive set of GHG emissions pathways for every country and all Kyoto gases covering the years 1850 to 2016. The data resolves the main International Panel on Climate Change (IPCC) 2006 categories (Energy, Industrial Processes, Solvent and Other Product Use, Agriculture, Land-Use Change and Forestry, and Waste). Data presented in the Brown to Green Report 2019 is for 2016. Population data is taken as reported by the World Bank.

World Bank (2019). Population total. Retrieved from: https://data.worldbank.org/indicator/SP.POP.TOTL

Gütschow, J.; Jeffery, L.; Gieseke, R. (2019). The PRIMAP-hist national historical emissions time series (1850-2016). V. 2.0. GFZ Data Services. Retrieved from: http://dataservices.gfz-potsdam.de/pik/showshort.php?id=escidoc:3842934

For Argentina only:

Secretary of Environment and Sustainable Development (2019). Argentine Republic's Third Biennial Update Report (BUR 3). Soon available under: https://unfccc.int/BURs;

Indec (2019). Proyecciones nacionales. Retrieved from: https://www.indec.gob.ar/indec/web/Nivel4-Tema-2-24-84

2.2.2 Total GHG emissions across sectors and CAT 1.5°C range

The Climate Action Tracker (CAT) is an independent scientific analysis that tracks progress towards the globally agreed aim of holding warming well below 2°C, and pursuing efforts to limit warming to 1.5°C. The CAT evaluates progress towards this global goal by quantifying the aggregate effects of current policies and the pledges and targets put forward by 31 countries and the EU, and compares these with the emissions levels consistent over time with the 1.5°C limit.



The '1.5C compatible' benchmark is derived from pathways considered by the IPCC in its Special Report *Global Warming of 1.5°C* (SR1.5). The benchmark is based on those pathways that limit global warming to 1.5°C, or below, throughout the 21^{st} century with no or limited overshoot (<0.1°C). Pathways that do not respect the sustainability and economic constraints on carbon dioxide removal (CDR) identified by the IPCC, which have the effect of limiting bio-energy with carbon capture and storage (BECCS) to below 5 GtCO₂e/yr globally in 2050 and agriculture, forestry and other land use (AFOLU) to below 3.6 GtCO₂/yr sequestration globally in 2050, have been excluded. The median and inter-quartile ranges (50% ranges) for the relevant pathways are extracted from the IPCC SR1.5 database for total global greenhouse gas emissions. In these pathways, global average temperature increases above preindustrial are limited to below 1.6°C over the 21^{st} century and below 1.5°C by 2100 (typically 1.3°C). '1.5°C compatible' emissions levels in 2030 are consistent with IPCC SR1.5 Summary for Policymakers (25–30 GtCO₂e/year based on Global Warming Potential (GWP) values from the IPCC's Second Assessment Report (SAR)); however, due to CDR constraints are 1 GtCO₂e/yr lower for the median and 2 GtCO₂e/yr lower for the top end of range.

To determine a country's effort sharing benchmark, the CAT abstains from defining what is 'fair' in favour of a holistic approach that constructs a country's Fair Share range based on the range of fairness estimates available from the literature. The CAT "Effort Sharing" assessment methodology applies state-of-the art scientific literature on how to compare the fairness of government efforts and NDC proposals against the level and timing of emission reductions consistent with the Paris Agreement. The effort-sharing studies in the CAT's database include over 40 studies used by the IPCC (chapter 6 of WG III and Höhne et al. (2013)), plus additional analyses the CAT has performed to complete the dataset. They cover very different viewpoints of what could be considered fair, including considerations of equity such as historical responsibility, capability, and equality.

A country's Fair Share range is divided into three sections: Insufficient, 2°C compatible, and 1.5°C Paris Agreement compatible. Each section corresponds to the temperature outcomes that would result if all other governments were to put forward emission reduction commitments with the same relative ambition level. The "insufficient" to "1.5°C Paris Agreement compatible" range represents the full Fair Share range of a country, excluding the highest and the lowest values of the full sample of equity studies, which represent the outliers for this country. This means that the top and bottom end of the Fair Share range are defined by the second highest/lowest categories. To eliminate extreme outliers for each category, the CAT only considers values within the 10th to 90th percentile of all the values included in that category.

The figures used in this report are drawn from the 1.5°C compatible range. If all governments put forward "1.5°C Paris Agreement compatible" commitments at the most ambitious end of their Fair Share range (minimum fair emissions), warming would be held to well below 2°C and limited to 1.5°C. The "less than zero" emission reductions needed for some countries means that in some interpretations of what is fair, the country in question would have no emission allowances left in 2030 or 2050 and would have to have fully phased out its emissions or compensate its remaining emissions with reductions elsewhere, for example, through supporting emission reductions in other countries.

The CAT methodology is based on assessing a country's fair share contribution towards reducing emissions from fossil fuel combustion, industry, agriculture and waste sources—in effect, on their



contribution towards long-term decarbonisation. It does not consider emissions from the forestry sector (i.e. from Land Use, Land-Use Change and Forestry or LULUCF).

Further information about the CAT effort sharing methodology is available here: https://climateactiontracker.org/methodology/comparability-of-effort/

For France, Italy, Germany and the UK, an EU-wide NDC applies. However, in this section of the report, the national emission reduction targets of these countries were used account instead of their joint NDC. The calculation of these national targets is based on the National Energy and Climate Plans (NECPs) of these countries and their National Communications and Biennial Reports to the UNFCCC. The national targets are as follows:

- Germany: -55% from 1990 levels;
- France: -40% from 1990 levels;
- Italy: 43% below 2005 for ETS sector and 33% below 2005 for non-ETS sector. The calculations of emissions levels implied by this targets are made using the values from the Table 30 of the NECP and mean a reduction equivalent to 38% below 1990 levels excl LULUCF;
- UK: -57% from 1990 levels.

European Commission (2019). National Energy and Climate Plans (NECPs). Retrieved from: https://ec.europa.eu/energy/en/topics/energy-strategy-and-energy-union/governance-energy-union/national-energy-climate-plans

UNFCCC (2019). National Communications and Biennial Reports. Retrieved from: https://unfccc.int/national-communications-and-biennial-reports

Note: these sources are missing on pages 2 and 3 of the respective country profiles.

For Argentina, in addition to CAT 2019, Argentina's third Biennial Update Report (BUR) by the **Secretary of Environment and Sustainable Development 2019** was used as a source. It is not yet published as of November 2019 but will soon be available on the UNFCCC website: https://unfccc.int/BURs

2.2.3 Nationally-determined contribution (NDC)

The tables give an overview of the main content of a country's NDC submitted to the United Nations Framework Convention on Climate Change (UNFCCC) Secretariat – or 'intended NDC' (INDC) when the country has not yet handed in its final NDC. The report provides a mere summary of the targets and actions mentioned in the NDCs and does not provide an evaluation.

UNFCCC (2018). NDC Interim Registry. Retrieved from: www4.unfccc.int/ndcregistry/Pages/Home.aspx

For France, Italy, Germany and the UK, both the EU-wide NDC and their national emission reduction targets are listed. The calculation of the national targets is based on the National Energy and Climate Plans (NECPs) of these countries and their National Communications and Biennial Reports to the UNFCCC.



European Commission (2019). National Energy and Climate Plans (NECPs). Retrieved from: https://ec.europa.eu/energy/en/topics/energy-strategy-and-energy-union/governance-energy-union/national-energy-climate-plans

UNFCCC (2019). National Communications and Biennial Reports. Retrieved from: https://unfccc.int/national-communications-and-biennial-reports

2.2.4 Long-term strategy

The tables give an overview of the main content of a country's long-term strategy submitted to the United Nations Framework Convention on Climate Change (UNFCCC) Secretariat. The report provides a mere summary of the targets and does not provide an evaluation.

UNFCCC. Communication of long-term strategies. Retrieved from: https://unfccc.int/process/the-paris-agreement/long-term-strategies

2.3 Mitigation: Energy

2.3.1 Energy mix

Total primary energy supply (TPES) is the sum of energy production, energy imports and stock variations minus energy exports and international bunkers. Other reports sometimes consider total final consumption, which is TPES minus losses in energy conversion. From a climate perspective it is, however, more important how much fuel is fed into the system and combusted, and not how much energy is consumed by end users.

'Others' covers mainly solid fuel biomass from residential use, which is shown separately because of its negative social and environmental impacts.

All energy data shown in the Brown to Green Report is from Enerdata and excludes non-energy use values, i.e. fuels that are used as raw materials.

Enerdata (2019). Global Energy and CO₂ data: Primary consumption of coal and lignite; Primary consumption of oil; Primary consumption of natural gas; Primary consumption of nuclear; Biomass final consumption of residential; Primary consumption total; Total consumption of renewables. Retrieved from: https://www.enerdata.net/research/energy-market-data-co2-emissions-database.html

For Argentina only:

Secretaría de Energía (2018). Argentina's National Energy Balance. Retrieved from http://datos.minem.gob.ar/dataset/balances-energeticos;

CAMMESA (2019). Informe Mensual del Sector Eléctrico, Julio. Retrieved from: http://www.cammesa.com/linfomen.nsf/MINFOMEN?OpenFrameSet

2.3.2 Carbon intensity of energy supply

Carbon intensity of a country's energy sector describes the CO₂ emissions per unit of total primary energy supply. It gives an indication on the share of fossil fuels in the energy supply, the choice of fuel (e.g. gas is less carbon intensive than coal) and on the efficiency of generation.



Enerdata (2019). Global Energy and CO₂ data: CO2 per toe consumed (CO2 from fuel combustion). Retrieved from: https://www.enerdata.net/research/energy-market-data-co2-emissions-database.html

A country with a very low level of carbon intensity, when compared to other G20 countries, receives a very high **rating** for 'current level'. A very high rating for 'recent developments' signals a high reduction from 2013 to 2018 when compared to the G20 peers.

Table 1: Carbon intensity of the energy sector

	2013 (tCO2e/TJ)	2018 (tCO2e/TJ)	Rating current level (2018)	Trend (2013- 2018)	Rating trend
Argentina	52.85	52.94	medium	-0.37%	low
Australia	74.37	72.77	very low	-1.67%	medium
Brazil	37.48	34.49	very high	-9.37%	high
Canada	49.54	47.37	high	-3.24%	medium
China	75.20	71.46	very low	-4.29%	high
EU	50.80	48.95	high	-3.17%	medium
France	31.75	29.71	very high	-3.23%	medium
Germany	59.22	58.13	low	-1.34%	low
India	56.48	58.51	low	2.54%	very low
Indonesia	47.86	49.65	high	1.82%	low
Italy	52.81	50.42	high	-4.94%	high
Japan	63.91	63.20	low	-0.98%	low
Mexico	56.36	56.61	low	2.15%	very low
Russia	53.50	52.38	medium	-2.61%	medium
Saudi Arabia	60.98	61.04	low	2.99%	very low
South Africa	76.50	73.32	very low	-4.12%	high
South Korea	55.30	54.81	medium	-0.59%	low
Turkey	59.63	62.31	low	2.94%	very low
United Kingdom	57.07	49.18	high	-14.74%	very high
USA	55.83	54.14	medium	-3.40%	medium

2.3.3 Solar, wind, geothermal and biomass development

This indicator covers solar, wind, geothermal and non-residential biomass. It excludes unsustainable renewable sources such as large hydropower or traditional biomass used in the residential sector (mainly fuel wood used for cooking).

Enerdata (2018). Global Energy and CO₂ data: Total primary consumption; Primary production of solar electricity; Share of wind in primary consumption; Share of geothermal electricity in primary consumption; Share of Biomass in TPES (excl. traditional biomass (mainly solid fuel biomass for residential use)). Retrieved from: https://www.enerdata.net/research/energy-market-data-co2-emissions-database.html

For Argentina only:



Secretaría de Energía (2018). Argentina's National Energy Balance. Retrieved from http://datos.minem.gob.ar/dataset/balances-energeticos;

CAMMESA (2019). Informe Mensual del Sector Eléctrico, Julio. Retrieved from: http://www.cammesa.com/linfomen.nsf/MINFOMEN?OpenFrameSet

The 'Trend' rating of the indicator "Solar, wind, geothermal and biomass" is calculated using the trend of the share of these renewables sources in TPES from 2013 to 2018. If a country's absolute level of new renewables is at a low level, a rather small absolute change could be reflected as a high relative change and positive rating, even if absolute change is small compared to other countries.

Table 2: Rating of the share of solar, wind, geothermal and biomass in TPES

	2013 (% of TPES)	2018 (% of TPES)	Rating current level (2018)	Trend (2013- 2018)	Rating trend
Argentina	4%	4%	low	19.85%	medium
Australia	4%	5%	low	34.93%	medium
Brazil	26%	30%	very high	17.87%	low
Canada	5%	5%	low	-2.74%	very low
China	1%	3%	very low	136.34%	very high
EU	8%	10%	high	26.80%	medium
France	4%	6%	medium	41.10%	high
Germany	9%	13%	high	38.30%	high
India	7%	9%	medium	19.72%	medium
Indonesia	11%	13%	high	15.52%	low
Italy	10%	11%	high	3.54%	low
Japan	3%	5%	medium	61.33%	high
Mexico	3%	4%	very low	11.98%	low
Russia	1%	1%	very low	14.65%	low
Saudi Arabia	0%	0%	very low	-17.13%	very low
South Africa	4%	4%	low	13.78%	low
South Korea	5%	8%	medium	70.78%	very high
Turkey	2%	7%	medium	257.07%	very high
United Kingdom	5%	10%	high	104.86%	very high
USA	5%	6%	medium	17.99%	low

2.3.4 Energy supply per capita

Total Primary Energy Supply (TPES) per capita displays the energy supply in relation to a country's population. The level of energy use per capita is closely related to economic development, climatic conditions and the price of energy. There are enormous differences in the level of energy use per capita between low- and middle-income economies, and high-income economies.

The Brown to Green Report uses TPES data from 2018, drawn from Enerdata, and population data from World Bank.



Enerdata (2019). Global Energy and CO₂ data: Total consumption per capita (incl. non conv.). Retrieved from: https://www.enerdata.net/research/energy-market-data-co2-emissions-database.html

World Bank (2019). Population total. Retrieved from: https://data.worldbank.org/indicator/SP.POP.TOTL

For Argentina only:

Secretaría de Energía (2018). Argentina's National Energy Balance. Retrieved from http://datos.minem.gob.ar/dataset/balances-energeticos;

Indec (2019). Proyecciones nacionales. Retrieved from: https://www.indec.gob.ar/indec/web/Nivel4-Tema-2-24-84

For 'current level', a very high **rating** implies one of the lowest levels of energy use per capita in the G20. For 'recent developments' a very high rating implies a high reduction from 2013 to 2018, when compared to other G20 countries.

Table 3: Rating for energy use per capita

	2013	2018	Rating current level (2018)	Trend (2013- 2018)	Rating trend
Argentina	81.84	78.29	high	-3.77%	medium
Australia	228.65	222.08	very low	-1.93%	medium
Brazil	60.59	57.59	high	-6.99%	high
Canada	323.93	340.05	very low	3.75%	low
China	89.81	95.09	high	4.55%	low
EU	134.86	130.43	medium	-1.46%	medium
France	161.77	150.55	low	-5.97%	medium
Germany	164.88	150.37	low	-6.62%	high
India	26.08	29.17	very high	10.74%	very low
Indonesia	35.54	39.34	very high	9.47%	very low
Italy	108.09	106.61	medium	0.77%	low
Japan	149.51	140.26	low	-5.44%	medium
Mexico	65.70	57.98	high	-10.58%	very high
Russia	209.82	231.19	very low	10.63%	very low
Saudi Arabia	267.56	258.84	very low	-6.48%	high
South Africa	104.49	101.37	medium	-4.88%	medium
South Korea	225.42	248.04	very low	10.86%	very low
Turkey	64.61	75.32	high	19.24%	very low
United Kingdom	124.63	110.45	medium	-10.10%	very high
USA	290.80	288.35	very low	-2.44%	medium

2.3.5 Energy intensity of the economy

TPES per unit of GDP describes the energy intensity of a country's economy. This indicator illustrates the efficiency of energy usage by calculating the energy needed to produce one unit of GDP. A decrease



in this indicator can mean an increase in efficiency but also reflects structural economic changes.

Enerdata (2019). Global Energy and CO₂ data: Energy intensity of GDP at purchasing power parities. Retrieved from: https://www.enerdata.net/research/energy-market-data-co2-emissions-database.html

World Bank (2017). The World Bank's Open Data initiative. Retrieved from: http://data.worldbank.org/indicator/

A very high **rating** for 'current level' implies one of the lowest levels of energy intensity in the G20. A very high rating for 'recent developments' signals a high reduction from 2013 to 2018, when compared to the G20 peers.

Table 4: Rating of energy intensity of the economy (current; trend)

	2013	2018	Rating current level (2018)	Trend (2013- 2018)	Rating trend
Argentina	4.20	4.31	medium	1.39%	very low
Australia	5.29	4.88	low	-6.95%	medium
Brazil	3.93	4.06	medium	3.10%	very low
Canada	7.66	7.71	very low	-0.03%	low
China	7.53	5.88	low	-23.17%	very high
EU	3.90	3.43	high	-10.55%	high
France	4.32	3.83	medium	-10.47%	medium
Germany	3.84	3.31	high	-11.91%	high
India	5.02	4.17	medium	-18.18%	very high
Indonesia	3.69	3.39	high	-9.22%	medium
Italy	3.16	3.00	very high	-3.69%	medium
Japan	4.02	3.57	medium	-10.76%	high
Mexico	4.01	3.32	high	-16.28%	very high
Russia	8.21	8.90	very low	9.71%	very low
Saudi Arabia	5.40	5.31	low	-4.36%	medium
South Africa	8.47	8.31	very low	-3.59%	medium
South Korea	6.92	6.76	very low	-1.62%	low
Turkey	2.98	2.97	very high	1.21%	low
United Kingdom	3.31	2.75	very high	-15.71%	very high
USA	5.68	5.19	low	-9.92%	medium

2.3.6 Energy-related CO₂ emissions by sector

 CO_2 emissions from energy account for the highest share of total GHG emissions in most countries. They are emissions resulting from fuel combustion (coal, oil and gas) in sectors electricity and heat, transport, buildings, agriculture, industries and other emissions from the energy sector (e.g. the emissions of transforming coal into coke). Emissions are calculated according to the 2006 IPCC Guidelines for National GHG Inventories.



Enerdata (2019). Global Energy and CO₂ data: CO₂ emissions from fuel combustion (sectoral approach); CO₂ emissions in energy sector (Fuel combustion); CO₂ emissions from industries (Fuel combustion incl. autoproducers); CO₂ emissions from households, services, agriculture (Fuel combustion); CO₂ emissions from transport (Fuel combustion); CO₂ emissions from industrial process. Retrieved from: https://www.enerdata.net/research/energy-market-data-co₂-emissions-database.html

For Argentina only:

Secretaría de Energía (2018). Argentina's National Energy Balance. Retrieved from http://datos.minem.gob.ar/dataset/balances-energeticos;

Secretary of Environment and Sustainable Development (2019). Argentine Republic's Third Biennial Update Report (BUR 3). Soon available under: https://unfccc.int/BURs

2.4 Mitigation: Power sector

2.4.1 Status of decarbonisation

Power Mix (Data for 1990-2018)

Enerdata (2019). Global Energy and CO₂ data: Electricity production; Nuclear electricity production; Electricity production from natural gas; Electricity production from natural gas; Electricity production from coal, lignite; Share of renewables in electricity production (incl hydro). Retrieved from: https://www.enerdata.net/research/energy-market-data-co2-emissions-database.html
For Argentina only: Secretaría de Energía (2018). Argentina's National Energy Balance. Retrieved from http://datos.minem.gob.ar/dataset/balances-energeticos; CAMMESA (2019). Informe Mensual del Sector Eléctrico, Julio. Retrieved from: http://www.cammesa.com/linfomen.nsf/MINFOMEN?OpenFrameSet

Shares of renewable sources in total electricity mix (Data for 2018)

Enerdata (2019). Global Energy and CO₂ data: Electricity production from renewable biomass and waste; Offshore wind electricity production; Onshore wind electricity production; Solar electricity production; Geothermal electricity production; Hydroelectric production. Retrieved from: https://www.enerdata.net/research/energy-market-data-co2-emissions-database.html

o Emissions intensity of the power sector (Data for 2013-2018)

Enerdata (2019). Global Energy and CO₂ data: CO₂ emissions of the electricity production. Retrieved from: https://www.enerdata.net/research/energy-market-data-co2-emissions-database.html

For Argentina only: Secretary of Environment and Sustainable Development (2019). Argentine Republic's Third Biennial Update Report (BUR 3). Soon available under: https://unfccc.int/BURs; CAMMESA (2019). Informe Mensual del Sector Eléctrico, Julio. Retrieved from:

http://www.cammesa.com/linfomen.nsf/MINFOMEN?OpenFrameSet

For Brazil only: **Brazilian Ministry of Science and Technology (2019).** Fator médio - Inventários corporativos. Retrieved from:

https://www.mctic.gov.br/mctic/opencms/ciencia/SEPED/clima/textogeral/emissao corporativos.

Share of renewables in power generation (Data for 2018)

Enerdata (2019). Global Energy and CO₂ data: Share of renewables in electricity production (incl hydro). Retrieved from: https://www.enerdata.net/research/energy-market-data-co2-emissions-database.html

For Argentina only: **CAMMESA (2019).** Informe Mensual del Sector Eléctrico, Julio. Retrieved from: http://www.cammesa.com/linfomen.nsf/MINFOMEN?OpenFrameSet

Power sector

 $Web: \underline{www.climate\text{-}transparency.org}$



2.5 Mitigation: Transport sector

2.5.1 Status of decarbonisation

Fuel mix in transport (Data for 1990-2018)

Enerdata (2019). Global Energy and CO₂ data: Total energy final consumption of transport; Oil products final consumption of transport; Natural gas final consumption of transport; Electricity final consumption of transport; Coal final consumption of transport; Biofuels final consumption of transport. Retrieved from: https://www.enerdata.net/research/energy-market-data-co2-emissions-database.html

Transport emissions per capita (Data for 2018)

Enerdata (2019). Global Energy and CO₂ data: CO₂ emissions from transport (Fuel combustion). Retrieved from: https://www.enerdata.net/research/energy-market-data-co2-emissions-database.html

World Bank (2019). Population total. Retrieved from: https://data.worldbank.org/indicator/SP.POP.TOTL

Motorisation rate (data for different years available depending on the country)

Agora Verkehrswende (2018). Towards Decarbonising Transport – A G20 Stocktake on Sectoral Ambition. Retrieved from:

https://www.agora-verkehrswende.de/en/publications/towards-decarbonising-transport-2018/

For South Africa only: **Statistics South Africa (2019).** General Household Survey 2018. Retrieved from: http://www.statssa.gov.za/publications/P0318/P03182018.pdf

For China only: **National Statistic Bureau (2018).** Statistical Bulletin on National Economic and Social Development (*note: this is the correct source, the differing source on p. 9 of the Chinese country profile is incorrect*).

Market share of electric vehicles in new car sales (Data for 2018)
 IEA (2019). Global EV Outlook 2019. Retrieved from: https://www.iea.org/gevo2019/

Modal split in passenger transport (Data for different years available depending on the country)
 Agora Verkehrswende (2018). Towards Decarbonising Transport – A G20 Stocktake on Sectoral Ambition. Retrieved from:

https://www.agora-verkehrswende.de/en/publications/towards-decarbonising-transport-2018/

For Argentina only: Argentinian Ministry of Environment and Sustainable Development; National Climate Change Cabinet (2017). Acción Nacional de Transporte y Cambio Climático. Versión I - 2017. Retrieved from: https://www.argentina.gob.ar/ambiente/sustentabilidad/planes-sectoriales/transporte

Note: Data for the city of Buenos Aires only

Modal split freight in transport (Data for different years available depending on the country)
 Agora Verkehrswende (2018). Towards Decarbonising Transport – A G20 Stocktake on Sectoral Ambition. Retrieved from:

https://www.agora-verkehrswende.de/en/publications/towards-decarbonising-transport-2018/

For Argentina only: Argentinian Ministry of Environment and Sustainable Development; National Climate Change Cabinet (2017). Acción Nacional de Transporte y Cambio Climático. Versión I - 2017. Retrieved from: https://www.argentina.gob.ar/ambiente/sustentabilidad/planes-sectoriales/transporte

Note: Data for the city of Buenos Aires only

For South Africa only: Havenga, J.H.; Simpson, Z.P.; King, D.; de Bod, A. and Braun, M. (2016). Logistics Barometer South Africa 2016. Stellenbosch University.

Emissions from domestic and international aviation per capita (Data for 2016) IEA (2018). CO2 emissions from fuel combustion 2018. Retrieved from: https://webstore.iea.org/co2-emissions-from-fuel-combustion-2018



This indicator adds up emissions from domestic aviation and emissions from international aviation bunkers in the respective country.

2.6 Mitigation: Building sector

2.6.1 Status of decarbonisation

Building emissions per capita (Data for 2018)

Enerdata (2019). Global Energy and CO₂ data: CO₂ emissions from households (Fuel combustion); Indirect CO₂ emissions from households. Retrieved from:

https://www.enerdata.net/research/energy-market-data-co2-emissions-database.html

Direct and indirect (electricity) emissions are included.

World Bank (2019). Population total. Retrieved from:

https://data.worldbank.org/indicator/SP.POP.TOTL

Final energy use per m² residential buildings

ACEEE (2018). The 2018 International Energy Efficiency Scorecard. Retrieved from:

https://aceee.org/research-report/i1801

Final energy use per m² commercial buildings

ACEEE (2018). The 2018 International Energy Efficiency Scorecard. Retrieved from:

https://aceee.org/research-report/i1801

2.7 Mitigation: Industry sector

2.7.1 Status of decarbonisation

Industry emissions intensity (Data for 2016)

Energy emissions in industry are taken from Enerdata; industry process emissions are taken from PRIMAP (2018); the gross value added for industry (incl. construction) is taken from the World Bank (2019).

Enerdata (2019). Global Energy and CO₂ data: CO₂ emissions from industries (Fuel combustion incl. autoproducers). Retrieved from: https://www.enerdata.net/research/energy-market-data- co2-emissions-database.html

Gütschow, J.; Jeffery, L.; Gieseke, R. (2019). The PRIMAP-hist national historical emissions time series (1850-2016). V. 2.0. GFZ Data Services. Retrieved from: http://dataservices.gfzpotsdam.de/pik/showshort.php?id=escidoc:3842934

World Bank (2019). Industry (including construction), value added (constant 2010 US\$). Retrieved from: https://data.worldbank.org/indicator/NV.IND.TOTL.KD

Carbon intensity of cement production (Data for 2015)

Cement emissions intensity (kg CO₂ / t product). CO₂ emissions related to cement production divided by total cement production includes scope 1 (direct energy-related and process emissions) and scope 2 (i.e. related to electricity consumption) emissions.

CAT (2019). Assessment of mitigation contributions to the Paris Agreement. Retrieved from: www.climateactiontracker.org - based on Global Cement database: https://www.wbcsdcement.org/GNR-2016/

For South Africa only: Excl. electricity emissions. Department of Environmental Affairs Republic of South Africa (2019). South Africa's Third Biennial Update Report to the UNFCCC (note: this source is correct, it is incorrectly missing on p.11 of the South African country profile).

Carbon intensity of steel production (Data for 2015)

ndustry sector



Steel emissions intensity (kg CO_2 / t product). CO_2 emissions per tonne of steel produced Includes scope 1 (direct energy-related and process emissions) and scope 2 (i.e. related to electricity consumption) emissions

CAT (2019). Assessment of mitigation contributions to the Paris Agreement. Retrieved from: www.climateactiontracker.org - based on World Steel Association: https://www.worldsteel.org/

For South Africa only: Excl. electricity emissions. **Department of Environmental Affairs Republic of South Africa (2019).** South Africa's Third Biennial Update Report to the UNFCCC (note: this source is correct, it is incorrectly missing on p.11 of the South African country profile).

2.8 Mitigation: Forestry

2.8.1 Annual gross tree cover loss by dominant driver (Data for 2001-2017)

Global Forest Watch (2019). Global annual tree cover loss by dominant driver. Retrieved from: https://www.globalforestwatch.org/dashboards/global

For Brazil only: **INPE (2019).** Monitoramento do Desmatamento da Floresta Amazônica Brasileira por Satélite. Retrieved from: http://www.obt.inpe.br/OBT/assuntos/programas/amazonia/prodes

2.9 Mitigation: Agriculture

2.9.1 Emissions from agriculture by source (Data for 2016)

FAO (2019). FAOSTAT – Agriculture Total. Retrieved from: http://www.fao.org/faostat/en/#data/GT

For Argentina only: **Secretary of Environment and Sustainable Development (2019).** Argentine Republic's Third Biennial Update Report (BUR 3). Soon available under: https://unfccc.int/BURs

3. Adaptation

3.1 Adaptation policies

3.1.1 NDC adaptation summary

See 2.2.3

3.1.2 National adaptation strategies

The national adaptation strategies of the G20 countries were retrieved mainly through national websites. The Climate legislation and litigation database from the LSE and the Grantham Research Institute on Climate Change and the Environment and (http://www.lse.ac.uk/GranthamInstitute/countries/) the Climate-ADAPT platform (https://climate-adapt.eea.europa.eu/) served as initial sources of information which were then complemented by additional google searches.

For the **sources** used for the assessment of individual countries' policies, please refer to the Annex.

3.2 Adaptation needs

3.2.1 Global Climate Risk Index

The Germanwatch Global Climate Risk Index is an analysis based on one of the most reliable data sets available on the impacts of extreme weather events and associated socio-economic data. The



Germanwatch Climate Risk Index 2019 is the 14th edition of the annual analysis. Its aim is to contextualize ongoing climate policy debates – especially the international climate negotiations – with real-world impacts during the last year and the last 20 years. The index analyses to what extent countries and regions have been affected by impacts of weather-related loss events (storms, floods, heat waves etc.).

The Climate Risk Index for 1998-2017 was used for this indicator, the numbers presented are average figures for this 20-year period:

- Annual average fatalities (absolute numbers and per 100 000 inhabitants) and the rank of the country of the 181 countries worldwide.
- Annual average loss in US\$ PPP and per unit GDP (%) and the rank of the country out of the 181 countries worldwide.

Germanwatch (2019). Global Climate Risk Index 2019 – Who suffers most from extreme weather events? Weather-related loss events in 2017 and 1998 to 2017? Retrieved from: https://www.germanwatch.org/sites/germanwatch.org/files/Global%20Climate%20Risk%20Index%202019_2.pdf

3.2.2 Exposure to future impacts at 1.5°C, 2°C, and 4°C

Country-level data describing the impacts of climate change at different levels of global temperature increase for the G20 countries were used for these indicators. It uses the same data, methodology and indicators (with minor exceptions noted below) as used in Arnell et al. (2019). Arnell et al. (2019) focuses on the global and regional scales. All the indicators characterise physical hazard and natural resources, and are calculated at the $0.5 \times 0.5^{\circ}$ scale. The indicators are weighted by area, rather than calculated just over grid cells with more than 1000 people as it is described in Arnell et al. (2019). The number of days with maximum temperatures greater than 35°C was not included in Arnell et al. (2019) but were provided for the BTG report.

There are some caveats with the results (summarised in Arnell et al., 2019). These are even more significant at the national scale: (i) the indicators are designed to allow comparisons between regions and countries and therefore entail simplifications. More appropriate indicators may/should be used at the national scale; (ii) the indicators are calculated using global data sets, which may differ from national data sets and could therefore contain uncertainties. The hydrological indicators (change in runoff, flood and drought) only represent changes within a country, and do not incorporate the effects of changes in upstream countries. There is also variability in impact within a country, which is not shown in the national-scale averages.

Table 5: Summary of the proxy impact indicators used in the country profiles

Indicator	Description
WATER	



% of area with increase in water scarcity	% of region with a decrease / increase in average annual runoff more than twice the standard deviation of 30-year average runoff
% of time in drought conditions	Proportion of time spent in hydrological drought (Standardised Runoff Index: Shuckla & Wood, 2008)
ENERGY DEMAND	
Cooling degree days	Cooling degree days, using a threshold of 18°C
Heating degree days	Heating degree days, using a threshold of 18°C
HEAT & HEALTH	
Heatwave frequency	Likelihood (%) that a year will contain a heatwave, with maximum temperature greater than the 98 th percentile of the warm season temperatures for at least two days
Days above 35°C	Average annual number of days with maximum temperature greater than 35°C
AGRICULTURE	
Reduction in crop duration	Average annual change in crop growth duration. Crop growth duration is based on the time taken to accumulate the reference period average growing season accumulated thermal time (ATT: Challinor et al., 2016). Weighted by maize, winter wheat, spring wheat, soybean and rice area
Hot spell frequency	Likelihood (%) that a year will contain a damaging hot spell, defined as at least five days during the 30-day reproductive phase with temperatures above a threshold: maize 36°C, wheat 34°C, soybean 39°C and rice 36°C (thresholds from Challinor et al., 2016 and Lou, 2011). Weighted by maize, winter wheat, spring wheat, soybean and rice area
Reduction in rainfall	Likelihood (%) that growing season rainfall is less than the standard deviation of growing season rainfall. Weighted by maize, winter wheat, spring wheat, soybean and rice area

For the Brown to Green report, the data was normalized across world minimum and maximum values for each indicator. To determine the ranking scale, equal quantile distribution was applied to get the ranges for all five categories (very low, low, medium, high, very high).

WATER

Runoff decreases

Very low	Low	Medium	High	Very high
≥ 0	\geq 0.015789	\geq 0.068421	≥ 0.140789	≥ 0.393421

Hydrological drought

Very low	Low	Medium	High	Very high
≥ -0.047782	≥ 0.027304	≥ 0.112628	≥ 0.201365	≥ 0.365188

HEAT & HEALTH



Heatwaves frequency

Very low	Low	Medium	High	Very high
≥ 0.195089	≥ 0.549795	≥ 0.731241	≥ 0.856753	≥ 0.956344

Note: Based on this scale and the definition of 'heatwave frequency' used by Arnell et al. (2019) (see table above), this indicator should be interpreted as 'extreme topical heatwave frequency'.

Days above 35°C

Very low	Low	Medium	High	Very high
≥ 0	≥ 0.005203	≥ 0.027055	≥ 0.120708	≥ 0.417274

AGRICULTURE

Reduction in crop duration: Maize

Very low	Low	Medium	High	Very high
\geq 0.897426	\geq 0.776838	\geq 0.720221	≥ 0.6125	\geq 0.430515

Hot spell frequency: Maize

Very low	Low	Medium	High	Very high
≥ 0	\geq 0.010101	≥ 0.088023	≥ 0.252525	≥ 0.375180

Rain reduction: Maize

Very low	Low	Medium	High	Very high
≥ 1.296748	≥ 0.703252	≥ 0.703252	≥ 0.471545	≥ 0.369919

Reduction in crop duration: Rice

Very low	Low	Medium	High	Very high	
≥ 0.996178	≥ 0.941529	≥ 0.912994	≥ 0.883185	≥ 0.796051	

Hot spell frequency: Rice

Very low	Low	Medium	High	Very high
≥ 0	≥ 0	\geq 0.000553	≥ 0.029867	\geq 0.819690

Rain reduction: Rice

Very low	Low	Medium	High	Very high
≥ 0.387097	≥ 0.480287	\geq 0.577061	\geq 0.602151	≥ 0.706093

Reduction in crop duration: Soybean

Very low	Low	Medium	High	Very high
≥ -0.059322	≥ -0.251271	≥ -0.369915	≥ -0.516525	≥ -0.815678

Hot spell frequency: Soybean

Very low	Low	Medium	High	Very high
≥ 0	≥ 0	≥ 0	≥ 0.0018801	\geq 0.242257

Rain reduction: Soybean



Very low	Low	Medium	High	Very high
≥ -0.059322	≥ 0.224576	\geq 0.449153	\geq 0.618644	≥ 0.665254

Reduction in crop duration: Wheat

Very low	Low	Medium	High	Very high
≥ -0.101132	≥ -0.217925	≥ -0.304717	≥ -0.365472	≥ -0.605472

Hot spell frequency: Wheat

Very low	Low	Medium	High	Very high
≥ 0	≥ 0.0095	≥ 0.035	≥ 0.11655	≥ 0.385

Rain reduction: Wheat

Very low	Low	Medium	High	Very high
≥ 0.173585	\geq 0.469811	\geq 0.5471670	\geq 0.590566	\geq 0.683019

Based on **Arnell et al. (2019).** Global and regional impacts of climate change at different levels of global temperature increase, *Climatic change*.

Data based on: https://link.springer.com/article/10.1007/s10584-019-02464-z

3.2.3 Shares of national crop production in 2017

The **Food and Agriculture Organization (FAO)** is a specialized agency of the United Nations that leads international efforts to defeat hunger. **FAOSTAT** is a database from the FAO and provides free access to food and agriculture data for over 245 countries and territories and covers all FAO regional groupings from 1961 to the most recent year available.

The data on national crop production from maize, rice, soybean and wheat for 2017 (the most recent year available) were extracted from **FAOSTAT**, together with the overall national crop production. The pie charts available in the report are based on this data.

Retrieved from: http://www.fao.org/faostat/en/#data/QC

4. Finance

4.1 NDC finance summary

See 3.2.2

4.2 Finance: Financial policy and regulation

This indicator utilises an existing dataset on green macro-prudential regulation, which contains information on the mandate of a country's central bank, the type of green regulation (the instrument used) and the degree to which it is implemented (under discussion, voluntary, mandatory).

Central banks and financial regulators are important as they can set market rules that shift investments, often driven by short-term yields, to long-term sustainable solutions. They can support the direction of finance towards green projects through, for example, priority lending. They can also encourage the incorporation of climate risks in investment decisions, including through banking stress



tests and improving standards of due diligence for banks and financial institutions to consider climate risks.¹

We aggregate data into the following sets of instruments:

Green financial principles: This indicates political will and awareness of climate change impacts, showing the existence of a general discussion at the policy level about the need for aligning prudential and climate change objectives in the national financial architecture.

The following indicators were rated on a spectrum of (i) Mandatory (i.e. enforced legally required actions); (ii) Voluntary (including 'comply or explain'; or (iii) Under Discussion. Where the presence of instruments was unclear, or none were identified, they were considered (iv) Not Identified.

- **Disclosure requirements and risk assessment:** Disclosure of climate-related risks allows investors to thoroughly learn the risks to which specific banking institutions are exposed. Here the green/brown taxonomy of financial assets plays a crucial role.
- Climate-related risk assessment and climate stress-test: Risk assessment and stress-testing are forms of supervisory review that evaluate the resilience of the financial system to adverse shocks. Climate-related stress tests can identify the extent to which a financial institution is exposed to emission-intensive or non-climate resilient assets.
- **Liquidity instruments:** Liquidity regulations smooth the maturity mismatch between assets and funding sources to protect banks against liquidity crises. Existing liquidity regulations tend to favour carbon-intensive assets. By setting a lower Stable Fund Ratio, liquidity requirements could encourage low-carbon investments.
- Lending limits, and credit caps and floors: Lending limits limit banks' exposures to a specific type of sectors' activities and loan categories. They can limit the exposure to carbon-intensive investments or those that are not resilient to climate impacts. Related are minimum credit limits towards green loans or caps on brown loans.
- Differentiated reserve requirements: Reserve requirements set the minimum amount of
 reserves that must be held by a commercial bank as a counterpart to customer deposits and
 notes. They could be differentiated to allow lower reserve requirements for green sectors,
 thus aligning banks' profitability with a sustainability policy target.

All data is current as of February 2019, though it is acknowledged that this is rapidly changing policy space and policy movement in the intervening period could make the results out of date.

4.3 Finance: Fiscal policy levers

4.3.1 Fossil fuel subsidies

The fossil fuel subsidies data presented in the Brown to Green Report is taken from the OECD/IEA joint fossil fuel subsidies database, released in 2019. The OECD inventory collates information on the amount of subsidies provided by governments in the form of tax breaks and budgetary support. The OECD data include country information for all G20 countries, except Saudi Arabia. The estimates include support towards production and consumption of fossil fuel subsidies, as well as general

¹ D'Orazio and Popoyan (2019) Fostering green investments and tackling climate-related financial risks: Which role for macroprudential policies?, Ecological Economics, Volume 160, June 2019, Pages 25-37



services (supporting both production and consumption). The inventory is used in the Brown to Green Report because it provides a 'bottom-up' way of quantifying subsidies by collating government information on individual policy measures, and in this way, helps identify specific opportunities for reform. The results in this report are presented in US\$ billions and are taken from the latest year for which data is available, which is 2017. The results are also broken down into three end uses: coal, petroleum, natural gas, and fossil fuel-powered electricity. Trends in the time period 2008 to 2017 are also presented for countries. The original data provided by the OECD is in national currencies, and in the Brown to Green Report have been converted to common currency using exchange rates from the OECD database.

The subsidy data for Saudi Arabia is from the IEA database because no OECD data are available. The IEA uses a different methodology for calculating subsidies, called the 'price-gap' approach. This approach compares average end-user prices paid by consumers with reference prices that correspond to the full cost of supply. It covers a sub-set of consumer subsidies, and does not include production subsidies. The differences between OECD and IEA methodology can result in significant variations in the calculated total amount of subsidies. The results are presented in US\$ billions and are taken from the latest year for which data is available on the database (2017). Trends are also presented for the time period 2010-2017.

The Brown to Green Report also expresses country annual provisions of fossil fuel subsidies, captured by the OECD/IEA joint fossil fuel subsidies database, per unit of GDP. This allows some comparability between the G20 countries in the provision of fossil fuel subsidies. GDP values (in US\$) were taken from the World Bank's World Development Indicators.

It is worth noting that estimates on fossil fuel subsidies can differ across sources, therefore OECD may not necessarily reflect government perceptions on the level of fossil fuel subsidies. The OECD data is, however, useful in providing a comparable tool for G20 countries, from a methodological perspective. For example, the UK denies it provides any fossil fuel subsidies (under its own definition). Moreover, independent estimates have often found measures and resulting subsidies that are not included in the OECD database. It is worth noting that electricity subsidies themselves are not necessarily 'brown' expenditures, as decarbonisation of countries will require significant investments in electricity infrastructure. OECD calculates the support to fossil fuel-powered electricity by doing pro-rata calculations of the total support to electricity, multiplied by the share of fossil fuels in electricity generation.

OECD-IEA (2019). OECD-IEA Fossil Fuel Support and Other Analysis. Retrieved from: http://www.oecd.org/site/tadffss/data/

GDP values taken from the World Bank's World Development Indicators databank at: http://databank.worldbank.org/data/reports.aspx?source=world-development-indicators#

4.3.2 Carbon revenues

The carbon revenue data presented in the Brown to Green Report is taken from the Institute for Climate Economics (I4CE) carbon revenues data for G20 countries. The I4CE data collates information



on the amount of carbon revenues generated by explicit carbon pricing schemes. This includes explicit carbon taxes and emissions trading schemes, both national and subnational in nature; but it does not include implicit schemes, that is the taxation of emissions through policies other than explicit carbon pricing policies (e.g. VAT on petrol). It is used in the Brown to Green Report because it provides a 'bottom-up' way of quantifying carbon revenues, and in this way, helps to identify the country's ambitions in carbon pricing now and in the future (including data on schemes currently under consideration but not yet implemented). The results are presented in US\$ billions and are taken from the latest year for which data is available, which is 2018. Trends for countries in the time period 2008 to 2018 are also presented.

The Brown to Green Report also expressed country annual provisions of carbon revenues, captured by I4CE, per unit of GDP. This allows for some comparability between the G20 countries in carbon revenues. GDP values (in US\$) were taken from the World Bank's World Development Indicators.

I4CE (2019). Global Carbon Account 2019. Summary retrieved from: https://www.i4ce.org/wp-core/wp-content/uploads/2019/05/i4ce-PrixCarbon-VA.pdf (data available upon request)

4.3.3 Carbon pricing gap

Effective carbon rates (ECR) are the total price that applies to CO_2 emissions from energy use as a result of market-based policy instruments. They are a sum of carbon taxes, specific taxes on energy use and the price of tradable emission permits.

The most recent 2018 OECD ECR report is based on the tax rates from the 2015. The report does not present average effective carbon rates (as per the previous iteration of the report in 2015). This is because the average ECR can be heavily influenced by a small share of emissions (e.g. oil products in several sectors) being priced at a significant rate. Therefore, the report instead presents the share of emissions in each country that are priced at EUR 30 or higher, using the *carbon pricing gap* approach.

The carbon pricing gap is a measure of the difference between the carbon pricing rate in the country and a benchmark rate of EUR 30 per tonne of CO₂ (a low-end estimate of the damage that emissions cause). If the ECR on all emissions was at least as high as the benchmark (EUR 30), the gap would be zero; if the ECR was zero throughout, the gap would be 100%.

OECD (2018). Effective Carbon Rates (2018). Retrieved from: https://www.oecd.org/tax/effective-carbon-rates-2018-9789264305304-en.htm

4.4 Finance: Public finance

4.4.1 Public finance for coal (domestic and international)

The public finance data presented in the Brown to Green Report is taken from Oil Change International's Shift the Subsidies database (2019), which includes information provided by public finance institutions, from the Infrastructure Journal Global database (IJ Global, 2019), and in the Natural Resources Defense Council's (NRDC) 'Power shift' report database (Chen and Schmidt, 2017). The Shift the Subsidies database collates information on public finance to power by G20 public finance institutions, domestically and internationally, in the form of loans, grants and guarantees. The



estimates show the amount of financing for coal production (including exploration), for its transportation, and for coal-fired power production. The Oil Change International database is used in the Brown to Green Report because it provides a 'bottom-up' way of quantifying public finance by collating information on individual projects, and in this way, is able to be very precise about the amount of financing provided. The results presented are in US\$ billions and are taken from the latest years for which data is available, 2016 to 2017. As public financing is intermittent in nature, we use annual averages for the time period 2016 to 2017. This is calculated as the total amount of public finance provided for any relevant coal project whose financing was agreed in 2016 and 2017, divided by two (i.e. across the two years), to obtain annual average annual values.

There are some data caveats that are important to note. Due to limited transparency on the support provided by public finance at the project-level, the database is an underestimate of the total amount of support provided. The data also omits most finance delivered through financial intermediaries (because the volume of finance for specific energy activities ultimately delivered through those intermediaries is often unclear). For the same reason, the datasets omit significant volumes of MDB development policy finance. Given a lack of transparency, other important multilateral institutions in which G20 governments participate are not covered in this report, for example, the Development Bank of Latin America (CAF), Asian Infrastructure Investment Bank, New Development Bank, Islamic Development Bank, the sub-regional MDBs, and other non-MDB multilateral financial institutions. There is a general lack of transparency in the public finance institutions in Argentina, Indonesia, Mexico, Russia and Turkey, which is likely to lead to underestimates in public financing to power.

As one exception, for India, data was instead obtained from a recently published paper which reviews various national data sources and presents aggregate support (Worrall et al., 2018). For more details, see the India country study and data sheets, available at odi.org/g20-coal-subsidies/india. This means that we are able to report a more accurate picture of the total amount of finance provided in India. However, it also means that country comparisons must be made with caution, as the level of data coverage and reporting varies greatly between countries.

Table 6: List of public finance institutions included in Oil Change International's Shift the Subsidies database

Country	Public finance institutions
Argentina	Banco de Inversión y Comercio Exterior (BICE), Government of Argentina
Australia	Export Finance and Insurance Corporation, Clean Energy Finance Corporation, Australian Renewable Energy Agency
Brazil	Brazilian Development Bank (BNDES), Banco de Brasil, Banco de Desenvolvimento de Minas Gerais, Banco do Nordeste do Brasil, Banco Regional de Desenvolvimento do Extremo Sul, Caixa Economica Federal
Canada	Export Development Canada (EDC), PPP Canada, Business Development Bank of Canada (BDC), Sustainable Development Technology Canada (SDTC)
China	Agricultural Bank of China, Bank of China, Bank of Communications, China CITIC Bank, China Construction Bank, China Development Bank, China Export and Credit Insurance Corporation, China Silk Road Fund, Export-Import Bank of China, Industrial and Commercial Bank of China
France	Agence Francaise de Development (AFD), BPI France / Compagnie Française d'Assurance pour le Commerce Extérieur (Coface), Proparco, Caisse des Dépôts (CDC) Group



Germany	Deutsche Investitions und Entwicklungsgesellschaft (DEG), Euler Hermes, KfW Bank, KfW-Export Finance (IPEX) Bank
	No data on coal for the majority gov't owned banks for the most recent year assessed in this study.
India	Note: The India country brief instead relied on recently-published aggregate data from Worrall et al, 2018 which reviewed various national data sources. For more details, see the India country brief and data sheets.
Indonesia	Bank Mandiri, Bank Negara Indonesia, Bank Rakyat Indonesia, Bank Tabungan Negara, Indonesia Eximbank, Indonesia Infrastructure Finance, Indonesia Infrastructure Guarantee Fund, Sarana Multi Infrastruktur.
	Note: Limited data was identified for Indonesia, but this is most likely an issue regarding transparency and data availability. It is almost certain some of these banks have been involved in recent coal transactions but the OCI database was unable to quantify these.
Italy	This data collection is completed for Cassa Depositi e Prestiti (CDP), Servizi Assicurativi del Commercio Estero (SACE).
Japan	Japan International Cooperation Agency (JICA), Japan Bank for International Cooperation (JBIC) and Nippon Export and Investment Insurance (NEXI), Japan Oil, Gas and Metals National Corporation (JOGMEC)
Mexico	Banobras, Nafinsa, Bancomext
Russia	VTB Bank, Vneshcombank, Sberbank, Government of Russian Federation, EXIAR
Saudi Arabia	National Commercial Bank, Public Investment Fund, Saudi Fund for Development, Saudi Industrial Development Fund
South Africa	Development Bank of Southern Africa (DBSA), Industrial Development Corporation of South Africa (IDC), Export Credit Insurance Corporation of South Africa (ECIC)
South Korea	Export–Import Bank of Korea (KEXIM), K-Sure, Korea Development Bank (KDB), Korea Information Certificate Authority (KICA), Korea Finance Corporation (KFC)
	Note: Post-2013 KFC no longer existed as it had merged with KDB.
	Halkbank, Ziraat Bankasi, Vakifbank
Turkey	Note: While no public finance for coal was identified, this is most likely because of the lack of transparency and it is very likely that these institutions do provide financing for coal given its prominence in Turkey's energy policy.
UK	Royal Bank of Scotland (RBS), Department for International Development (DFID), Commonwealth Development Corporation Group (CDC), Department for Business, Innovation and Skills (BIS)
US	Export-Import Bank (ExIm), Overseas Private Investment Corporation (OPIC)

Chen, H. and Schmidt, J. (2017). Power shift: shifting G20 international public finance from coal to renewables. New York: Natural Resources Defense Council www.nrdc.org/resources/power-shift-g20-international-public-finance-from-coal-to-renewables

Oil Change International (2019). Shift the subsidies database. Available upon request from: http://priceofoil.org/shift-the-subsidies/

Worrall, L., Whitley, S., Garg, V., Krishnaswamy, S. and Beaton, C. (2018). India's stranded assets: how government interventions are propping up coal power. Working Paper 538. London: Overseas Development Institute. Retrieved from: www.odi.org/publications/11185-india-s-stranded-assets-how-governmentinterventions-are-propping-coal-power



4.4.2 International concessional public finance provision to developing countries

Annex I and II Parties are required to provide information on financial resources provided to non-Annex I Parties through their National Communications as well as their Biennial Reports (BR) and Common Tabular Format (CTF) Tables. Most developed countries have submitted three Biennial Reports, the last round being in 2018 (the next in 2020).2 As such, the data on the climate finance provided to developing countries to support climate change mitigation and adaptation actions are sourced from this biennial Reporting of developed country Parties to the UNFCCC.

We present data for only those countries that are listed as Annex I of the UNFCCC and are therefore formally obliged to provide climate finance. While not obligated, Russia has provided data in its reporting to the UNFCCC as an Annex I country (Turkey is also an Annex I country, but has not submitted data). It is also worth noting that there is climate finance provision that is not captured in common tabular format in biennial update reports and thus is not presented here. China for example, reports the provision of bilateral climate finance but not in a format or over a time period that allows comparison with other countries. South Korea, while a non-Annex II country, is an OECD DAC member and therefore reports bilateral climate finance to the OECD-DAC. In 2015 and 2016 it reported \$0.5 and \$0.3 million in climate-related development finance in 2015 and 2016 respectively. A number of other countries have contributed to multilateral climate funds on a voluntary basis and these southsouth flows have been captured in the explanatory country profile text as far as possible.

The total financial contributions reported in the third biennial reports (BR3s) consist of climate-specific contributions through bilateral channels and through multilateral climate change funds, split into four categories: mitigation or adaptation, cross-cutting or other. The multilateral climate change funds included are those listed in paragraph 17(a) of the "UNFCCC biennial reporting guidelines for developed country Parties" in decision 2/CP.17, i.e. The Global Environment Facility, the Least Developed Countries Fund, the Special Climate Change Fund, the Adaptation Fund, the Green Climate Fund and the Trust Fund for Supplementary Activities and, other multilateral climate change funds as referred in paragraph 17(b) of the "UNFCCC biennial reporting guidelines for developed country Parties" 2/CP.17 in decision (see 34, page https://unfccc.int/sites/default/files/resource/docs/2011/cop17/eng/09a01.pdf).

Flows are measured at the point of commitment to specific climate projects or programmes. The theme of the climate finance is dictated by the reporting of the country to the UNFCCC. It is classified as mitigation, adaptation, cross-cutting or other. The definitions of these categories vary by country (and institution), however (see UNFCCC 2016, Annex D, Table D1). Germany includes mobilised finance through KfW in its reporting to the UNFCCC. The figure in the country profile is adjusted to make figures more comparable with other G20 countries. Germany's thematic breakdown is based on the full amount, including this KfW mobilised finance, however, since data availability is not sufficient to disaggregate by theme. Similarly, the EU reports also EIB figures in their reporting, and for comparison only the EU contributions are reported here, again while recognizing the important contribution.

Secretariat of Climate Transparency:

[29]

² See https://unfccc.int/sites/default/files/resource/inf8.pdf for a compilation and summary presented to the COP.



Reporting further includes a **'core'** or **'general'** contribution category that includes support provided to multilateral institutions, including regional development banks, that Parties cannot specify as being climate-specific support (e.g. to the core budget of the World Bank or UNDP, UNEP). This allows us to capture some of the climate finance that countries provide through the MDBs. It is noted however, that MDBs can borrow funds,³ which means their development finance commitments can exceed the funds provided by their shareholders. Each MDB has a number of developed and developing country shareholders that contribute capital (paid-in capital), as well as committing to provide additional funds in certain circumstances (callable capital).⁴ Concessional finance provided by MDBs is funded mainly by developed country contributions and retained earnings, while non-concessional finance is funded mainly with money borrowed from capital markets.⁵ While the core/general contributions reported by Annex II Parties in BRs went mostly to MDBs, MDB outflows are significantly greater than the government contributions (or inflows) reported in this data. Thus, while the inclusion of core-general funding in country profiles improves our understanding of MDB contributions it still omits magnitudes of funding from MDBs to support climate action in developing countries.

Country Biennial Report submissions to the UNFCCC. Retrieved from: <a href="https://unfccc.int/process-and-meetings/transparency-and-reporting/reporting-and-review-under-the-convention/national-communications-and-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-biennial-reports-annex-i-parties/third-

4.4.3 Bilateral climate finance contributions

The numbers published in the country profiles refer to bilateral, concessional, public climate finance delivered annually in the period 2015-16 to developing countries. It includes climate finance reported as committed directly by donors in their biennial reporting to the UNFCCC. Only bilateral data is taken from country reports and not the multilateral nor the core general contributions that countries report to the UNFCCC. This is done to avoid double counting with the multilateral climate change funds. Flows are measured at the point of commitment to specific climate projects or programmes.

Under its current administration, the US has not submitted a third biennial report to the UNFCCC. This reduces the bilateral figures for the G20 as a whole and hinders multi-year comparison. It is noted that a lack of reporting is not the same as the US providing \$0 million.

Germany includes mobilised finance through KfW in its reporting to the UNFCCC. The figure reported is therefore adjusted to make figures more comparable with other G20 countries. But this contribution is recognized. Germany's thematic breakdown is based on the full amount, including this KfW mobilised finance, however, since data availability is not sufficient to disaggregate by theme. Similarly, the EU reports also EIB figures in their reporting, and for comparison only the EU contributions are reported here, again while recognizing the important contribution.

³ An MDB can borrow on favourable terms, in part because some of the bank's developed country shareholders have excellent credit ratings, and also because the developing country recipients of MDB finance have a strong track record of repayment. An MDB can then lend funds to its developing country clients on more favourable terms than they would get from other lenders.

⁴ Unlike shareholders of a private firm, a bank's shareholders receive no dividends or interest on their capital.

⁵ MDBs are allowed to do this, largely as it can rely on callable capital if it needs to repay debt.



The theme of the bilateral climate finance is dictated by the reporting of the country to the UNFCCC. It is classified as mitigation, adaptation, cross-cutting or other. The definitions of these categories vary by country (and institution), other, however, where used, generally refers to finance supporting REDD+ (see UNFCCC 2016, Annex D, Table D1).

The summary report presents data for only those countries that are listed as Annex II of the UNFCCC and are therefore formally obligated to provide climate finance. While not obligated, Russia has provided data in its reporting to the UNFCCC. It is also worth noting that there is bilateral finance provision that is not captured in common tabular format in biennial update reports and thus is not presented here. China for example, reports the provision of bilateral climate finance but not in a format or over a time period that allows comparison with other countries. South Korea, while a non-Annex II country, is an OECD DAC member and therefore reports bilateral climate finance to the OECD-DAC. In 2015 and 2016 it reported \$0.5 and \$0.3 million in climate-related development finance in 2015 and 2016 respectively.

Country Biennial Report submissions to the UNFCCC. Retrieved from: https://unfccc.int/process-and-meetings/transparency-and-reporting-and-review-under-the-convention/national-communications-and-biennial-reports-annex-i-parties/third-biennial-reports-annex-i.

4.4.4 Multilateral climate funds contributions

The numbers published in the country profiles refer to the G20 annual average contributions via the multilateral climate funds in 2015 and 2016 to developing countries. It is generated by attributing the resources approved by each fund's governing board/committee for projects in 2015 and 2016 to individual donors based on the percentage of each funds resources that their pledges represented at the end of 2017. Data is included for the following climate funds: Adaptation for Smallholder Agriculture Programme; Adaptation Fund; Clean Technology Fund; Forest Carbon Partnership Facility; Forest Investment Program; Global Environment Facility (6th Replenishment, Climate Mitigation Focal Area only); Green Climate Fund; Least Developed Countries Fund; Partnership for Market Readiness; Pilot Program for Climate Resilience; Scaling-up Renewable Energy Program; Special Climate Change Fund and the UNREDD Programme (see Table 11).

The theme of the multilateral climate fund finance is dictated by the nature of the fund and can be split into adaptation, mitigation and to projects that deliver both mitigation and adaptation actions, so called 'cross-cutting'. It should be noted that such a thematic categorization can go against those of the countries that provide finance, e.g. while REDD+ was designed as a mitigation mechanism, many contributors consider adaptation benefits can also be delivered and may consider such projects crosscutting. Unlike other funds, the GCF supports adaptation, mitigation and crosscutting objectives. For the GCF, the approved amounts in 2015 and 2016 are first broken down into the theme as determined in the project design, and each countries contribution established as a proportion of this thematic amount.

The country reports include developing countries that have contributed to the multilateral climate funds. However, the summary report only ranks those countries that are signatories to Annex II of the UNFCCC and therefore formally obligated to provide climate finance under the Convention.



Figures for finance delivered through multilateral climate funds are sourced from Climate Funds Update, a joint ODI/Heinrich Boell Foundation database that tracks spending through all major climate funds.

Table 7: Multilateral climate change funds

i apie /		imate change funds
	Fund	Objectives and structure
	Global Environment Facility (Trust Fund 6)	The Global Environment Facility (GEF) aims to help developing countries and economies in transition to contribute to the overall objective of the United Nations Framework Convention on Climate Change (UNFCCC) to both mitigate and adapt to climate change, while enabling sustainable economic development. The GEF is intended to cover the incremental costs of a measure to address climate change relative to a business as usual base line.
	Clean Technology Fund	The Clean Technology Fund (CTF), one of two multi-donor Trust Funds within the Climate Investment Funds (CIFs), promotes scaled-up financing for demonstration, deployment and transfer of low-carbon technologies with significant potential for long-term greenhouse gas emissions savings.
	Scaling-Up Renewable Energy Program	The Scaling-Up Renewable Energy Program in Low Income Countries (SREP) is a targeted program of the Strategic Climate Fund (SCF), which is one of two funds within the Climate Investment Funds (CIF) framework. The SREP was designed to demonstrate the economic, social and environmental viability of low carbon development pathways in the energy sector in low-income countries. It aims to help low-income countries use new economic opportunities to increase energy access through renewable energy use.
Mitigation focus	Partnership for Market Readiness	The Partnership for Market Readiness (PMR) is a partnership of developed and developing countries administered by the World Bank, established to use market instruments to scale up mitigation efforts in middle income countries. Although initially geared towards promoting market readiness for the anticipated emergence of international carbon markets, this approach has become more flexible, providing grants and technical support for proposals for implementation of market tools that contribute to mitigation efforts.
	Forest Carbon Partnership Facility	The Forest Carbon Partnership Facility (FCPF) is a World Bank programme and consists of a Readiness Fund and a Carbon Fund. The FCPF was created to assist developing countries to reduce emissions from deforestation and forest degradation, enhance and conserve forest carbon stocks, and sustainably manage forests (REDD+).
	Forest Investment Programme	The Forest Investment Program (FIP) is a targeted program of the Strategic Climate Fund (SCF) within the Climate Investment Funds (CIF). The FIP supports developing countries' efforts to reduce deforestation and forest degradation (REDD) and promotes sustainable forest management that leads to emission reductions and the protection of carbon reservoirs. It achieves this by providing scaled-up financing to developing countries for readiness reforms and public and private investments, identified through national REDD readiness or equivalent strategies.
	UNREDD Programme	The UN-REDD Programme aims to generate the necessary flow of resources to significantly reduce global emissions from deforestation and forest degradation in developing countries. The immediate goal is to assess whether carefully structured payments and capacity support can create the incentives to ensure lasting, reliable and measurable emission reductions while maintaining and improving other ecosystem services as well as the economic and social values that forests provide.
Adapt ation	Least Developed	The Least Developed Countries Fund (LDCF) was established to meet the adaptation needs of least developed countries (LDCs). Specifically, the LDCF has financed the preparation and implementation of National Adaptation Programs of Action



	Countries Fund (2002)	(NAPAs) to identify priority adaptation actions for a country based on existing information.
	Special Climate Change Fund (2002)	The Special Climate Change Fund (SCCF) addresses the specific needs of developing countries under the UNFCCC. It covers the incremental costs of interventions to address climate change relative to a development baseline. Adaptation to climate change is the top priority of the SCCF, although it can also support technology transfer and its associated capacity building activities.
	Adaptation Fund (2009)	The Adaptation Fund supports concrete adaptation projects and programmes in developing country Parties to the Kyoto Protocol, in an effort to reduce the adverse effects of climate change facing communities, countries and sectors. The Fund is financed through both governments and private donors, and from a 2% share of proceeds from Certified Emissions Reductions (CERs), issued under the Kyoto Protocol's Clean Development Mechanism (CDM).
	Adaptation for Smallholder Agriculture Programme	The Adaptation for Smallholder Agriculture Programme (ASAP) aims to channel climate and environmental finance to smallholder farmers, scale up climate change adaptation in rural development programmes and mainstream climate adaptation into the work of the International Fund for Agricultural Development (IFAD).
	Pilot Programme for Climate Resilience	The Pilot Program for Climate Resilience (PPCR) is a targeted program of the Strategic Climate Fund (SCF), which is one of two funds within the Climate Investment Funds (CIF) framework. The PPCR aims to pilot and demonstrate ways in which climate risk and resilience may be integrated into core development planning and implementation by providing incentives for scaled-up action and initiating transformational change.
Cross cutting focus	Green Climate Fund	In the context of sustainable development, the Green Climate Fund aims to promote the paradigm shift towards low-emission and climate-resilient development pathways by providing support to developing countries to limit or reduce their greenhouse gas emissions and to adapt to the impacts of climate change, taking into account the needs of those developing countries particularly vulnerable to the adverse effects of climate change.

Climate Funds Update (2017). Climate Funds Update: The latest information on climate funds – data dashboard. Retrieved from: http://www.climatefundsupdate.org/data



Annex

Sources for policy assessments:

Argentina:

ke 7
eas-
<u>eas-</u>
I
be
,
<u></u>
ón de
1-
ation
<u>e-</u>
•
nueva
ticos-
<u>m</u>
_
29
<u>29</u>
29 al de
al de
al de
al de
al de secto
al de
3.



	International Railway Journal (2016). Argentina's roadmap to a rail revival. Retrieved from:
	https://www.railjournal.com/in_depth/argentinas-roadmap-to-a-rail-revival
Mitigation:	The Bubble (2018). Are Green Buildings in Argentina Finally Happening? Retrieved from:
Buildings	https://www.thebubble.com/are-green-buildings-in-argentina-finally-happening
	Government of Argentina (2017). Energía. Retrieved from:
	https://www.argentina.gob.ar/ambiente/sustentabilidad/planes-sectoriales/energia
	Separata del Boletiín Oficial de la Ciudad de Buenos Aires (2018). Código de Edificación.
	Retrieved from: https://documentosboletinoficial.buenosaires.gob.ar/publico/PL-LEY-LCABA-
	<u>LCBA-6100-18-ANX.pdf</u>
Mitigation:	Ministerio de Energía y Minería. Presidencia de la Nación (n.d.). Fondo Argentino de
Industry	Eficiencia Energética (FAEE). Retrieved from:
	https://www.minem.gob.ar/www/835/25615/fondo-argentino-de-eficiencia-energetica-faee
Mitigation:	Foro sobre Cambio Climático (2017). Argentina presentó tres planes sectoriales para
Forests	implementar su NDC en el marco de la COP23. Retrieved from:
and	https://www.ambienteycomercio.org/argentina-presento-tres-planes-sectoriales-para-
Agriculture	implementar-su-ndc-en-el-marco-de-la-cop23/
	Poder Legislativo de Argentina (2017). Presupuesto minimos de proteccion ambiental de los
	bosques nativos. Retrieved from: http://www.derecho.uba.ar/academica/derecho-
	abierto/archivos/Ley-26331.pdf
	Fundación Ambiente y recursos naturales (2019). Análisis del presupuesto 2019. Retrieved
	from: https://farn.org.ar/archives/26392
Adaptation	No adaptation policy
Finance	-

Australia:

Recent	The Guardian (2019). Adani cleared to start Carmichael coalmine work as groundwater plans
policy	approved.
developme	Retrieved from: https://www.theguardian.com/business/2019/jun/13/adani-cleared-to-start-
nts and key	carmichael-coalmine-work-as-groundwater-plans-approved
opportuniti	
es	Reuters (2019). India's Adani wins green light for long delayed Australian coal mine
	Retrieved from: https://www.reuters.com/article/us-australia-coal-adani-ent/indias-adani-wins-
	green-light-for-long-delayed-australian-coal-mine-idUSKCN1TEOC2
	green light for long delayed dastraint coal filme facilities
	BBC (2019). Adani mine: Australia approves controversial coal project. Retrieved from:
	https://www.bbc.com/news/world-australia-48618774
	The Guardian (2019). Campaigners criticise 'reckless' approval of Adani mine in Australia.
	Retrieved from: https://www.theguardian.com/environment/2019/jun/14/campaigners-criticise-
	reckless-approval-adani-mine-australia
	Climate Action Tracker (2010) Country summary Australia Detrioused from
	Climate Action Tracker (2019). Country summary Australia. Retrieved from:
	https://climateactiontracker.org/countries/australia/
	Climate Change News (2019). Australia stops payments to Green Climate Fund. Retrieved from:
	https://www.climatechangenews.com/2019/04/02/australia-stops-payments-green-climate-
	<u>fund/</u>



1	
	Climate Analytics (2018). Climate Change: Australia vs the world. Australia's pollution profile & how to turn it around. Retrieved from: https://climateanalytics.org/media/australiaclimatefactsheets2018-australianeconomy-climateanalytics.pdf
	EEC (2019). The world's first fuel. How energy efficiency is reshaping global energy systems. Retrieved from: http://www.eec.org.au/uploads/Documents/The%20Worlds%20First%20Fuel%20-%20June%202019.pdf
	Climate Analytics (2018): Australias's Industry. Inefficient and standing still. Retrieved from: https://climateanalytics.org/media/australiaclimatefactsheets2018-industry-climateanalytics.pdf
Just transition	Burke, P. J., Best, R., & Jotzo, F. (2019). Closures of coal-fired power stations in Australia: local unemployment effects. Australian Journal of Agricultural and Resource Economics, 63(1), 142–165. Retrieved from https://onlinelibrary.wiley.com/doi/epdf/10.1111/1467-8489.12289
	Charalambous, S. (2019). Worker transfer scheme extended until August. Retrieved from Latrobe Valley Express website: http://www.latrobevalleyexpress.com.au/story/6227584/worker-transfer-scheme-extended-until-august/
	Environment Victoria. (n.d.). A Just Transition for the Latrobe Valley. Retrieved from https://environmentvictoria.org.au/just-transition-latrobe-valley/
	Government of Western Australia (2019). Energy Transformation Strategy: A brighter energy future. Retrieved from: https://www.treasury.wa.gov.au/uploadedFiles/Site-content/Energy_Transformation/Energy-Transformation-Strategy.pdf
	Slater, M. (2019). Greens rally to close Yallourn. Latrobe Valley Express. Retrieved from: http://www.latrobevalleyexpress.com.au/story/6196221/greens-rally-to-close-yallourn/
	Whittaker, J. (2019). Latrobe Valley optimistic two years after Hazelwood power station closure, but coal attachment remains. ABC News. Retrieved from: https://www.abc.net.au/news/2019-03-18/hazelwood-power-station-closure-two-years-on/10908866
Mitigation: Long-term strategy	UNFCC (2019). Session SBI50 (2019). Questions to Australia. https://unfccc.int/sites/default/files/resource/SBI50_AUS_Q.pdf
Mitigation: Power	The Guardian (2018). Coalition won't replace renewables target after it winds down in 2020. Retrieved from: https://www.theguardian.com/australia-news/2018/sep/18/coalition-wont-replace-renewables-target-after-it-winds-down-in-2020
	Bloomberg New Energy Finance (2019). Markets: A Creaking Grid Jams Up Australia's Switch to Green Energy. Available from: https://www.bloomberg.com/news/articles/2019-08-01/creaking-grid-is-jamming-up-australia-s-switch-to-green-energy
	Australian Government (2019). Climate Solutions Package. Retrieved from: https://www.environment.gov.au/system/files/resources/bb29bc9f-8b96-4b10-84a0-46b7d36d5b8e/files/climate-solutions-package.pdf
	Marsden Jacob Associates (2018). Modelling Snowy 2.0 in the NEM. Retrieved from: https://www.snowyhydro.com.au/wp-content/uploads/2018/12/MJA-NEM-Study-Public-Report-3Dec2018.pdf



Leonard Quong (2019). The inevitable decline of Australia's coal generation. Retrieved from: https://poweringpastcoal.org/insights/energy-security/the-inevitable-decline-of-australias-coal-generation

The Guardian (2019). Morrison government has not ruled out supporting coal, energy minister says. Retrieved from: https://www.theguardian.com/australia-news/2019/mar/12/morrison-government-has-not-ruled-out-supporting-coal-energy-minister-says

Climate Analytics (2018). Australia's Power Supply. Brown and polluting. Retrieved from: https://d3n8a8pro7vhmx.cloudfront.net/auscon/pages/11505/attachments/original/1556753993 /AustraliaClimateFactsheets2018-ElectricitySector-ClimateAnalytics.pdf?1556753993

Australian Government (2018). Australia's emissions projections 2018. Retrieved from: http://www.environment.gov.au/system/files/resources/128ae060-ac07-4874-857e-dced2ca22347/files/australias-emissions-projections-2018.pdf

Mitigation: Transport

Australian Government (2019). Climate Solutions Package. Retrieved from:

 $\frac{https://www.environment.gov.au/system/files/resources/bb29bc9f-8b96-4b10-84a0-46b7d36d5b8e/files/climate-solutions-package.pdf}{}$

Australian Government (2019). A National Strategy for Electric Vehicles. Retrieved from: https://www.environment.gov.au/system/files/resources/4476cfd6-330a-4e6f-b0c8-985a4a8985af/files/national-strategy-electric-vehicles.pdf

The Guardian (2018). Transport emissions continue to rise as Australia lags behind other nations. Retrieved from: https://www.theguardian.com/environment/2018/sep/13/transport-emissions-continue-to-rise-as-australia-lags-behind-other-nations

Climate Action Tracker (2019). Australia. Retrieved from:

https://climateactiontracker.org/countries/australia/

Agora Verkehrswende (2018). Towards Decarbonising Transport – A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20

WEB.pdf

Australian Government Department of Infrastructure, Transport, Cities and Regional Development (2019). Infrastructure Investment Program. Retrieved from: https://investment.infrastructure.gov.au/

Government of Australia (2017). Retrieved from: The National Rail Program: Investing in rail networks for our cities and surrounding regions.

https://investment.infrastructure.gov.au/files/national rail program/National Rail Program Criteria.pdf

Government of Australia (2019) Retrieved from: National Rail Program.

https://investment.infrastructure.gov.au/key_projects/initiatives/national_rail_program.aspx

Mitigation: Buildings **Council of Australian Governments (2018).** Trajectory for Low Energy Buildings. Retrieved from: http://coagenergycouncil.gov.au/sites/prod.energycouncil/files/publications/documents/Trajectory%20for%20Low%20Energy%20Buildings.pdf

Australian Building Codes Board (2019). NCC 2019 now in effect. Retrieved from: https://www.abcb.gov.au/Connect/Articles/2019/05/21/NCC-2019-is-now-in-effect



	ACEEE (2018). The 2018 International Energy Efficiency Scorecard. Retrieved from:
	https://aceee.org/sites/default/files/publications/researchreports/i1801.pdf
Mitigation:	Climate Analytics (2018). Australia's Industry. Inefficient and standing still. Retrieved from:
Industry	https://climateanalytics.org/media/australiaclimatefactsheets2018-industry-climateanalytics.pdf
	IEA (2019). Industry. Tracking Clean Energy Progress. Retrieved from:
	https://www.iea.org/tcep/industry/
Mitigation:	Australian Government Department of Agriculture (2017). Ministerial forestry statement.
Forests and	Retrieved from: http://www.agriculture.gov.au/forestry/policies/ministerial-forestry-statement
Agriculture	
	Australian Government Department of Agriculture (2018). Australia's forest policies. Retrieved
	from: http://www.agriculture.gov.au/forestry/policies
	The Guardian (2018). 'Global deforestation hotspot': 3m hectares of Australian forest to be lost in
	15 years. Retrieved from: https://www.theguardian.com/environment/2018/mar/05/global-
	deforestation-hotspot-3m-hectares-of-australian-forest-to-be-lost-in-15-years
	MANE (2004) MANELLI I. S. J. D. J. Cl. J. E.C. J. E. J. J. D. J. Cl. J. E.C. J. E. J. J. D. J. J. J. D. J. J. J. D. J.
	WWF (2015). WWF Living Forests Report: Chapter 5 Saving Forests at Risk. Retrieved
	from: http://awsassets.panda.org/downloads/living forests report chapter 5 1.pdf
	Climate Action Tracker (2018). What's on the table. Decarbonisation memo series: Agriculture.
	Retrieved from: https://climateactiontracker.org/documents/68/CAT_2018-01-
	23 DecarbAgriculture CATAnalysis.pdf
	25 Decarding teatrain Christians par
	Ward, M. et al (2019). Lots of loss with little scrutiny: The attrition of habitat critical for
	threatened species in Australia, Conservation Science and Practice. Retrieved from:
	https://conbio.onlinelibrary.wiley.com/doi/epdf/10.1111/csp2.117
Adaptation	National Climate Resilience and Adaptation Strategy (2015). Retrieved from:
'	https://www.environment.gov.au/system/files/resources/3b44e21e-2a78-4809-87c7-
	a1386e350c29/files/national-climate-resilience-and-adaptation-strategy.pdf
Finance	-
Finance	-

Brazil:

Recent	Reuters (2018). EDP Renováveis, Eneva e EDF dominam contratação em leilão de energia A-6.
policy	Retrieved from: https://br.reuters.com/article/businessNews/idBRKCN1LJ1SD-OBRBS
developme	
nts and key	Reuters (2019). Brazil's Bolsonaro fires 'militant' head of climate change action group. Retrieved
opportuniti	from: https://www.reuters.com/article/us-brazil-environment/brazils-bolsonaro-fires-militant-
es	head-of-climate-change-action-group-idUSKCN1SG2BT
	Climate Action Tracker (2018). Brazil. Retrieved from:
	https://climateactiontracker.org/countries/brazil/pledges-and-targets/
	Bloomberg (2019). The Amazon Rain Forest Burns Again. Retrieved from:
	https://www.bloomberg.com/news/articles/2019-05-30/amazon-rainforest-deforestation-in-
	brazil-on-the-rise-for-years
	Spiegel Online (2019). Rekord-Abholzung im Regenwald. Retrieved from:
	https://www.spiegel.de/wissenschaft/natur/brasilien-rekord-abholzung-im-regenwald-hoechster-
	wert-seit-drei-jahren-a-1275652.html



	OECD-IEA (2018). OECD-IEA Fossil Fuel Support and Other Analysis. Retrieved from:
	http://www.oecd.org/site/tadffss/data/
	170 (2012) CL 171/2 1 2012 2 1 1 1 1 1 1 1 1 1
	IEA (2018). Global EV Outlook 2018. Retrieved from: https://www.iea.org/gevo2018/
	IBGE (2017). Brazil in figures 2017. Retrieved from: https://loja.ibge.gov.br/brasil-em-numeros-
	brazil-infigures-2017.html
Just	Government of Brazil (2016). Brazilian National Adaptation Plan. Retrieved from:
transition	http://www.mma.gov.br/clima/adaptacao/plano-nacional-de-adaptacao
Mitigation:	Fórum Brasileiro de Mudança do Clima (2018). Proposta Inicial de Implementação da NDC é
Long-term	entregue à Presidência. Retrieved from: https://www.fbmc.com.br/blog/proposta-inicial-de-
strategy	implementa%C3%A7%C3%A3o-da-ndc-e-entregue-a-presidencia
Mitigation:	Enerdata (2018). Global Energy and CO2 data. Retrieved from:
Power	https://www.enerdata.net/research/energy-market-data-co2-emissions-database.html
1 Ower	https://www.enerdata.net/research/energy market data coz emissions database.nem
	IEA Bioenergy (2018). Country Report Brazil 2018. Retrieved from:
	https://www.ieabioenergy.com/wp-
	content/uploads/2018/10/CountryReport2018 Brazil final.pdf
	Content, aprodus, 2010, 10, country report 2010 Brazil Intaligat
	Ministro de Estado de Minas e Energia (2018). Plano Decenal de Expansão de Energia 2027.
	Retrieved from:
	http://www.mme.gov.br/documents/10584/1432059/Plano+Decenal+de+Expans%C3%A3o+de+E
	nergia+2027+%28PDE+2027%29/66498aa7-5e33-47ea-b586-2a6b1b994f7f?version=1.1
	Empresa de Pesquisa Energética (n.d.). Plano Nacional de Energia – 2050. Retrieved from:
	http://www.epe.gov.br/pt/publicacoes-dados-abertos/publicacoes/Plano-Nacional-de-Energia-
	2050
	Reuters (2016). UPDATE 1-Brazil development bank scraps financing for coal-fired plants.
	Retrieved from: https://af.reuters.com/article/commoditiesNews/idAFL2N1C913N
	Ministerio de Minas Energia Secretaria de Planejamento e desenvolvimente energético (2018).
	Plano decenal de EXPANSÃO DE ENERGIA 2027. Retrieved from: http://www.epe.gov.br/sites-
	pt/publicacoes-dados-abertos/publicacoes/Documents/PDE%202027 aprovado OFICIAL.pdf
Mitigation:	Brazilian Government (2009). PROCONVE L6 standards: Conama 415/2009. Retrieved from:
Transport	http://www2.mma.gov.br/port/conama/legiabre.cfm?codlegi=615
	Agora Verkehrswende (2018). Towards Decarbonising Transport – A 2018 Stocktake on Sectoral
	Ambition in the G20. Retrieved from: https://www.agora-
	verkehrswende.de/fileadmin/Projekte/2017/Verkehr_und_Klima_in_den_G20_Laendern/15_G20
	<u>WEB.pdf</u>
	The International Council on Clean Transportation (2019). BRAZIL PROCONVE P-8 EMISSION
	STANDARDS. Retrieved from:
	https://www.theicct.org/sites/default/files/publications/P8 emissions Brazil update 20190227.
	<u>pdf</u>
	The International Council on Clean Transportation (2019). BRAZIL PROCONVE P-8 EMISSION
	STANDARDS. Retrieved from:
	https://www.theicct.org/sites/default/files/publications/P8 emissions Brazil update 20190227.
	<u>pdf</u>



	The International Council on Clean Transportation (2018). Left in the dust: Brazil might be the
	last major automotive market to adopt Euro VI standards. Retrieved from:
	https://www.theicct.org/blog/staff/brazil-last-major-market-adopt-euro-vi
	Brazil Ministry of Cities (2012). Política Nacional de Mobilidade Urbana. Retrieved from:
	http://www.planalto.gov.br/ccivil 03/ Ato2011-2014/2012/Lei/L12587.htm
	Ministério Dos Transportes (2011). Plano Nacional de Logística e Transportes. Retrieved from: http://infraestrutura.gov.br/images/2014/11/PNLT/2011.pdf
	Bonelá Fontoura, Wlisses; de Lorena Diniz Chaves, Gisele; Mattos Ribeiroa, Glaydston (2019). The Brazilian urban mobility policy: The impact in São Paulo transport system using system dynamics. Retrieved from: https://doi.org/10.1016/j.tranpol.2018.09.014 .
	Schwolgin, Armin (2015). Realität hinkt weit hinter den Plänen her: Schienengüterverkehr in Brasilien. Retrieved from: https://www.lateinamerikaverein.de/fileadmin/_migrated/news/36-39 Schwolgin Gueba 4 2015.pdf
Mitigation: Buildings	American Council for an Energy-Efficient Economy (2018). The 2018 International Energy Efficiency Scorecard. Retrieved from: https://aceee.org/research-report/i1801
	New Climate (n.y.). Brazil. Retrieved from: http://www.climatepolicydatabase.org/index.php?title=Country:Brazil
	American Council for an Energy-Efficient Economy (2018). The 2018 International Energy Efficiency Scorecard. Retrieved from: https://aceee.org/research-report/i1801
Mitigation:	IEA (2019). Mandatory policy coverage of industrial energy. Retrieved from:
Industry	https://www.iea.org/tcep/industry/
	Ministro de Estado de Minas e Energia (2007). Plano Nacional de Eficiência Energética. Retrieved from: http://www.mme.gov.br/documents/10584/1432134/Plano+Nacional+Efici%C3%AAncia+Energ%C3%A9tica+%28PDF%29/74cc9843-cda5-4427-b623-b8d094ebf863?version=1.1
	American Council for an Energy-Efficient Economy (2018). The 2018 International Energy
N ditionation .	Efficiency Scorecard. Retrieved from: https://aceee.org/research-report/i1801
Mitigation: Forests and Agriculture	Federative Republic of Brazil (2016). Intended Nationally Determined Contribution Towards Achieving the Objective of the United Nations Framework on Climate Change. Retrieved from: https://www4.unfccc.int/sites/ndcstaging/PublishedDocuments/Brazil%20First/BRAZIL%20iNDC%20english%20FINAL.pdf
	Reuters (2017). Brazil launches database to fight illegal Amazon logging. Retrieved from: https://www.reuters.com/article/us-brazil-environment-amazon-idUSKBN16E2O9
	Mongabay (2019). Brazil guts environmental agencies, clears way for unchecked deforestation. Retrieved from:
	https://news.mongabay.com/2019/06/brazil-guts-environmental-agencies-clears-way-for-unchecked-deforestation/
	Mongabay (2019). Dismantling of Brazilian environmental protections gains pace. Retrieved from: https://news.mongabay.com/2019/05/dismantling-of-brazilian-environmental-protections-gains-retrieved
Adaptation	<u>pace/</u> National Plan on Climate Change (2008). Retrieved from:
ΑσαριστίοιΙ	http://www.mma.gov.br/estruturas/208/ arquivos/national plan 208.pdf
	National Adaptation Plan to Climate Change (2016). Retrieved from:



	https://www.mma.gov.br/images/arquivo/80182/BOOK_PNA_Executive%20Summary%20v4.pdf
	National Adaptation Plan to Climate Change (2016). Volume II Sectoral and Thematic Strategies.
	Retrieved from:
	https://www.mma.gov.br/images/arquivo/80182/BOOK_PNA_Volume%20II%20v4.pdf
Finance	-

Canada:

Recent	Government of Canada (2018). Pollution Pricing: technical briefing. Retrieved from:
policy	https://www.canada.ca/en/environment-climate-change/services/climate-change/pricing-
developme	pollution-how-it-will-work/putting-price-on-carbon-pollution/technical-briefing.html
nts and key	County Francis Devilator (2010). The new County Francis Devilator Detrieved francis
opportuniti	Canada Energy Regulator (2019). The new Canada Energy Regulator. Retrieved from:
es	https://www.cer-rec.gc.ca/bts/bllc69/index-eng.html
	CDC (2010) House of Common declares a dimenta amount and of mineline decision
	CBC (2019). House of Commons declares a climate emergency ahead of pipeline decision.
	Retrieved from: https://www.cbc.ca/news/politics/climate-emergency-motion-1.5179802
	The Guardian (2019). Trudeau approves contentious Trans Mountain pipeline expansion.
	Retrieved from: https://www.theguardian.com/world/2019/jun/18/canada-trans-mountain-
	pipeline-expansion-approved-trudeau
Just	Government of Canada (2016). Pan-Canadian Framework on Clean Growth and Climate Change:
transition	Canada's Plan to Address Climate Change and Grow the Economy. Government of Canada.
transition	Retrieved from: http://publications.gc.ca/collections/collection 2017/eccc/En4-294-2016-
	eng.pdf
	eng.pui
	Government of Canada (2018). Task Force: Just Transition for Canadian Coal Power Workers and
	Communities - Canada.ca. Retrieved from: https://www.canada.ca/en/environment-climate-
	change/services/climate-change/task-force-just-transition.html (Accessed: 25 September 2018)
	change/services/chimate-change/task-force-just-transition.html (Accessed: 25 September 2010)
	Government of Canada (2019). Investing in the Middle Class: Budget 2019. Retrieved from:
	https://www.budget.gc.ca/2019/docs/plan/toc-tdm-en.html
	Mertins-Kirkwood, H. (2018). Making decarbonization work for workers: Policies for a just
	transition to a zero-carbon economy in Canada. Canadian Centre for Policy Alternatives. Retrieved
	from: https://www.policyalternatives.ca/sites/default/files/uploads/publications/National
	Office/2018/01/Making Decarbonization Work.pdf
	Task Force on Just Transition for Canadian Coal Power Workers and Communities (2019). A Just
	and Fair Transition for Canadian Coal Power Workers and Communities. Gatineau QC. Retrieved
	from: http://publications.gc.ca/collections/collection_2019/eccc/En4-361-2019-eng.pdf
Mitigation:	Environment and Climate Change Canada (2016). Canada's mid-century long-term low
Long-term	greenhouse gas development strategy. Retrieved from:
strategy	https://unfccc.int/sites/default/files/resource/Canada%27s%20Mid-Century%20Long-
	Term%20Low-GHG%20Strategy.pdf
Mitigation:	Environment and Climate Change Canada (2016). Canada's mid-century long-term low
Power	greenhouse gas development strategy. Retrieved from:
	https://unfccc.int/sites/default/files/resource/Canada%27s%20Mid-Century%20Long-
	Term%20Low-GHG%20Strategy.pdf
	Allianz, Germanwatch & NewClimate Institute (2018). Allianz Climate and Energy Monitor.
	Retrieved from:



https://www.allianz.com/content/dam/onemarketing/azcom/Allianz com/sustainability/documents/Allianz Climate and Energy Monitor 2018.pdf

Government of Canada, National Energy Board (2019). Provincial and Territorial Energy Profiles – Canada. Retrieved from: https://www.neb-one.gc.ca/nrg/ntgrtd/mrkt/nrgsstmprfls/cda-eng.html

Thomas Reuters Practical Law (2018). Electricity regulation in Canada: overview. Retrieved from: https://ca.practicallaw.thomsonreuters.com/5-632-4326?transitionType=Default&contextData=(sc.Default)&firstPage=true&bhcp=1

Environment and Climate Change Canada (2016). Pan-Canadian Framework on Clean growth and Climate Change. Retrieved from: http://publications.gc.ca/collections/collection-2017/eccc/En4-294-2016-eng.pdf

Government of Canada (2018). Regulations Amending the Reduction of Carbon Dioxide Emissions from Coal-fired Generation of Electricity Regulations: SOR/2018-263. Retrieved from: http://gazette.gc.ca/rp-pr/p2/2018/2018-12-12/html/sor-dors263-eng.html

Government of Canada (2018). Canada's coal power phase-out reaches another milestone. Retrieved from: https://www.canada.ca/en/environment-climate-change/news/2018/12/canadas-coal-power-phase-out-reaches-another-milestone.html

Government of Canada (2018). Regulations Amending the Reduction of Carbon Dioxide Emissions from Coal-fired Generation of Electricity Regulations. In Canada Gazette (p. Part II, Vol. 152, No. 25, Regulation SOR/2018-263). Retrieved from: http://www.gazette.gc.ca/rp-pr/p2/2018/2018-12-12/html/sor-dors263-eng.html

Government of Canada (2018). Technical Backgrounder: Federal regulations for electricity sector. Backgrounder. Retrieved from: https://www.canada.ca/en/environment-climate-change/services/managing-pollution/energy-production/technical-backgrounder-regulations-2018.html

Government of Canada (2018). Regulations Limiting Carbon Dioxide Emissions from Natural Gasfired Generation of Electricity. Retrieved from: https://laws-lois.justice.gc.ca/PDF/SOR-2018-261.pdf

Government of Canada (2018). Canada's plan to reduce emissions from the electricity sector. Retrieved from: https://www.canada.ca/en/environment-climate-change/news/2018/12/canadas-plan-to-reduce-emissions-from-the-electricity-sector.html

End Coal (2019). Coal Plants by Country (MW) – January 2019. Retrieved from: https://docs.google.com/spreadsheets/d/1W-gobEQugqTR PP0iczJCrdaR-vYkJODzztSsCJXuKw/edit#gid=0

Mitigation: Transport

Government of Canada (2019). Zero-Emission Vehicle Infrastructure Program (ZEVIP). Retrieved from: https://www.nrcan.gc.ca/energy/alternative-fuels/fuel-facts/ecoenergy/21876

Government of Canada (2019). Zero-emission vehicles. Retrieved from: http://www.tc.gc.ca/en/services/road/innovative-technologies/zero-emission-vehicles.html

Government of Canada (2019). Canada and California team up to tackle vehicle climate pollution. Retrieved from: https://www.canada.ca/en/environment-climate-change/news/2019/06/canada-and-california-team-up-to-tackle-vehicle-climate-pollution.html



Government of Canada (2019). Clean Fuel Standard. Retrieved from:

https://www.canada.ca/en/environment-climate-change/services/managing-pollution/energy-production/fuel-regulations/clean-fuel-standard.html

Government of Canada (2019). Clean Fuel Standard: proposed regulatory approach. Retrieved from: https://www.canada.ca/en/environment-climate-change/services/managing-pollution/energy-production/fuel-regulations/clean-fuel-standard/regulatory-approach.html

Government of Canada (2019). Advisory Council on Climate Change. Retrieved from: https://www.canada.ca/content/dam/eccc/documents/pdf/climate-change/advisory-council-climate-action/acca-final-report.pdf

Natural Resources Canada (2019). Green Freight Assessment Programme. Retrieved from: https://www.nrcan.gc.ca/green-freight-assessment-program/20893

Government of Canada (2018). Regulations Amending the Heavy Duty Vehicle and Engine Greenhouse Gas Emission Regulations and Other Regulations Made Under the Canadian Environmental Protection Act, 1999. Retrieved from: https://pollution-waste.canada.ca/environmental-protection-registry/regulations/view?ld=145

Government of Canada (2018). Canada's heavy-duty vehicle regulations. Retrieved from: https://www.canada.ca/en/environment-climate-change/news/2018/06/canadas-heavy-duty-vehicle-regulations.html

Government of Canada (2019). Canada Gazette, Part I, Volume 153, Number 24: Government Notices. Retrieved from: http://www.gazette.gc.ca/rp-pr/p1/2019/2019-06-15/html/notice-aviseng.html#nl1

Canadian Trucking Alliance (2019). CTA: Environment Canada to Review Trailer Regulation in 2019-2020. Retrieved from: http://cantruck.ca/cta-environment-canada-to-review-trailer-regulation-in-2019-20/

Infrastructure Canada (2018). Investing in Canada - Canada's Long-Term Infrastructure Plan. Retrieved from: https://www.infrastructure.gc.ca/alt-format/pdf/plan/icp-pic/IC-InvestingInCanadaPlan-ENG.pdf

Government of Canada (2019). Transportation 2030: Green and Innovative Transportation. Retrieved from: https://www.tc.gc.ca/eng/future-transportation-canada-green-innovative-transportation.html

Agora Verkehrswende (2018). Towards Decarbonising Transport – A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20 WEB.pdf

Mitigation: Buildings **Natural Resources Canada (2018).** Canada's Building Strategy Update. Retrieved from: <a href="https://www.nrcan.gc.ca/sites/www.nrcan.gc.ca/files/emmc/pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/emmc-pdf/2018/en/18-00369-emmc-pdf/2018/en/emmc-pdf/2018/en/emmc-pdf/2018/en/emmc-pdf/20

buildings-strategy-report-e.pdf

British Columbia (2019). BC Energy Step Code. Retrieved from:

 $\frac{https://www2.gov.bc.ca/gov/content/industry/construction-industry/building-codes-standards/energy-efficiency/energy-step-code}{}$



	Clean BC (2019). Better Buildings BC Program. Retrieved from: https://betterbuildingsbc.ca/new-
	construction/better-buildings-bc-program/
	Natural Resource Canada (2017). Build Smart – Canada's Building Strategy. Retrieved from:
	https://www.nrcan.gc.ca/sites/www.nrcan.gc.ca/files/emmc/pdf/Building Smart en.pdf
	CBC (2019). Feds announce \$5.75M in funding for housing retrofits in Toronto and Hamilton.
	Retrieved from: https://www.cbc.ca/news/canada/toronto/housing-announcement-1.5204092
Mitigation:	IEA (2019). Industry. Tracking Clean Energy Progress. Retrieved from:
Industry	https://www.iea.org/tcep/industry/
	Natural Resource Canada (2019). Energy and Greenhouse Gas Emissions (GHGs). Retrieved from:
	https://www.nrcan.gc.ca/energy-facts/energy-and-greenhouse-gas-emissions-ghgs/20063
	Government of Canada (2018). Pollution Pricing: technical briefing. Retrieved from:
	https://www.canada.ca/en/environment-climate-change/services/climate-change/pricing-
	pollution-how-it-will-work/putting-price-on-carbon-pollution/technical-briefing.html
	Government of Canada (2019). Output-Based Pricing System. Retrieved from:
	https://www.canada.ca/en/environment-climate-change/services/climate-change/pricing-
	pollution-how-it-will-work/output-based-pricing-system.html
	National Post (2019). Federal government's carbon tax is constitutional, Ontario's top court rules.
	Retrieved from: https://nationalpost.com/news/canada/newsalert-ottawas-carbon-pricing-law-
	valid-ontarios-top-court-rules
	National Post (2019). Saskatchewan says Supreme Court could hear carbon tax challenge in
	December. Retrieved from: https://nationalpost.com/news/canada/saskatchewan-says-supreme-
	court-could-hear-carbon-tax-challenge-in-december
Mitigation:	Environment and Climate Change Canada (2018). 2018 Canada's Greenhouse Gas And Air
Forests and	Pollutant Emissions Projections. Retrieved from:
Agriculture	http://publications.gc.ca/collections/collection 2018/eccc/En1-78-2018-eng.pdf
Adaptation	Government of Canada (2019). Measuring Progress on Adaptation and Climate Resilience:
	Recommendation to the Government of Canada. Expert Panel on Climate Change Adaptation and
	Resilience Results. Retrieved from:
	http://publications.gc.ca/collections/collection 2018/eccc/En4-329-2018-eng.pdf
Finance	Export Development Canada (2019). Export Development Canada releases new Climate Change
	Policy. Retrieved from: https://www.edc.ca/en/about-us/newsroom/climate-change-policy-
	<u>2019.html</u>

China:

Recent	Quartz (2019). The future of electric cars is happening now in China. Retrieved from:
policy	https://qz.com/1586938/china-will-dominate-the-worlds-electric-cars-market/
developmen	
ts and key	
opportunitie	
S	
Just	Climate Action Tracker (2019). China country summary. Retrieved from:
transition	https://climateactiontracker.org/countries/china/
Mitigation:	-
Long-term	



Mitigation: Power	Chinadialogue (2017). China outdid itself again in setting 2020 low-carbon targets. Retrieved from: https://www.chinadialogue.net/blog/9113-All-eyes-on-China-s-13th-Five-Year-Plan-for-energy/en
	National Development and Reform Commission (2016). The 13th five-year Plan for economic and social development of the people's of the Republic of China (2016-2020). Retrieved from: http://en.ndrc.gov.cn/newsrelease/201612/P020161207645765233498.pdf
	Carbon Pulse (2019). China releases provincial allocation plan for REC scheme. Retrieved from: https://carbon-pulse.com/74906/
	Forbes (2018). Solar Leader China is Slashing its Subsidies on Solar Power - What You Need to Know. Retrieved from: https://www.forbes.com/sites/jillbaker/2018/06/18/solar-leader-china-is-slashing-its-subsidies-on-solar-power-what-you-need-to-know/#7ee0002b2f9a
	National Development and Reform Commission. The 13th five-year Plan for economic and social development of the people's of the Republic of China (2016-2020). Retrieved from: http://en.ndrc.gov.cn/newsrelease/201612/P020161207645765233498.pdf
	Climate Action Tracker (2019). China. Current Policy Projections. Energy Supply. Retrieved from: https://climateactiontracker.org/countries/china/current-policy-projections/
	Carbon Brief (2018). Q&A: How will China's new carbon trading scheme work? Retrieved from: https://www.carbonbrief.org/qa-how-will-chinas-new-carbon-trading-scheme-work
	Reuters (2019). China expects first trade in national emissions scheme in 2020. Retrieved from: https://www.reuters.com/article/climate-change-china/update-1-china-expects-first-trade-in-national-emissions-scheme-in-2020-idUSL3N21H02B
Mitigation: Transport	Agora Verkehrswende (2018). Towards Decarbonising Transport – A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G2 https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G2 https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G2 https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G2 https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr <a 2017="" fileadmin="" href="https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr <a china-nev-mandate-final-policy-update-20180111"="" href="https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehrswende.de/fileadmin/Projekte/2017/Verkehrswende.de/fileadmin/Projekte/2017/Verkehrswende.de/fileadmin/Projekte/2017/Verkehrswende.de/fileadmin/Projekte/2017/Verkehrswende.de/fileadmin/Projekte/2017/Verkehrswende.de/fileadmin/Projekte/2017/Verkehrswende.de/fileadmin/Projekte/2017/Verkehrswende.de/fileadmin/Projekte/2017/Verkehrswende.de/fileadmin/Projekte/2017/V</td></tr><tr><td></td><td>Icct (2918). China's New Energy Vehicle mandate policy (final rule). Retrieved from: https://theicct.org/publications/china-nev-mandate-final-policy-update-20180111
	The Diplomat (2019). Now is a critical stage for China's New Energy Vehicles. Retrieved from: https://thediplomat.com/2019/04/now-is-a-critical-stage-for-chinas-new-energy-vehicles/
	TransportPolicy.net (n.d.). China: Heavy-Duty: Fuel Consumption. Retrieved from: https://www.transportpolicy.net/standard/china-heavy-duty-fuel-consumption/
	Government of P.R. China (2015). Enhanced Actions on Climate Change: China's Nationally Determined Contributions. Retrieved from:
	https://www4.unfccc.int/sites/ndcstaging/PublishedDocuments/China%20First/China's%20First %20NDC%20Submission.pdf
	199IT (2019). China Urban Subway Transport Statistic and Analysis Report 2018, by China Urban Subway Transport Association. Retrieved from: http://www.199it.com/archives/858568.html?weixin_user_id=2eo6ETQjlauQyFSkg4DTYsHVSH3 Ke8
Mitigation: Buildings	Lexis Nexis (2017). MOHURD Issues 13th Five-Year Plan for the Development of Building Energy Efficiency and Green Buildings. Retrieved from: https://hk.lexiscn.com/latest_message.php?id=212039



	Euractiv (2017). Energy efficiency and growth, the Chinese way. Retrieved from:
	https://www.euractiv.com/section/energy/opinion/energy-efficiency-and-growth-the-chinese-
	<u>way/</u>
	GBPN (2018). China. Retrieved from: http://www.gbpn.org/activities/china
	ACEEE/Fernando Castro-Alvarez, ShrutiVaidyanathan, Hannah Bastian, and Jen King (2018). The 2018 International Energy Efficiency Scorecard. Retrieved from: https://aceee.org/research-report/i1801
	IPEEC (n.d.) G20 Energy Efficiency Policies and Measures. Retrieved from: http://g20-energy-efficiency.enerdata.net/policies/buildings-china.html
Mitigation:	IEA (2019). Mandatory policy coverage of industrial energy. Retrieved from:
Industry	https://www.iea.org/tcep/industry/
	ACEEE/Fernando Castro-Alvarez, ShrutiVaidyanathan, Hannah Bastian, and Jen King (2018). The
	2018 International Energy Efficiency Scorecard. Retrieved from: https://aceee.org/research-report/i1801
	<u>report/1201</u>
	Energy Charter Secretariat (2018). China Energy Efficiency Report. Retrieved from:
	https://energycharter.org/fileadmin/DocumentsMedia/EERR/EER-China_ENG.pdf
Mitigation:	Government of P.R. China (2015). Enhanced Actions on Climate Change: China's Nationally
Forests and	Determined Contributions. Retrieved from:
Agriculture	https://www4.unfccc.int/sites/ndcstaging/PublishedDocuments/China%20First/China's%20First
	%20NDC%20Submission.pdf
	Global Times (2017). China imposes total ban on commercial logging, eyes forest reserves.
	Retrieved from: http://www.globaltimes.cn/content/1038170.shtml
Adaptation	National Strategy for Climate Change Adaptation (2013). Retrieved from:
	http://www.mof.gov.cn/zhengwuxinxi/zhengcefabu/201312/P020131209533290709659.pdf
Finance	ODI (2019). G20 coal subsidies: tracking government support to a fading industry. Retrieved
	from: https://www.odi.org/publications/11355-g20-coal-subsidies-tracking-government-
	<u>support-fading-industry</u>

European Union:

Recent	European Commission (2019). 2050 long-term strategy. Retrieved from:
policy	https://ec.europa.eu/clima/policies/strategies/2050 en#tab-0-0
developme	
nts and key	European Commission (2018). Commission action plan on financing sustainable growth.
opportuniti	Retrieved from: https://ec.europa.eu/info/publications/180308-action-plan-sustainable-
es	growth en
	Climate Action Tracker (2018). EU. Retrieved from:
	https://climateactiontracker.org/countries/eu/
	Enerdata (2018). Global Energy and CO2 data. Retrieved from:
	https://www.enerdata.net/research/energy-market-data-co2-emissions-database.html
Just	European Commission (2017). No Region Left behind: Launch of the Platform for Coal Regions in
transition	Transition European Commission. Retrieved from: https://ec.europa.eu/info/news/no-region-
	left-behind-launch-platform-coal-regions-transition-2017-dec-08 en



Sandbag (2019). Just Transition or Just Talk? Draft National Energy and Climate Plans Reveal Some EU Countries Are Planning to Stick with Coal Power beyond 2030. Retrieved from: https://sandbag.org.uk/project/necp/ European Commission (2019). EU ETS Revision for Phase 4 (2021-2030). Retrieved from: https://ec.europa.eu/clima/policies/ets/revision en COP24 Presidency (2018). Solidarity and Just Transition Silesia Declaration. Retrieved from: https://cop24.gov.pl/presidency/initiatives/just-transition-declaration/ World Resources Institute (2019). Planning for a Just Transition: Leaving No Worker Behind in Shifting to a Low Carbon Future. Retrieved from: https://www.wri.org/blog/2019/03/planningjust-transition-leaving-no-worker-behind-shifting-low-carbon-future European Commission (2012). Energy roadmap 2050. Retrieved from: Mitigation: https://ec.europa.eu/energy/sites/ener/files/documents/2012 energy roadmap 2050 en 0.pdf Long-term strategy **European Commission (2019).** 2050 long-term strategy. Retrieved from: https://ec.europa.eu/clima/policies/strategies/2050 en#tab-0-0 **European Commission (2017).** 2020 climate & energy package. Retrieved from: https://ec.europa.eu/clima/policies/strategies/2020 en **European Commission (2017).** 2030 climate & energy framework. Retrieved from: https://ec.europa.eu/clima/policies/strategies/2030 en European Commission (2011). Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions. Retrieved from: https://eur-lex.europa.eu/legalcontent/EN/TXT/PDF/?uri=CELEX:52011DC0112&from=EN Financial Times (2019). EU 2050 climate target blocked by eastern nations. Retrieved from: https://www.ft.com/content/881a50de-936e-11e9-aea1-2b1d33ac3271 European Commission (2019). Renewable Energy. Retrieved from: Mitigation: Power https://ec.europa.eu/energy/en/topics/renewable-energy **European Commission (2019).** Electricity market design. Retrieved from: https://ec.europa.eu/energy/en/topics/markets-and-consumers/market-legislation/electricitymarket-design Climate Action Tracker (2018). EU. Retrieved from: https://climateactiontracker.org/countries/eu/ Agora Energiewende und Öko-Institut (2018). Vom Wasserbett zur Badewanne. Die Auswirkungen der EU-Emissionshandelsreform 2018 auf CO₂-Preis, Kohleausstieg und den Ausbau der Erneuerbaren. Retrieved from: https://www.agoraenergiewende.de/fileadmin2/Projekte/2018/Reform des Europaeischen Emissionshandels 201 8/Agora Energiewende Vom Wasserbett zur Badewanne WEB.pdf Mitigation: European Commission (2019). Post-2020 CO2 emission performance standards for cars and vans. Transport Retrieved from: https://ec.europa.eu/clima/policies/transport/vehicles/proposal_en **Agora Verkehrswende (2018)**. Towards Decarbonising Transport – A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agoraverkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20 WEB.pdf



	Energate (2019). EU segnet CO2-Normen für schwere LKW ab. Retrieved from:
	https://www.energate-messenger.de/news/192421/eu-segnet-co2-normen-fuer-schwere-lkw-ab
	European Commission (2016). TEN-T and transport policy. Retrieved from:
	https://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/transport-policy_en
	European Commission (2016). European strategies: White paper 2011. Retrieved from:
	https://ec.europa.eu/transport/themes/strategies/2011_white_paper_en
	Pastori E, Brambilla M, Maffii S, Vergnani R, Gualandi E, Skinner I (2018). Research for TRAN Committee – Modal shift in European transport: a way forward. Retrieved from: http://www.europarl.europa.eu/RegData/etudes/STUD/2018/629182/IPOL STU(2018)629182 E N.pdf
Mitigation:	European Commission (2019). Energy performance of buildings. Retrieved from:
Buildings	https://ec.europa.eu/energy/en/topics/energy-efficiency/energy-performance-of-buildings
	European Commission (2019). Long-term renovation strategies. Retrieved from: https://ec.europa.eu/energy/en/topics/energy-efficiency/energy-performance-of-buildings/long-term-renovation-strategies
	Interreg Europe (2018). The New Energy Performance of Buildings Directive. Retrieved from: https://www.interregeurope.eu/policylearning/news/3307/the-new-energy-performance-of-buildings-directive/
Mitigation:	International Energy Agency (2019). Industry: Tracking Clean Energy Progress. Retrieved from:
Industry	https://www.iea.org/tcep/industry/
	European Commission (2019). The Industrial Emissions Directive. Retrieved from:
	http://ec.europa.eu/environment/industry/stationary/ied/legislation.htm
Mitigation:	European Commission (2017). Land use and forestry regulation for 2021-2030. Retrieved from:
Forests and	https://ec.europa.eu/clima/policies/forests/lulucf_en
Agriculture	
Adaptation	EU strategy on adaptation to climate change (2013). Retrieved from: https://eur-
	lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52013DC0216&from=EN
Finance	<u> </u>

France:

Recent	Assemblee nationale (2019). Energie et climat. Retreived from: http://www.assemblee-
policy	nationale.fr/dyn/15/dossiers/alt/energie_climat
developme	
nts and key	The Guardian (2018). Macron scraps fuel tax rise in face of gilets jaunes protests. Retrieved from:
opportuniti	https://www.theguardian.com/world/2018/dec/05/france-wealth-tax-changes-gilets-jaunes-
es	<u>protests-president-macron</u>
	Climate Home News (2019). France announces tax on air travel in climate push. Retrieved from:
	https://www.climatechangenews.com/2019/07/09/france-announces-tax-air-travel-climate-
	push/
Just	Banque des Territoires (2019). Loi de finances 2019 : toutes les mesures intéressant les
transition	collectivités. Retrieved from: https://www.banquedesterritoires.fr/loi-de-finances-2019-toutes-
	<u>les-mesures-interessant-les-collectivites</u>



	Ministère de la Transition écologique et solidaire (2019). Les contrats de transition écologique. Retrieved from: https://www.ecologique-solidaire.gouv.fr/contrat-transition-ecologique
Mitigation: Long-term	French Ministry of Ecology, Energy, Sustainable Development and Spatial Planning (2015). Stratégie nationale bas-carbone - Summary for decision makers. Retrieved from:
strategy	https://unfccc.int/sites/default/files/resource/National_Low_Carbon_Strategy_v2_EN.pdf
	Reuters (2019). France sets 2050 carbon-neutral target with new law. Retrieved from: https://www.reuters.com/article/us-france-energy/france-sets-2050-carbon-neutral-target-with-new-law-idUSKCN1TS30B
Mitigation: Power	Reuters (2019). France to double renewables capacity under 10-year energy plan. Retrieved from: https://www.reuters.com/article/us-france-energy/france-to-double-renewables-capacity-under-10-year-energy-plan-idUSKCN1PJ1T0
	Rüdinger, A. et al (2018). Évaluation de l'état d'avancement de la transition bas-carbone en France. Retrieved from: https://www.iddri.org/fr/publications-et-evenements/etude/evaluation-de-letat-davancement-de-la-transition-bas-carbone-en
	Assemblee nartionale (2019). Energie et climat. Retrieved from: http://www.assemblee-nationale.fr/dyn/15/dossiers/energie climat
	Le Parisien (2019). Loi énergie et climat : vers la fermeture des dernières centrales à charbon. Retrieved from: http://www.leparisien.fr/economie/loi-energie-et-climat-vers-la-fermeture-des-dernieres-centrales-a-charbon-28-06-2019-8104917.php
Mitigation:	Reuters (2019). France to uphold ban on sale of fossil fuel cars by 2040. Retrieved from:
Transport	https://www.reuters.com/article/us-france-autos/france-to-uphold-ban-on-sale-of-fossil-fuel-cars-by-2040-idUSKCN1TC1CU
	Ecofys (2018). Bonus-Malus Vehicle Incentive System in France - Fact sheet. Retrieved from: https://www.euki.de/wp-content/uploads/2018/09/fact-sheetbonus-malus-vehicle-incentive-system-fr.pdf
	Meunier, N. (2018). Et si les hybrides rechargeables étaient une simple niche fiscale ? Retrieved from: https://www.challenges.fr/automobile/dossiers/et-si-les-hybrides-rechargeablesetaient-une-simple-niche-fiscale_589150
	European Council (2019). Cutting emissions: Council adopts CO2 standards for trucks. Retrieved from: https://www.consilium.europa.eu/de/press/press-releases/2019/06/13/cutting-emissions-council-adopts-co2-standards-for-trucks/
	Euro Tunnel (2019) . All you need to know about the Heavy Vehicle Transit Tax in France. Retrieved from: https://www.eurotunnelfreight.com/uk/about/eco-tax-in-france/
	Rogissart, L. (2018). La composante carbone en France : fonctionnement, revenus et exonérations. Retrieved from: https://www.i4ce.org/download/la-contribution-climat-energie-en-france-fonctionnement-revenus-et-exoneration/
	Reuters (2019). France to uphold ban on sale of fossil fuel cars by 2040. Retrieved from: https://www.reuters.com/article/us-france-autos/france-to-uphold-ban-on-sale-of-fossil-fuel-cars-by-2040-idUSKCN1TC1CU
	Globalgreenfreight.org (2019). Objectif CO2 (France). Retrieved from: http://www.globalgreenfreight.org/green-freight/objectif-co2-france



	Agora Verkehrswende (2018). Towards Decarbonising Transport – A 2018 Stocktake on Sectoral
	Ambition in the G20. Retrieved from: https://www.agora-
	verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20
	<u>WEB.pdf</u>
	IDDRI (2018). Évaluation de l'état d'avancement de la transition bas-carbone en France. Retrieved
	from:
	https://www.iddri.org/fr/publications-et-evenements/etude/evaluation-de-letat-davancement-
	<u>de-la-transition-bas-carbone-en</u>
Mitigation:	European Commission (n.d.). Nearly zero-energy buildings. Retrieved from:
Buildings	https://ec.europa.eu/energy/en/topics/energy-efficiency/buildings/nearly-zeroenergy-buildings
	Ministère de la Transition écologique et calidaire (2010). Chratéais Nationale has Corbana
	Ministère de la Transition écologique et solidaire (2018). Stratégie Nationale bas-Carbone (SNBC). Retrieved from: https://www.ecologique-solidaire.gouv.fr/strategie-nationale-bas-
	carbone-snbc
	<u>car porte-stipc</u>
	Rüdinger, A. et al (2018). Évaluation de l'état d'avancement de la transition bas-carbone en
	France. Retrieved from: https://www.iddri.org/fr/publications-et-evenements/etude/evaluation-
	de-letat-davancement-de-la-transition-bas-carbone-en
Mitigation:	IEA (2019). Industry – Tracking Clean Energy Progress. Retrieved from:
Industry	https://www.iea.org/tcep/industry/
	Ministry of Ecology, Sustainable Development, Transport and Housing; Ministry of the
	Economy, Finance and Industry (2011). Energy efficiency action plan for France. Retrieved from:
	http://www.buildup.eu/sites/default/files/content/FR%20-
	%20Energy%20Efficiency%20Action%20Plan%20EN.pdf
Mitigation:	Gouvernement (2018). Ending deforestation caused by importing unsustainable products.
Forests and	Retrieved from: https://www.gouvernement.fr/en/ending-deforestation-caused-by-importing-
Agriculture	<u>unsustainable-products</u>
Adaptation	Cerema (n.d.). Adaptation au changement climatique. Retrieved from:
	https://www.cerema.fr/fr/activites/transition-energetique-climat/adaptation-au-changement-
	<u>climatique</u>
	National Climate Change Adaptation Strategy (2006). Retrieved from: https://www.ecologique-
	solidaire.gouv.fr/sites/default/files/ONERC Rapport 2006 Strategie Nationale WEB.pdf
	Solidali e. godv. 17/Sites/default/files/ONERC Rapport 2000 Strategie Nationale WEB.pdi
	National Adaptation Plan 2011-2015 (2011). Retrieved from: https://www.ecologique-
	solidaire.gouv.fr/sites/default/files/ONERC_PNACC_1_complet.pdf
	Sold and the state of the state
	Second National Adaptation Plan 2018-2022 (NAP-2) (2018). Retrieved from:
	https://www.ecologique-solidaire.gouv.fr/sites/default/files/2018.12.20 PNACC2.pdf
Finance	-

Germany:

Recent	Bundesregierung (2019). Einrichtung eines Klimakabinetts. Retrieved from:
policy	https://www.bundesregierung.de/breg-de/aktuelles/bundesregierung-packt-klimaschutz-an-
developme	<u>1592188</u>
nts and key	
opportuniti	Sustainable Finance Committee of the German government (2019). Work programme –
es	overview. Retrieved from:
	https://www.bundesfinanzministerium.de/Content/EN/Pressemitteilungen/2019/2019-07-02-
	sustainable-finance-work-programme.pdf? blob=publicationFile&v=2



Just transition	Commission on Growth, Structural Change and Employment (2019). Final Report. Retrieved from: https://www.bmwi.de/Redaktion/EN/Publikationen/commission-on-growth-structural-change-and-employment.html
Mitigation: Long-term strategy	Climate home news (2019). Merkel pledges to make Germany carbon neutral by 2050. Retrieved from: https://www.climatechangenews.com/2019/05/14/merkel-pledges-make-germany-carbon-neutral-2050/
Mitigation: Power	Clean Energy Wire (2018). Climate, energy and transport in Germany's coalition treaty. Retrieved from: https://www.cleanenergywire.org/factsheets/climate-and-energy-germanys-government-coalition-draft-treaty
	Climate Energy Wire (2019). Renewables hit record in Germany in H1 2019, outlook uncertain. Retrieved from: https://www.cleanenergywire.org/news/renewables-hit-record-germany-h1-2019-outlook-uncertain
	Commission on Growth, Structural Change and Employment (2019). Final Report. Retrieved from: https://www.bmwi.de/Redaktion/EN/Publikationen/commission-on-growth-structural-change-and-employment.html
Mitigation: Transport	Clean Energy Wire (2016). Car giant Germany struggles to ignite Energiewende in transportation. Retrieved from: https://www.cleanenergywire.org/dossiers/energy-transition-and-germanys-transport-sector
	Agora-Verkehrswende (2019). 15 Eckpunkte für das Klimaschutzgesetz. Impuls. Retrieved from: https://www.agora-verkehrswende.de/fileadmin/Projekte/2019/15 Eckpunkte fuer das Klimaschutzgesetz/Agora 15 Eckpunkte Klimaschutzgesetz WEB.pdf
	Metzler et al (2019). Is it time to abolish company car benefits? An analysis of transport behaviour in Germany and implications for climate change. In: Climate Policy 19(5). Retrieved from: https://www.tandfonline.com/doi/full/10.1080/14693062.2018.1533446?af=R
	Agora Verkehrswende (2018). Klimaschutz im Verkehr: Maßnahmen zur Erreichung des Sektorziels 2030. Retrieved from: https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Klimaschutzszenarien/Agora Verkehswende Klimaschutz_im_Verkehr_Massnahmen_zur_Erreichung_des_Sektorziels_2030.pdf
	Clean Energy Wire (2018). How Germany is greening its growing freight sector to meet climate targets. Retrieved from: https://www.cleanenergywire.org/dossiers/cargo-transport-and-energy-transition
	Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety (2016). Climate Action Plan 2050. Retrieved from: https://www.bmu.de/fileadmin/Daten BMU/Pools/Broschueren/klimaschutzplan 2050 en bf.p https://www.bmu.de/fileadmin/Daten BMU/Pools/Broschueren/klimaschutzplan 2050 en bf.p
	Bundesregierung (2018). Ein neuer Aufbruch für Europa. Eine neue Dynamik für Deutschland. Ein neuer Zusammenhalt für unser Land. Koalitionsvertrag zwischen CDU, CSU und SPD. 19. Legislaturperiode. Retrieved from: https://www.bundesregierung.de/resource/blob/656734/847984/5b8bc23590d4cb2892b31c987 ad672b7/2018-03-14-koalitionsvertrag-data.pdf?download=1



BMVI (2018). Masterplan Schienengüterverkehr. Retrieved from:
https://www.bmvi.de/SharedDocs/DE/Publikationen/StV/masterplan-
schienengueterverkehr.pdf? blob=publicationFile
BMWI (2015). Energy Efficiency Strategy fir Buildings. Retrieved from:
https://www.bmwi.de/Redaktion/EN/Publikationen/energy-efficiency-strategy-
<u>buildings.pdf?</u> <u>blob=publicationFile&v=7</u>
Dena (2018). Statistiken und Analysen zur Energieeffizienz im Gebäudebestand. Retrieved from:
https://www.dena.de/fileadmin/dena/Dokumente/Pdf/9254_Gebaeudereport_dena_kompakt_2
<u>018.pdf</u>
IEA (2019). Industry. Tracking Clean Progress. Retrieved from:
https://www.iea.org/tcep/industry/
-
German Strategy for Adaptation to Climate Change (DAS) (2008). Retrieved from:
https://www.bmu.de/fileadmin/bmu-
import/files/english/pdf/application/pdf/das_gesamt_en_bf.pdf
Adoptation Astion Plan ADA I (2011) Patrious different between (Aurus) by a de (files durin (burs)
Adaptation Action Plan APA I (2011). Retrieved from: https://www.bmu.de/fileadmin/bmu-import/files/pdfs/allgemein/application/pdf/aktionsplan anpassung klimawandel en bf.pdf
import/files/pais/aligement/application/pai/aktionsplan_anpassung_klimawandel_en_br.pai
Progress report to the DAS (2015). Retrieved from:
https://www.bmu.de/fileadmin/Daten_BMU/Download_PDF/Klimaschutz/klimawandel_das_fort
schrittsbericht_bf.pdf
OECD (2015). Statement from Participants to the Arrangement on Officially Supported Export
Credits. Retrieved from: https://www.oecd.org/newsroom/statement-from-participants-to-the-
<u>arrangement-on-officially-supported-export-credits.htm</u>

India:

Recent policy	Reuters (2019). India plans to add 500 GW renewable energy by 2030: government. Retrieved from: https://www.reuters.com/article/us-india-renewables/india-plans-to-add-500-gw-
developme	renewable-energy-by-2030-government-idUSKCN1TQ1R9
nts and key	
opportuniti	Reuters (2019). India approves \$1.4 billion electric vehicle incentive scheme. Retrieved from:
es	https://www.reuters.com/article/us-india-electric-policy/india-approves-14-billion-electric-
	vehicle-incentive-scheme-idUSKCN1QH29F
	Financial Express (2019). Solar, wind power capacity addition slows down in 2018-19. Retrieved
	from: https://www.financialexpress.com/economy/renewable-energy-capacity-addition-slows-
	<u>down-in-2018-19/1553818/</u>
	The Hindu Business Line (2019). Renewables sector awaits a multi-pronged policy to resume
	strong growth trajectory. Retrieved from:
	https://www.thehindubusinessline.com/economy/renewables-sector-awaits-a-multi-pronged-
	policy-to-resume-strong-growth-trajectory/article27526359.ece



	The Hindu (2019). India needs a solar manufacturing strategy. Retrieved from:
	https://www.thehindu.com/opinion/op-ed/india-needs-a-solar-manufacturing-
	strategy/article27526839.ece
	International Council of Clean Transportation (2017). Fuel Consumption Standards For Heavy-
	Duty Vehicles in India. Retrieved from:
	https://theicct.org/sites/default/files/publications/ICCT_India-HDV-fuel-consumption_policy-update_20171207.pdf
Just transition	Ministry of Statistics and Program Implementation (MOSPI) (2017). Statistical Year Book of India 2017, Table 32.8. Retrieved from: http://mospi.nic.in/statistical-year-book-india/2017/201
	Vishwanathan, S; A. Garg; V. Tiwari (2018). Coal Transition In India: Assessing India's Energy Transition Options, Indian Institute of Management Ahmedabad, IDDRI, and Climate Strategies. Retrieved from: https://coaltransitions.files.wordpress.com/2018/09/coal_india-final.pdf
Mitigation: Long-term strategy	-
Mitigation: Power	Government of India (2016). India's Intended Nationally Determined Contribution: Working Towards Climate Justice. Retrieved from:
	https://www4.unfccc.int/sites/ndcstaging/PublishedDocuments/India%20First/INDIA%20INDC%20TO%20UNFCCC.pdf
	Reuters (2019). India plans to add 500 GW renewable energy by 2030: government. Retrieved from: https://www.reuters.com/article/us-india-renewables/india-plans-to-add-500-gw-renewable-energy-by-2030-government-idUSKCN1TQ1R9 Ministry of New and Renewable Energy (2018). Year End Review 2018. Retrieved from: http://www.pib.nic.in/Pressreleaseshare.aspx?PRID=1555373
	PV Magazine (2018). 2018: India's year of failed tenders. Retrieved from: https://www.pv-magazine.com/2018/12/31/2018-indias-year-of-failed-tenders/
	The Hindu Business Line (2019). Renewables sector awaits a multi-pronged policy to resume strong growth trajectory. Retrieved from:
	https://www.thehindubusinessline.com/economy/renewables-sector-awaits-a-multi-pronged-
	policy-to-resume-strong-growth-trajectory/article27526359.ece
	PV Magazine (2018). India imposes 25% safeguard duty on solar imports. Retrieved from: https://www.pv-magazine-india.com/2018/07/31/india-imposes-25-safeguard-duty-on-solar-imports/
	Central Electric Authority (CEA) (2018). National Electricity Plan. Retrieved from: http://www.cea.nic.in/reports/committee/nep/nep_jan_2018.pdf
	nttp://www.cea.nic.in/reports/committee/nep/nep jan 2018.pdr
	Reuters (2019). Coal going from winner to loser in India's energy future: Russell. Retrieved from: https://www.reuters.com/article/us-column-russell-coal-india/coal-going-from-winner-to-loser-in-indias-energy-future-russell-idUSKCN1Q90OP
Mitigation:	Reuters(2019). India's electric vehicle goals being realized on two wheels, not four. Retrieved
Transport	from: https://www.reuters.com/article/us-india-electric-scooters/indias-electric-vehicle-goals-being-realized-on-two-wheels-not-four-idUSKCN1P80E6
	Reuters (2019). India approves \$1.4 billion electric vehicle incentive scheme. Retrieved from: https://www.reuters.com/article/us-india-electric-policy/india-approves-14-billion-electric-vehicle-incentive-scheme-idUSKCN1QH29F



	Agora Verkehrswende (2018). Towards decarbonising transport. Retrieved from:
	https://www.agora-
	verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20
	WEB.pdf
	Egazette (2014). The Gazette of India. Retrieved from:
	http://www.egazette.nic.in/WriteReadData/2014/158019.pdf
	International Council of Clean Transportation (2017). Fuel Consumption Standards For Heavy-
	Duty Vehicles in India. Retrieved from:
	https://theicct.org/sites/default/files/publications/ICCT_India-HDV-fuel-consumption_policy-
	<u>update 20171207.pdf</u>
	Egazette (2017). The Gazette of India. Retrieved from:
	http://egazette.nic.in/WriteReadData/2017/178088.pdf
	integrate State Control of the Contr
	Nitit Aayog (n.d.). Sustainable Urban Transport is the Way Forward. Retrieved from:
	https://niti.gov.in/content/sustainable-urban-transport-way-forward
	Ministry of Housing and Urban Affairs (2017). Smart City Features. Retrieved from:
	http://smartcities.gov.in/content/innerpage/smart-city-features.php
Mitigation:	American Council for an Energy-Efficient Economy (2018). The 2018 International Energy
Buildings	Efficiency Scorecard. Retrieved from:
	https://aceee.org/sites/default/files/publications/researchreports/i1801.pdf
	The Bureau of Energy Efficiency (2019). ECBC Residential. Retrieved from:
	https://www.beeindia.gov.in/content/ecbc-residential
	American Council for an Energy-Efficient Economy (2018). The 2018 International Energy
	Efficiency Scorecard. Retrieved from:
	https://aceee.org/sites/default/files/publications/researchreports/i1801.pdf
Mitigation:	IEA (2019). Mandatory policy coverage of industrial energy. Retrieved from:
Industry	https://www.iea.org/tcep/industry/
	Ministry of Power of the Government of India (2019). Energy Efficiency. Retrieved from:
	https://powermin.nic.in/en/content/energy-efficiency
Mitigation:	Ministry of Environment, Forest and Climate Change (2018). Draft National Forest
Forests and	Policy. Retrieved from:
Agriculture	https://smartnet.niua.org/sites/default/files/resources/draft national forest policy 2018.pdf
	Ministry of Environment, Forest and Climate Change (2019). Forests. Retrieved from:
	http://moef.gov.in/forest-3/
	Ministry of Environment, Forest and Climate Change (2018). National REDD+ Strategy India.
A 1	Retrieved from: https://redd.unfccc.int/files/india_national_redd_strategy.pdf
Adaptation	National Action Plan on Climate Change (2008). Retrieved from: http://passthrough.fw-
Einanas	notify.net/static/621996/downloader.html Percence Pank of India (2019) Frequently Asked Questions: Private Sector Londing Targets and
Finance	Reserve Bank of India (2018). Frequently Asked Questions: Private Sector Lending – Targets and Classification. Retrieved from: https://m.rbi.org.in/Scripts/FAQView.aspx?ld=87
	Classification, netrieved from, <u>inths://m.rui.org.in/scripts/FAQView.aspx?fd=87</u>



Indonesia:

Recent	Kementerian energi dan sumber daya mineral Republik Indonesia. Direktorat Jenderal
policy	Ketenagalistrikan (2019). Executive summary RUPTL PT PLN (PERSERO) 2019 – 2028. Retrieved
developme	from:
nts and key	http://www.apbi-icma.org/uploads/files/BERITA%20KLIPING%20MEDIA/190220
opportuniti	Executive%20Summary%20RUPTL%20PLN%202019-2028.pdf
es	AHL Indonesien (2019). Indonesia issues legal framework for electric vehicles. Retrieved from:
	https://indonesien.ahk.de/infothek/gtai-news/indonesia-issues-legal-framework-for-electric-
	vehicles/
	<u>vernotesy</u>
	The Insider Stories (2019). Indonesia Forms Environmental Fund Management Body. Retrieved from: https://theinsiderstories.com/indonesia-forms-environmental-fund-management-body/
	ACEEE/Fernando Castro-Alvarez, Shruti Vaidyanathan, Hannah Bastian, and Jen King (2018). The 2018 International Energy Efficiency Scorecard. Retrieved from: https://aceee.org/research-report/i1801
	IES (2019). Forecasting Indonesia's electricity load through 2030 and peak demand reductions from appliance and lighting efficiency. Retrieved from:
	https://ies.lbl.gov/publications/forecasting-indonesias-electricity
	Webgis Kementerian lingkungan hidup dan kehutanan (n.d.). Indicative Moratorium Map (PIPPIB). Retrieved from: http://webgis.dephut.go.id:8080/kemenhut/index.php/en/map/pipib
	Mongabay (2019). Indonesian ban on clearing new swaths of forest to be made permanent. Retrieved from: https://news.mongabay.com/2019/06/indonesian-ban-on-clearing-new-swaths-
I t	of-forest-to-be-made-permanent/
Just transition	UNFCC (2016). First nationally determined contribution Republic of Indonesia. Retrieved from: https://www4.unfccc.int/sites/ndcstaging/PublishedDocuments/Indonesia%20First/First%20NDC %20Indonesia_submitted%20to%20UNFCCC%20Set_November%20%202016.pdf
	Ministry of Energy and Mineral Resources Republic of Indonesia (2018). Handbook of energy & economic statistics of Indonesia. Retrieved from:
	https://www.esdm.go.id/assets/media/content/content-handbook-of-energy-and-economic-
	statistics-of-indonesia-2018-final-edition.pdf
	IESR (2019). Indonesia's Coal Dynamic: Full Report. Retrieved from: http://iesr.or.id/pustaka/indonesias-coal-dynamic-full-report/
	IESR (2019). Summary for Policymakers – Indonesia's Coal Dynamics: Towards A Just Energy
	Transition. Retrieved from: http://iesr.or.id/pustaka/summary-for-policymakers-indonesias-coal-
	dynamics-toward-a-just-energy-transition/
	Publish what you pay (2016). Policy brief: Coordination and supervision (korsup) KPK and Mineral
	& Coal Mining Permit Governance. Retrieved from: https://pwypindonesia.org/en/policy-brief-
	coordination-and-supervision-korsup-kpk-and-mineral-coal-mining-permit-governance/
Mitigation:	-
Long-term	
strategy	
Mitigation:	Ministry of Energy and Mineral Resources (2019). PLN Electricity Supply Business Plan 2019-
Power	2028. Retrieved from: http://www.apbi-



	icma.org/uploads/files/BERITA%20KLIPING%20MEDIA/190220
	Executive%20Summary%20RUPTL%20PLN%202019-2028.pdf
	Minister of energy and mineral resources of the republic of Indonesia (2017). Regulation of the Minister of Energy and Mineral Resources of the Republic of Indonesia, No.50/2017 on Utilization of Renewable Energy Sources for Power Supply. Retrieved from: <a 2018)="" href="https://jdih.esdm.go.id/peraturan/Permen%20ESDM%20Nomor%2050%20Tahun%202017%20(Table 2018) purification of the Propulsion of Energy and Mineral Resources of the Republic of Indonesia (2017). Regulation of the Minister of Energy and Mineral Resources of the Republic of Indonesia (2017). Regulation of the Minister of Energy and Mineral Resources of the Republic of Indonesia (2017). Regulation of the Minister of Energy and Mineral Resources of the Republic of Indonesia, No.50/2017 on Utilization of Renewable Energy Sources for Power Supply. Retrieved from: <a href=" https:="" in="" jdih.esdm.go.id="" peraturan="" permen%20esdm%20nomor%2050%20tahun%202017%20(table="" power="" purple="" supply="" th="" the="" the<="">
	<u>erjemahan).pdf</u>
	World Coal (2018). Coal to remain king in Indonesia, for now. Retrieved from: https://www.worldcoal.com/power/22112018/coal-to-remain-king-in-indonesia-for-now/
	Ministry of Energy and Mineral Resources (2019). PLN Electricity Supply Business Plan 2019-2028. Retrieved from: http://www.apbi-
	icma.org/uploads/files/BERITA%20KLIPING%20MEDIA/190220
	Executive%20Summary%20RUPTL%20PLN%202019-2028.pdf
	<u> </u>
	IESR (2019). Indonesia's Coal Dynamic: Full Report: http://iesr.or.id/pustaka/indonesias-coal-dynamic-full-report/
Mitigation:	Agora Verkehrswende (2018). Towards Decarbonising Transport – A 2018 Stocktake on Sectoral
Transport	Ambition in the G20. Retrieved from: https://www.agora-
•	verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20
	WEB.pdf
	Government of Indonesia (2013). Government Regulation No. 41/2013 regarding the Luxury-Goods Sales Tax (LST) on Motor Vehicles.
	TheJakartaPost (2016). What can Indonesia gain from a fuel economy policy? Retrieved from: https://www.thejakartapost.com/academia/2016/10/03/what-can-indonesia-gain-from-a-fuel-economy-policy.html
	Reuters (2019). Indonesia president signs new EV decree to bolster industry. Retrieved from:
	https://www.reuters.com/article/us-indonesia-electric/indonesia-president-signs-new-ev-decree-
	to-bolster-industry-idUSKCN1UY13U;
	President of Indonesia (2019). Presidential Regulation No. 55/2019 on Electric Vehicle. Retrieved from: http://www.lse.ac.uk/GranthamInstitute/wp-content/uploads/2019/09/Perpres-Nomor-55-Tahun-2019-Salinan.pdf
	ACEEE/Fernando Castro-Alvarez, Shruti Vaidyanathan, Hannah Bastian, and Jen King (2018). The 2018 International Energy Efficiency Scorecard. Retrieved from: https://aceee.org/research-report/i1801
Mitigation:	lea Building Energy Efficiency Policies Database. National Energy Efficiency Standard for Buildings
Buildings	(2011). Retrieved from: https://www.iea.org/beep/indonesia/codes/national-energy-efficiency-standard-for-buildings-2011.html
	ACEEE/Fernando Castro-Alvarez, Shruti Vaidyanathan, Hannah Bastian, and Jen King (2018). The 2018 International Energy Efficiency Scorecard. Retrieved from: https://aceee.org/research-report/i1801
Mitigation:	IEA (2019). Industry – Tracking Clean Energy Progress. Retrieved from:
Industry	https://www.iea.org/tcep/industry/
,	



	ACEEE/Fernando Castro-Alvarez, Shruti Vaidyanathan, Hannah Bastian, and Jen King (2018). The 2018 International Energy Efficiency Scorecard. Retrieved from: https://aceee.org/research-report/i1801
Mitigation:	The Palm Scribe (2019). President Jokowi Makes Moratorium on Forest Clearance Permanent.
Forests and	Retrieved from: https://thepalmscribe.id/president-jokowi-makes-moratorium-on-forest-
Agriculture	<u>clearance-permanent/</u>
	Mongabay (2018). Deforestation statistics for Indonesia. Retrieved from: https://rainforests.mongabay.com/deforestation/archive/Indonesia.htm Climate Action Tracker (2019). Indonesia Country Profile. Retrieved from: https://climateactiontracker.org/countries/indonesia/
Adaptation	Perdinan, Atmaja T.; Adi R. F. (2017). Climate Change Study in Indonesia, Directorate Adaptation, Directorate General of Climate Change Controlling, Minister of Environment and Forestry, Indonesia
	National Action Plan on Climate Change Adaptation (RAN-API) (2016). Retrieved from: https://gc21.giz.de/ibt/var/app/wp342deP/1443/wp-content/uploads/filebase/programme-info/RAN-API Synthesis Report 2013.pdf
Finance	-

Italy:

Danasat	Francisco Complete (2000) State aid Complete Com
Recent	European Commission (2019). State aid: Commission approves €5.4 billion support for
policy	production of electricity from renewable sources in Italy. Retrieved from:
developme	http://europa.eu/rapid/press-release_IP-19-3000_en.htm
nts and key	
opportuniti	OECD (2018). OECD welcomes peer reviews by Indonesia and Italy of their fossil fuel subsidies.
es	Retrieved from: http://www.oecd.org/fossil-
	<u>fuels/data/oecdwelcomespeerreviewsbyindonesiaanditalyoftheirfossilfuelsubsidies.htm</u>
	ODI (2010) C20 coal subsidies. Tracking government support to a fading industry. Petrioved
	ODI (2019). G20 coal subsidies. Tracking government support to a fading industry. Retrieved
	from: https://www.odi.org/sites/odi.org.uk/files/resource-documents/12744.pdf
Just	-
transition	
Mitigation:	Financial Times (2019). EU 2050 climate target blocked by eastern nations. Retrieved from:
Long-term	https://www.ft.com/content/881a50de-936e-11e9-aea1-2b1d33ac3271
strategy	
Mitigation:	Ministry of Economic Development (2018). Draft Integrated National Energy and Climate Plan.
Power	Retrieved from:
	https://ec.europa.eu/energy/sites/ener/files/documents/ec_courtesy_translation_it_necp.pdf
	Bellini, E. (2019). Italy sets 2030 solar target of 50 GW. Retrieved from: https://www.pv-
	magazine.com/2019/01/11/italy-sets-2030-solar-target-of-50-gw/
	European Commission (2019). State aid: Commission approves €5.4 billion support for
	production of electricity from renewable sources in Italy. Retrieved from:
	http://europa.eu/rapid/press-release IP-19-3000 en.htm
	Rollini E (2010) Ell approves Italy's auction scheme for renewables. Petriaved from:
	Bellini, E. (2019). EU approves Italy's auction scheme for renewables. Retrieved from:
	https://www.pv-magazine.com/2019/06/14/eu-approves-italys-auction-scheme-for-renewables-incentives/



	Ministry of Economic Development (2018). Italian National Energy Strategy 2017. Retrieved
	from: https://www.eera-set.eu/wp-content/uploads/Italian-National-Energy-Strategy-2017.pdf
Mitigation:	Electrive (2018). Italy aims to put 1 million electric cars on the road. Retrieved from:
Transport	https://www.electrive.com/2018/06/25/italy-aims-to-put-1-million-electric-cars-on-the-road/
	Electrive (2019). Italy sets aside €60 mil for EV subsidies. Retrieved from:
	https://www.electrive.com/2019/04/09/italy-sets-aside-e60-mil-for-ev-subsidies/
	European Council (2019). Cutting emissions: Council adopts CO2 standards for trucks. Retrieved
	from: https://www.consilium.europa.eu/de/press/press-releases/2019/06/13/cutting-emissions-
	council-adopts-co2-standards-for-trucks/
	Impargo (2019). Which truck tolls must be paid in Germany and other European countries?
	Retrieved from: https://impargo.de/en/blog/truck-toll-europe/#italy
	necreted from integration of the state of th
	Ministry for the Environment, Land and Sea (2017). Seventh National Communication under the
	UN Framework Convention on Climate Change - Italy. Retrieved from:
	https://unfccc.int/sites/default/files/resource/258913076_Italy-NC7-2-
	<u>ltaly%20Seventh%20National%20Communication%20Final.pdf</u>
	Songer, D. (2018). Italy launched high-speed freight to boost the country's trans-European links.
	Retrieved from: https://www.smartrailworld.com/italy-begins-high-speed-freight-services-
	improving-trans-european-links
Mitigation:	Castro-Alvarez, F. et al. (2018). The 2018 International Energy Efficiency Scorecard. Retrieved
Buildings	from: https://aceee.org/sites/default/files/publications/researchreports/i1801.pdf
Mitigation:	IEA (2019). Industry – Tracking Clean Energy Progress. Retrieved from:
Industry	https://www.iea.org/tcep/industry/
Mitigation:	Pettendella, D. (2019). First meeting to develop the Italian National Forestry Strategy 2019-2039.
Forests and	Retrieved from:

Japan:

Recent	The Government of Japan (2019). The Long-Term Strategy under the Paris Agreement. Retrieved
policy	from: https://unfccc.int/sites/default/files/resource/The%20Long-
developme	term%20Strategy%20under%20the%20Paris%20Agreement.pdf
nts and key	
opportuniti	Tsukimori, O. (2018). Japan back role of nuclear power in 2030 energy plan. Retrieved from:
es	https://www.reuters.com/article/japan-energy/japan-backs-role-of-nuclear-power-in-2030-
	energy-plan-idUSL3N1SN0TE
	Power Technology (2019). Japan to slash solar subsidies as feed-in tariff costs mount. Retrieved from: https://www.power-technology.com/comment/japan-solar-pv-subsidies/
Just	-
transition	



Mitigation:	The Government of Japan (2019). The Long-Term Strategy under the Paris Agreement. Retrieved
Long-term	from: https://unfccc.int/sites/default/files/resource/The%20Long-
strategy	term%20Strategy%20under%20the%20Paris%20Agreement.pdf
Mitigation:	Government of Japan (2018). Strategic Energy Plan. Retrieved from:
Power	https://www.enecho.meti.go.jp/en/category/others/basic_plan/5th/pdf/strategic_energy_plan.p
	Power Technology (2019). Japan to slash solar subsidies as feed-in tariff costs mount. Retrieved from: https://www.power-technology.com/comment/japan-solar-pv-subsidies/
	The Government of Japan (2019). The Long-Term Strategy under the Paris Agreement. Retrieved from: https://unfccc.int/sites/default/files/resource/The%20Long-term%20Strategy%20under%20the%20Paris%20Agreement.pdf
	Sugiura, E. & Okutsu, A. (2018). Why Japan finds coal hard to quit. Retrieved from: https://asia.nikkei.com/Spotlight/Cover-Story/Why-Japan-finds-coal-hard-to-quit
	EndCoal (2019). Coal plants by country (MW). Retrieved from: https://endcoal.org/global-coal-plant-tracker/
Mitigation: Transport	Ministry of Economy, Trade and Industry (METI) (2018). Japan promotes electrified vehicles (xEV) Strategy ahead of 2050. Retrieved from: https://www.meti.go.jp/english/mobile/2018/20180911001en.html
	TransportPolicy.net (2018). Japan: Light-Duty: Fuel Economy. Retrieved from: https://www.transportpolicy.net/standard/japan-light-duty-fuel-economy/
	METI (2019). New Fuel Efficiency Standards for Trucks and Buses Formulated. Retrieved from: https://www.meti.go.jp/english/press/2019/0329 003.html
	UNFCC (2019). The long-term Strategy under the Paris Agreement. Retrieved from: https://unfccc.int/sites/default/files/resource/The%20Long-
	term%20Strategy%20under%20the%20Paris%20Agreement.pdf (Page 47)
Mitigation:	METI (2018). Strategic Energy Plan. Retrieved from:
Buildings	https://www.meti.go.jp/english/press/2018/pdf/0703 002c.pdf
	IEA (2017). Promotion of Zero Energy Building (ZEB) and Zero Energy Houses (ZEH). Retrieved from: https://www.iea.org/policiesandmeasures/pams/japan/name-30693-en.php
	UNFCC (2019). The Long-term Strategy under the Paris Agreement. Retrieved from: https://unfccc.int/sites/default/files/resource/The%20Long-
	term%20Strategy%20under%20the%20Paris%20Agreement.pdf (p.52)
	IEA (2017). Low Interest Loans for Energy Efficient Retrofit/Construction for Buildings. Retrieved from: https://www.iea.org/policiesandmeasures/pams/japan/name-22657-en.php
Mitigation: Industry	Ministry of Economy, Trade and Industry (2016). Trends in energy saving policy. Retrieved from: https://www.enecho.meti.go.jp/category/saving and new/saving/pdf/2016 02 shoueneseisaku.pdf
	IEEJ (2016). Japanese Energy Efficiency Improvement Achieved and Planned. Retrieved from: https://eneken.ieej.or.jp/data/7069.pdf
	Enecho (2018). Act on the Rational Use of Energy. Retrieved from: https://www.enecho.meti.go.jp/category/saving and new/saving/summary/pdf/20181227 001 gaiyo.pdf



Mitigation:	Ministry of Agriculture, Forestry and Fisheries, Japan (2017). Annual Report on Forest and
Forests and	Forestry in Japan. Retrieved from: http://www.maff.go.jp/e/data/publish/attach/pdf/index-
Agriculture	<u>95.pdf</u>
	UNFCC (2015). Submission of Japan's Intended Nationally Determined Contribution. Retrieved
	from:
	https://www4.unfccc.int/sites/ndcstaging/PublishedDocuments/Japan%20First/20150717_Japan
	<u>%27s%20INDC.pdf</u>
Adaptation	National Plan for Adaptation to the Impacts of Climate Change (2015). Retrieved from:
	https://www.env.go.jp/en/earth/cc/nationalplan151127-2.pdf
Finance	-

Mexico:

Recent	Cabianna de Márias (2010). Brasidante Lánas Obradan anachasa inicia de la caraturación de
	Gobierno de México (2019). Presidente López Obrador encabeza inicio de la construcción de
policy	refinería Dos Bocas. Comunicado de prensa del Gobierno de la República. Retrieved from:
developme	https://www.gob.mx/presidencia/prensa/presidente-lopez-obrador-encabeza-inicio-de-la-
nts and key	<u>construccion-de-refineria-dos-bocas-202499?idiom=es</u>
opportuniti	
es	Recharge News (2019). Renewables shock as Mexico scraps clean energy tender. Retrieved from:
	https://www.rechargenews.com/transition/1691329/renewables-shock-as-mexico-scraps-clean-
	<u>energy-tender</u>
	PM Magazine (2019). Mexico to kick-off first private renewables auction this week. Retrieved
	from:
	https://www.pv-magazine.com/2019/06/24/mexico-to-conduct-first-private-renewables-auction-
	this-week/
Just	SENER (2019). Program for the Development of the National Electric System. Ministry of Enery
transition	(SENER by its initials in Spanish). Retrieved from:
	https://www.gob.mx/sener/documentos/prodesen-2019-2033?idiom=es
	Gobierno de México (2019). Presidente López Obrador encabeza inicio de la construcción de
	refinería Dos Bocas. Retrieved from: https://www.gob.mx/presidencia/prensa/presidente-lopez-
	<u>obrador-encabeza-inicio-de-la-construccion-de-refineria-dos-bocas-202499?idiom=es</u>
Mitigation:	Cámara de diputados del H. Congreso de la Unión. Secretaría General. Secretaría de Servicios
Long-term	Parlamentarios (2018). Ley general de cambio climático. Retrieved from:
strategy	http://www.diputados.gob.mx/LeyesBiblio/pdf/LGCC_130718.pdf
Mitigation:	Ministry of Parliamentary Services of the United Mexican States (2015). Ley de transición
Power	energética. Retrieved from: http://www.diputados.gob.mx/LeyesBiblio/pdf/LTE.pdf
	Ministry of Energy of the United Mexican States (2016). México cumplirá con su meta del 35% de
	generación eléctrica con energías limpias en 2024: Consejo Consultivo para la Transición
	Energética. Retrieved from: https://www.gob.mx/sener/prensa/mexico-cumplira-con-su-meta-
	del-35-de-generacion-electrica-con-energias-limpias-en-2024-consejo-consultivo-para-la-
	transicion-energetica
	Recharge News (2019). Renewables shock as Mexico scraps clean energy tender. Retrieved from:
	https://www.rechargenews.com/transition/1691329/renewables-shock-as-mexico-scraps-clean-
	energy-tender
	United Nations Climate Change (2017). More than 20 Countries Launch Global Alliance to Phase
	Out Coal. Retrieved from: https://unfccc.int/news/more-than-20-countries-launch-global-
	alliance-to-phase-out-coal
	amanac to phase out tour



	Bellini, E. and Zarco, J. (2019). Mexico cancels fourth energy auction". 1 February 2019. Retrieved from: https://www.pv-magazine.com/2019/02/01/mexico-cancels-fourth-energy-auction/
	Climate Action Tracker (2019). Current Policy Projections. Retrieved from:
	https://climateactiontracker.org/countries/mexico/current-policy-projections/
Mitigation:	Agora Verkehrswende (2018). Towards Decarbonising Transport – A 2018 Stocktake on Sectoral
Transport	Ambition in the G20. Retrieved from: https://www.agora-
	verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20
	<u>WEB.pdf</u>
	Secretaria de Gobernación (2018). NORMA Oficial Mexicana NOM-044-SEMARNAT-2017. Retrieved from: http://www.dof.gob.mx/nota detalle.php?codigo=5513626&fecha=19/02/2018
	Secretaria de Gobernación (2018). RESPUESTAS a los comentarios recibidos al Proyecto de Modificación a la Norma Oficial Mexicana NOM-050-SEMARNAT-1993. Retrieved from :
	http://www.diariooficial.gob.mx/nota_detalle.php?codigo=5532827&fecha=24/07/2018
	Fideicomiso Fondo Nacional de Infraestructura (FONADIN) (2018). Programa de Apoyo Federal al Transporte Urbano Masivo. Retrieved from: http://www.fonadin.gob.mx/productos-
	fonadin/programas-sectoriales/programa-federal-de-apoyo-al-transporte-urbano-masivo/
	Subsecretaría de Desarollo Urbano y Vivienda (2014). Estrategia Nacional de Movilidad Urbana Sustenable. Retrieved from: http://ceci.itdp.mx/assets/downloads/Sedatu-EMUS.pdf
Mitigation:	Gobierno de Mexico (2017). Roadmap for Building Energy Codes and Standards for Mexico.
Buildings	Retrieved from:
	https://www.gob.mx/cms/uploads/attachment/file/215224/Hoja de Ruta para el C digo y N ormas EE para Edificaciones M xico EN Finpdf
	Gobierno de México (2019). Programa de Eficiencia Energética de la Administración Pública Federal (APF) -Inmuebles Retrieved from:
	https://www.gob.mx/conuee/acciones-y-programas/programa-de-eficiencia-energetica-de-la-
	administracion-publica-federal-apf-inmuebles?state=published
Mitigation:	IEA (2019). Mandatory policy coverage of industrial energy. Retrieved from:
Industry	https://www.iea.org/tcep/industry/
	Ministry of Energy of the United Mexican States (2017). Hoja de ruta en materia de eficiencia
	energética. Retrieved from:
	https://www.gob.mx/cms/uploads/attachment/file/313765/HojadeRutadeEficienciaEnergeticavOdeB24012017SCC 07112017 VF.pdf
Mitigation:	CONAFOR (2017). 'Estrategia Nacional para REDD+ 2017-2030 (ENAREDD+)', p. 6. Retrieved from:
Forests and	http://www.enaredd.gob.mx/wp-content/uploads/2017/09/Estrategia-Nacional-REDD+-2017-
Agriculture	<u>2030.pdf</u>
	Global Forest Watch (2019). Forests Falling Fast to Make Way for Mexican Avocado. Retrieved
	from: https://blog.globalforestwatch.org/commodities/forests-falling-fast-to-make-way-for-mexican-avocado
	Excelsior (2019). Semarnat reconoce recorte de presupuesto a brigadistas para evitar incendios. Retrieved from: https://www.excelsior.com.mx/nacional/semarnat-reconoce-recorte-de-presupuesto-a-brigadistas-para-evitar-incendios/1313055



Adaptation	Mexico's National Strategy on Climate Change (ENCC) (2013). Retrieved from:
	http://www.semarnat.gob.mx/archivosanteriores/informacionambiental/Documents/06_otras/E
	NCC.pdf
Finance	-

Russia:

Recent	Коммерсантъ (2019). Парижское соглашение впишется в закон. Retrieved from:
policy developme	https://www.kommersant.ru/doc/4025465
nts and key	Коммерсантъ (2019). Не выдать себя клубами дыма. Retrieved from:
opportuniti	https://www.kommersant.ru/doc/4047074?query=%D0%B0%D0%BD%D0%B3%D0%B5%D0%BB%
es	D0%B8%D0%BD%D0%B0%20%D0%B4%D0%B0%D0%B2%D1%8B%D0%B4%D0%BE%D0%B2%D0%
	<u>B0</u>
	Oil Price (2019). Russia's Coal Exports, Production Hit Five-Year High In 2018. Retrieved from:
	https://oilprice.com/Latest-Energy-News/World-News/Russias-Coal-Exports-Production-Hit-Five-
	Year-High-In-2018.html#
	The Moscow Times (2019). Russia Announces Plans for Coal-Digging Surge. Retrieved from:
	https://www.themoscowtimes.com/2019/08/26/russia-announces-plans-for-coal-digging-surge-
	<u>a67011</u>
	The Barents Observer (2019). Russia's biggest oil company announces more offshore Arctic
	drilling. Retrieved from: https://thebarentsobserver.com/en/industry-and-
	energy/2019/07/russias-biggest-oil-company-announces-more-offshore-arctic-drilling
	Reuters (2019). Russian oil company Gazprom Neft looks to Arctic for growth. Retrieved from:
	https://www.reuters.com/article/us-russia-gazpromneft/russian-oil-company-gazprom-neft-
	looks-to-arctic-for-growth-idUSKCN1RS1KN
Just	The Energy Research Institute of the Russian Academy of Science & The Analytical Center For
transition	the Government Of The Russian Federation (2016). Global and Russian Energy Outlook 2016. Retrieved from: http://ac.gov.ru/files/publication/a/12767.pdf
	World Bank (2018). Managing Coal Mine Closure: Achieving a Just Transition for All. Retrieved
	from: http://documents.worldbank.org/curated/en/484541544643269894/pdf/130659-REVISED-
	PUBLIC-Managing-Coal-Mine-Closure-Achieving-a-Just-Transition-for-All-November-2018-final.pdf
Mitigation:	Коммерсантъ (2019). Не выдать себя клубами дыма. В «Деловой России» обсудят
Long-term	экологическую диверсификацию экономики РФ. Retrieved from:
strategy	https://www.kommersant.ru/doc/4047074?
Mitigation: Power	IRENA (2017). REMAP 2030. Renewable Energy Prospects For The Russian Federation. Retrieved from: https://www.irena.org/-
rowei	/media/Files/IRENA/Agency/Publication/2017/Apr/IRENA REmap Russia paper 2017.pdf
	PV Magazine (2019). Interview: Is Russia's embrace of renewable energy a reality or a myth?
	Retrieved from: https://www.pv-magazine.com/2019/05/03/interview-is-russias-embrace-of-
	renewable-energy-a-reality-or-a-myth/
	Коммерсантъ (2018). ВИЭ светят перспективы. Конъюнктура. Retrieved from:
	https://www.kommersant.ru/doc/3834248?query=%D0%92%D0%98%D0%AD



PV Magazine (2019). Russian Duma approves net metering for solar up to 15 kW. Retrieved from: https://www.pv-magazine.com/2019/02/07/russian-duma-approves-net-metering-for-solar-up-to-15-kw/

Power Technology (2018). Is Russia finally ready to embrace renewable energy? Retrieved from: https://www.power-technology.com/features/russia-renewable-energy/

PV Magazine (2019). Solar offers increasingly lower capex in Russia's renewables auction. Retrieved from: https://www.pv-magazine.com/2019/06/12/solar-offers-increasingly-lower-capex-in-russias-renewables-auction/

PV Magazine (2019). Interview: Is Russia's embrace of renewable energy a reality or a myth? Retrieved from: https://www.pv-magazine.com/2019/05/03/interview-is-russias-embrace-of-renewable-energy-a-reality-or-a-myth/

Ministry of Energy (2017). Проект Энергостратегии Российской Федерации на период до 2035 года (редакция от 01.02.2017). Retrieved from: https://minenergo.gov.ru/node/1920

ODI (2019). Russia. G20 Coal Subsidies. Retrieved from:

https://www.odi.org/sites/odi.org.uk/files/resource-documents/12759.pdf

Oil Price (2019). Russia's Coal Exports, Production Hit Five-Year High In 2018. Retrieved from: https://oilprice.com/Latest-Energy-News/World-News/Russias-Coal-Exports-Production-Hit-Five-Year-High-In-2018.html#

Mitigation: Transport

Transportpolicy.net (2018). Regions: Russia. Retrieved from:

https://www.transportpolicy.net/region/europe/russia/

Agora Verkehrswende (2018). Towards Decarbonising Transport – A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-

<u>verkehrswende.de/fileadmin/Projekte/2017/Verkehr_und_Klima_in_den_G20_Laendern/15_G20_WEB.pdf</u>

Transportpolicy.net (2018). Regions: Russia. Retrieved from:

https://www.transportpolicy.net/region/europe/russia/

ScienceDirect (2016). Reducing black carbon emissions from diesel vehicles in Russia: An assessment and policy recommendations. Retrieved from:

https://www.sciencedirect.com/science/article/pii/S1462901115301003

Agora Verkehrswende (2018). Towards Decarbonising Transport – A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-

<u>verkehrswende.de/fileadmin/Projekte/2017/Verkehr_und_Klima_in_den_G20_Laendern/15_G20_</u> WEB.pdf

TransRussia (2018). Transport in Russia: what government strategies mean for the future. Retrieved from: https://www.transrussia.ru/en-GB/press/news/Russia-Government-Transport-Strategy.aspx

Railway Pro (2019). Russian Railways' 2025 investment programme approved. Retrieved from: https://www.railwaypro.com/wp/russian-railways-2025-investment-programme-approved/

Mitigation: Buildings

Gusev, A. (2013). Comparison Of Energy Efficiency Measures In Russia To Those Implemented By Developed Countries (Including IEA Measures). Retrieved from:

http://www.europarl.europa.eu/meetdocs/2009 2014/documents/d-ru/dv/dru 20131017 11 /dru 20131017 11 en.pdf



	Government of the Russian Federation (2018). КОМПЛЕКСНЫЙ ПЛАН мероприятий по
	повышению энергетической эффективности экономики Российской Федерации. Retrieved
	from: http://static.government.ru/media/files/rE6AtHAmGYeZUz51fpCeHYfmuyRzUGow.pdf
Mitigation:	IEA (2019). Industry. Tracking Clean Energy Progress. Retrieved from:
Industry	https://www.iea.org/tcep/industry/
	Climate Change News (2019). Russia floats first law to regulate CO2 emissions. Retrieved from:
	https://www.climatechangenews.com/2019/03/22/russia-floats-first-law-regulate-carbon-
	emissions/
Mitigation:	NASA (2019). Number of Wildfires in Russia Increases in Days. Retrieved from:
Forests and	https://www.nasa.gov/image-feature/goddard/2019/number-of-wildfires-in-russia-increases-in-
Agriculture	<u>days</u>
	Unearthed (2019). Mapped: Russia's devastating wildfires. Retrieved from:
	https://unearthed.greenpeace.org/2019/05/28/russia-wildfires-siberia-map/
	Greenpeace (2019). Wildfires in Russia. Retrieved from:
	https://maps.greenpeace.org/maps/research/en/
Adaptation	Adaptation plan to be published this year
Finance	Climate Scorecard (2018). Russia has Provided Small Scale Support to Former CIS Countries.
	Retrieved from: https://www.climatescorecard.org/2018/10/russia-has-provided-small-scale-
	support-to-former-cis-countries/
	Постоянное представительство Российской Федерации при ООН (2019). Выступление
	заместителя Постоянного представителя Российской Федерации при ООН. Retrieved from:
	http://russiaun.ru/ru/news/climate2903

Saudi Arabia:

Recent	Power Technology (2019). Saudi Arabia resets renewable energy goals. Retrieved from:
policy	https://www.power-technology.com/comment/saudi-renewable-energy-targets/
developme	
nts and key	
opportuniti	
es	
Just	Climate Tracker (2018). Bangkok Update: Will ust transition be part of Paris? Retrieved from:
transition	http://climatetracker.org/bangkok-update-will-just-transition-be-part-of-paris/
Mitigation:	-
Long-term	
strategy	
Mitigation:	Power Technology (2019). Saudi Arabia resets renewable energy goals. Retrieved from:
Power	https://www.power-technology.com/comment/saudi-renewable-energy-targets/
	Oxford Business Group (2019). The plan to turn Saudi Arabia into a renewable energy leader.
	Retrieved from: https://oxfordbusinessgroup.com/news/plan-turn-saudi-arabia-renewable-
	<u>energy-leader</u>
Mitigation:	Saudi Energy Efficiency Center (2019). The Saudi Energy Efficiency Program. Retrieved from:
Transport	https://ksa-climate.com/wp-content/uploads/2018/12/Raed-Al-Schneiber SEEC.pdf
	Asharq Al-Awsat (2019). Saudi Vehicle Fuel Efficiency Rate Sees 3.5% Improvement. Retrieved
	from: https://aawsat.com/english/home/article/1577616/saudi-vehicle-fuel-efficiency-rate-sees-
	<u>35-improvement</u>



European Commission (2019). Saudi Arabia Corporate Average Fuel Economy Standard (Saudi Café) for Incoming Light Duty Vehicles (2021-2023). Retrieved from: <a 1455601="" business-economy"="" href="http://ec.europa.eu/growth/tools-databases/tbt/en/search/?tbtaction=search.detail&Country_id=SAU&num=1097&dspLang=EN&basdatedeb=&basdatefin=&baspays=HUN&basnotifnum=30&basnotifnum=2&bastypepays=&baskeywords=&CFID=720409&CFTOKEN=920a860581c136e0-53B89453-E32F-2D09-A9E2E4CDBF64DAC3</th></tr><tr><td>Flanagan, B. (2019). Saudi-backed Lucid Motors spells out vision for the future of electric cars. Arab News. Retrieved from: http://www.arabnews.com/node/1455601/business-economy
Alaquil, A. (2019). Electric vehicles present no danger to Saudi oil industry: Energy minister. Retrieved from: http://www.arabnews.com/node/1480201/saudi-arabia
Saudi Energy Efficiency Center (2018). Enhancing vehicles energy efficiency in Saudi Arabia. Retrieved from:
https://www.theicct.org/sites/default/files/KSA AlRoge Enhancing%20Vehicles%20Energy%20Efficiency%20in%20Saudi%20Arabia.pdf
Kingdom of Saudi Arabia (2016). 2030 Vision. Retrieved from: https://vision2030.gov.sa/sites/default/files/report/Saudi Vision2030 EN 2017.pdf
Oxford Business Group (2019). Cities across Saudi Arabia plan and implement public transport projects. Retrieved from: https://oxfordbusinessgroup.com/analysis/moving-masses-large-cities-are-planning-and-implementing-public-transport-projects-aim-improving
Transport Ministry (2019). The Public Transport Authority. Retrieved from: https://www.mot.gov.sa/en/TransportSystem/PublicTransport/Pages/default.aspx
Mitigation: Castro-Alvarez, F. et al. (2018). The 2018 International Energy Efficiency Scorecard. Retrieved from: https://aceee.org/sites/default/files/publications/researchreports/i1801.pdf
Saudi Energy Efficiency Center (2018). The Saudi Energy Efficiency Program. Retrieved from: https://ksa-climate.com/wp-content/uploads/2018/12/Raed-Al-Schneiber SEEC.pdf
Saudi Gazette (2018). Stone & Surface Exhibition kicks off today in Jeddah. Retrieved from: http://saudigazette.com.sa/article/532354
Castro-Alvarez, F. et al. (2018). The 2018 International Energy Efficiency Scorecard. Retrieved from: https://aceee.org/sites/default/files/publications/researchreports/i1801.pdf
Mitigation: King Abdullah Petroleum Studies and Research Center (2018). Toward Economic Prosperity Through Industrial Energy Productivity Improvement. Retrieved from: file:///C:/Users/Hannah%20Schindler/Downloads/KS-2018-DP28-Toward-Economic-Prosperity- Through-Industrial-Energy-Productivity-Improvement.pdf
Mitigation: - Forests and Agriculture
Adaptation No adaptation policy Finance -



South Africa:

policy development and key opportunities of the properties of the	_	
developments and key opportunition in the season of the se	Recent	Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from:
nts and key opportuniti africa.com/industry-sectors/finance-and-policy/when-will-the-finalised-integrated-resource-plan- be-released/ Department of Energy, Republic of South Africa (2019). Draft IRP 2018 Update for NEDLAC Energy Task Team. Retrieved from https://www.egsa.org.za/wp- content/uploads/2019/03/Updated-Draft-IRP2019-th/arch-2019.pdf CoalTransition (2018). Coal transition is obuth Africa. Retrieved from: https://coaltransitions.org/publications/coal-transitions-in-south-africa/ National planning commission (n.d.). National Development Plan – 2030. A Just Transition to a low carbon, climate resilient economy & society. Retrieved from: https://www.environment.gov.za/sites/default/files/docs/justtransitionalowcarbon_telenoadia_logue_pdf Mitigation: Department of Environmental Affairs, Republic of South Africa (2018). Low-Emission Development Strategy 2050. https://www.environment.gov.za/sites/default/files/docs/presentation1_southafricalow- emission developmentstrategy/2050.odf Mitigation: Power Department of Energy, Republic of South Africa (2019). Draft IRP 2018 Update for NEDLAC Energy Task Team. Retrieved from: https://www.egsa.org.za/wp- content/uploads/2019/03/Updated-Draft-IRP2019-6-March-2019.pdf Agora Verkehrswende (2018). Towards Decarbonising Transport — A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora.org.za/wp- content/uploads/2019/03/Updated-Draft-IRP2019-6-March-2019.pdf Africa.com (2019). South Africa Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: https://www.treasury.gov.za/comm.media/press/2010/2010080301.pdf Department: Transport — Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.treasury.gov.za/sites/default/files/NDP%20203%20-%20Our%20future%20-%20make%20ft%20-work.pdf Depart		https://www.africa.com/south-african-carbon-tax-finally-becomes-law/
opportunities africa com/industry-sectors/finance-and-policy/when-will-the-finalised-integrated-resource-planbe-released/ Department of Energy, Republic of South Africa (2019). Draft IRP 2018 Update for NEDLAC Energy Task Team. Retrieved from https://www.egsa.org.za/wp-content/uploads/2019/03/Updated-Draft-IRP2019-6-March-2019.pdf CoalTransition (2018). Coal transition in South Africa - Understanding the implications of a 2oC-compatible coal phase-out plan for South Africa. Retrieved from: https://coaltransitions.org/publications/coal-transitions-in-south-africa/ National planning commission (n.d.). National Development Plan – 2030. A Just Transition to a low carbon, climate resilient economy & society. Retrieved from: https://www.environment.gov.za/sites/default/files/docs/justtransitiontoalowcarbon telenoadia logue.pdf Department of Environmental Affairs, Republic of South Africa (2018). Low-Emission Development Strategy 2050. https://www.environment.gov.za/sites/default/files/docs/presentation1_southafricalow-emission developmentstratezy/2050.pdf Mitigation: Department of Energy, Republic of South Africa (2019). Draft IRP 2018 Update for NEDLAC Energy Task Team. Retrieved from: https://www.egsa.org.za/wp-content/uploads/2019/03/Updated-Draft-RP2019-6-March-2019.pdf Agora Verkehrswende (2018). Towards Decarbonising Transport – A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-verkehrswende.gd.efflieadmin/Projekte/2017/Verkehr und Klima in den G20 Laendem/15 G20_WEB.pdf Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-africa-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: https://www.dac.gov.za/comments/11623/89294/Green Transport Strategy for South Africa (2018). Green Transport Strategy 2018 2050-onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its fir	-	
Department of Energy, Republic of South Africa (2019). Draft IRP 2018 Update for NEDLAC Energy Task Team. Retrieved from https://www.epsa.org.za/wp.content/uploads/2019/03/Updated-Part-RP2019-6-March-2019 poff Just CoalTransition (2018). Coal transition in South Africa – Understanding the implications of a 2oC-compatible coal phase-out plan for South Africa. Retrieved from: https://coaltransitions.org/publications/coal-transitions-in-south-africa/ National planning commission (n.d.). National Development Plan – 2030. A Just Transition to a low carbon, climate resilient economy & society. Retrieved from: https://www.environment.gov.za/sites/default/files/docs/justtransitiontoalowcarbon telenoadia logue.pdf Mitigation: Department of Environmental Affairs, Republic of South Africa (2018). Low-Emission Development Strategy 2050. Mitigation: Power environment.gov.za/sites/default/files/docs/presentation1 southafricalow-emission developmentstrategy2050.pdf Mitigation: Power environment.gov.za/sites/default/files/docs/presentation1 southafricalow-emission developmentstrategy2050.pdf Mitigation: Agora Verkehrswende (2018). Towards Decarbonising Transport — A 2018 Stocktake on Sectoral Ambiton in the G20. Retrieved from: https://www.ago.arg.za/wp-content/uploads/2019/03/Updated-braft-RP2019-6-March-2019.pdf Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Retrieved from: https://www.transport.gov.za/cocuments/11623/89294/Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green Transport Strategy 2018 2050 onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport	· -	
Department of Energy, Republic of South Africa (2019). Draft IRP 2018 Update for NEDLAC Energy Task Team. Retrieved from https://www.egsa.org.za/wp:content/uoloads/2019/03/Updated-braft-IRP2019-6-March-2019. pdf CoalTransition (2018). Coal transition in South Africa – Understanding the implications of a 2oC-compatible coal phase-out plan for South Africa. Retrieved from: https://coaltransitions.org/publications/coal-transitions-in-south-africa/ National planning commission (n.d.). National Development Plan – 2030. A Just Transition to a low carbon, climate resilient economy & society. Retrieved from: https://www.environment.gov.za/sites/default/files/docs/ustransitiontoalowcarbon telenoadia logue.pdf Mittigation: Long-term Strategy Department of Environmental Affairs, Republic of South Africa (2018). Low-Emission Development Strategy 2050. https://www.environment.gov.za/sites/default/files/docs/presentation1 southafricalow-emission developmentstrategy/2050.pdf Mittigation: Power Department of Energy, Republic of South Africa (2019). Draft IRP 2018 Update for NEDLAC Energy Task Team. Retrieved from: https://www.egsa.org.za/wp-content/uploads/2019/03/Updated-Draft-IRP2019-6-March-2019.pdf Agora Verkehrswende (2018). Towards Decarbonising Transport — A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20_WEB.pdf Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: https://www.transport.gov.za/comm.media/press/2010/2010080301.pdf Department: Transport — Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/south-africa-launches-its-first-green-transport-strategy-html Mitigation: Buildings Ippe	opportuniti	
Energy Task Team. Retrieved from https://www.egsa.org.za/wp- content/uploads/2019/03/Updated-Draft-IRP2019-6-March-2019.pdf CoalTransition (2018). Coal transition in South Africa — Understanding the implications of a 2oC- compatible coal phase-out plan for South Africa. Retrieved from: https://coaltransitions.org/publications/coal-transitions-in-south-africa/ National planning commission (n.d.). National Development Plan — 2030. A Just Transition to a low carbon, climate resilient economy & society. Retrieved from: https://www.environment.gov.za/sites/default/files/docs/justtransitiontoalowcarbon telenoadia logue.pdf Department of Environmental Affairs, Republic of South Africa (2018). Low-Emission Development Strategy 2050. https://www.environment.gov.za/sites/default/files/docs/presentation1 southafricalow- emission developmentstrategy/2050. pdf Department of Energy, Republic of South Africa (2019). Draft IRP 2018 Update for NEDLAC Energy Task Team. Retrieved from: https://www.egsa.org.za/wp- content/uploads/2019/03/Updated-Port-RP2019-6-March-2019.pdf Agroa Verkehrswende (2018). Towards Decarbonising Transport — A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora- verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20 WEB.pdf	es	<u>be-released/</u>
Energy Task Team. Retrieved from https://www.egsa.org.za/wp- content/uploads/2019/03/Updated-Draft-IRP2019-6-March-2019.pdf CoalTransition (2018). Coal transition in South Africa — Understanding the implications of a 2oC- compatible coal phase-out plan for South Africa. Retrieved from: https://coaltransitions.org/publications/coal-transitions-in-south-africa/ National planning commission (n.d.). National Development Plan — 2030. A Just Transition to a low carbon, climate resilient economy & society. Retrieved from: https://www.environment.gov.za/sites/default/files/docs/justtransitiontoalowcarbon telenoadia logue.pdf Department of Environmental Affairs, Republic of South Africa (2018). Low-Emission Development Strategy 2050. https://www.environment.gov.za/sites/default/files/docs/presentation1 southafricalow- emission developmentstrategy/2050. pdf Department of Energy, Republic of South Africa (2019). Draft IRP 2018 Update for NEDLAC Energy Task Team. Retrieved from: https://www.egsa.org.za/wp- content/uploads/2019/03/Updated-Port-RP2019-6-March-2019.pdf Agroa Verkehrswende (2018). Towards Decarbonising Transport — A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora- verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20 WEB.pdf		
Just transition (2013). Coal transition in South Africa — Understanding the implications of a 2oC-compatible coal phase-out plan for South Africa. — Understanding the implications of a 2oC-compatible coal phase-out plan for South Africa. Retrieved from: https://coaltransitions.org/publications/coal-transitions-in-south-africa/ National planning commission (n.d.). National Development Plan — 2030. A Just Transition to a low carbon, climate resilient economy & society. Retrieved from: https://www.environment.gov.za/sites/default/files/docs/justtransitiontoalowcarbon_telenoadia_logue_pdf Department of Environmental Affairs, Republic of South Africa (2018). Low-Emission_Development Strategy_2050. Development Strategy_2050. Development Strategy_2050. Development Strategy_2050. Def Mitigation: Power po		
CoalTransition (2018). Coal transition in South Africa — Understanding the implications of a 2oC-compatible coal phase-out plan for South Africa. Retrieved from: https://coaltransitions.org/publications/coal-transitions-in-south-africa/ National planning commission (n.d.). National Development Plan — 2030. A Just Transition to a low carbon, climate resilient economy & society. Retrieved from: https://www.environment.gov.za/sites/default/files/docs/justtransitiontoalowcarbon telenoadia logue.pdf		
compatible coal phase-out plan for South Africa. Retrieved from: https://coaltransitions.org/publications/coal-transitions-in-south-africa/ National planning commission (n.d.). National Development Plan – 2030. A Just Transition to a low carbon, climate resilient economy & society. Retrieved from: https://www.environment.gov.za/sites/default/files/docs/justransitiontoalowcarbon telenoadia logue.pdf Mitigation: Department of Environmental Affairs, Republic of South Africa (2018). Low-Emission Development Strategy 2050. https://www.environment.gov.za/sites/default/files/docs/presentation1_southafricalow-emission developmentstrategy.2050.pdf Mitigation: Department of Energy, Republic of South Africa (2019). Draft IRP 2018 Update for NEDLAC Energy Task Team. Retrieved from: https://www.egsa.org.za/wp-content/uploads/2019/03/Updated-Draft-IRP2019-6-March-2019.pdf Mitigation: Transport Agora Verkehrswende (2018). Towards Decarbonising Transport — A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr_und Klima in den G20 Laendern/15 G20 WEB.pdf Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: https://www.trassport.gov.za/documents/11623/89294/Green Transport Strategy Tosuth Africa: (2018-2050). Retrieved from: https://www.trassport.gov.za/documents/11623/89294/Green Transport Strategy 2018 2050 onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://peec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategy-html Mitigation: National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dec.gov.za/files/p		
https://coaltransitions.org/publications/coal-transitions-in-south-africa/ National planning commission (n.d.). National Development Plan – 2030. A Just Transition to a low carbon, climate resilient economy & society. Retrieved from: https://www.environment.gov.za/sites/default/files/docs/justtransitiontoalowcarbon_telenoadia_logue_pdf Mitigation: Long-term Strategy 2050. Mitigation: Power Energy Task Team. Retrieved from: https://www.environment.gov.za/sites/default/files/docs/presentation1_southafricalow-emission_developmentstrategy_2050.pdf Mitigation: Power Energy Task Team. Retrieved from: https://www.egsa.org.za/wpc_content/uploads/2019/03/Updated-Draft-IRP2019-6-March-2019.pdf Mitigation: Agora Verkehrswende (2018). Towards Decarbonising Transport — A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-verkehrswende de/fileadmin/Projekte/2017/Verkehr_und_Klima_in_den_G20_Laendern/15_G20_WEB.pdf Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: https://www.treasury.gov.za/comm_media/press/2010/2010080301.pdf Department: Transport — Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport_Strategy_2018_2050_onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://peec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategy-html Mitigation: Buildings National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dec.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work_0.pdf Department of Energy, Republi		
National planning commission (n.d.). National Development Plan – 2030. A Just Transition to a low carbon, climate resilient economy & society. Retrieved from: https://www.environment.gov.za/sites/default/files/docs/justtransitiontoalowcarbon telenoadia logue.pdf Department of Environmental Affairs, Republic of South Africa (2018). Low-Emission Development Strategy 2050. https://www.environment.gov.za/sites/default/files/docs/presentation1 southafricalow-emission developmentstrategy 2050. pdf Mitigation: Department of Energy, Republic of South Africa (2019). Draft IRP 2018 Update for NEDLAC Energy Task Team. Retrieved from: https://www.egsa.org.za/wo-content/uploads/2019/03/Updated-Draft-IRP2019-6-March-2019.pdf Mitigation: Agora Verkehrswende (2018). Towards Decarbonising Transport — A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20 WEB.pdf Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ Department: Transport — Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green Transport Strategy 2018 2050 onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://www.dac.gov.za/sites/default/files/NDP%202030%20-%200ur%20future%20-%20make%20it%20wark_0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 11 Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-	transition	
low carbon, climate resilient economy & society. Retrieved from: https://www.enironment.gov.za/sites/default/files/docs/justransitiontoalowcarbon_telenoadia_logue_pdf Mitigation: Department of Environmental Affairs, Republic of South Africa (2018). Low-Emission Development Strategy 2050. https://www.environment.gov.za/sites/default/files/docs/presentation1_southafricalow-emission_developmentstrategy.2050.pdf Mitigation: Department of Energy, Republic of South Africa (2019). Draft IRP 2018 Update for NEDLAC Energy Task Team. Retrieved from: https://www.egsa.org.za/wp-content/uploads/2019/03/Updated-Draft-IRP2019-6-March-2019.pdf Mitigation: Agora Verkehrswende (2018). Towards Decarbonising Transport — A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr_und_Klima_in_den_G20_Laendern/15_G20_WEB.pdf Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: http://www.treasury.gov.za/comm_media/press/2010/2010080301.pdf Department: Transport — Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport Strategy for South Africa: (2019). South Africa launches its first Green Transport Strategy Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport-strategy-html Mitigation: National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: https://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work_0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/polic		https://coaltransitions.org/publications/coal-transitions-in-south-africa/
low carbon, climate resilient economy & society. Retrieved from: https://www.enironment.gov.za/sites/default/files/docs/justransitiontoalowcarbon_telenoadia_logue_pdf Mitigation: Department of Environmental Affairs, Republic of South Africa (2018). Low-Emission Development Strategy 2050. https://www.environment.gov.za/sites/default/files/docs/presentation1_southafricalow-emission_developmentstrategy.2050.pdf Mitigation: Department of Energy, Republic of South Africa (2019). Draft IRP 2018 Update for NEDLAC Energy Task Team. Retrieved from: https://www.egsa.org.za/wp-content/uploads/2019/03/Updated-Draft-IRP2019-6-March-2019.pdf Mitigation: Agora Verkehrswende (2018). Towards Decarbonising Transport — A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr_und_Klima_in_den_G20_Laendern/15_G20_WEB.pdf Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: http://www.treasury.gov.za/comm_media/press/2010/2010080301.pdf Department: Transport — Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport Strategy for South Africa: (2019). South Africa launches its first Green Transport Strategy Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport-strategy-html Mitigation: National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: https://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work_0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/polic		
https://www.environment.gov.za/sites/default/files/docs/justransitiontoalowcarbon_telenoadia_logue.pdf Department of Environmental Affairs, Republic of South Africa (2018). Low-Emission Development Strategy 2050. https://www.environment.gov.za/sites/default/files/docs/presentation1_southafricalow-emission_developmentstrategy 2050.pdf Mitigation: Department of Energy, Republic of South Africa (2019). Draft IRP 2018 Update for NEDLAC Energy Task Team. Retrieved from: https://www.egsa.org.za/wp-content/uploads/2019/03/Updated-Draft-RP2019-6-March-2019.pdf Mitigation: Agora Verkehrswende (2018). Towards Decarbonising Transport — A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20_Laendern/15_G20_WEB.pdf Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: https://www.treasury.gov.za/comm_media/press/2010/2010080301.pdf Department: Transport — Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport_Strategy for South Africa: (2018). South Africa launches its first Green Transport Strategy Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport_strategy-html Mitigation: National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: https://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work_0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-		
Mitigation: Long-term strategy Department of Environmental Affairs, Republic of South Africa (2018). Low-Emission Development Strategy 2050. https://www.environment.gov.za/sites/default/files/docs/presentation1_southafricalow-emission_developmentstrategy.2050.pdf Mitigation: Power Department of Energy, Republic of South Africa (2019). Draft IRP 2018 Update for NEDLAC Energy Task Team. Retrieved from: https://www.egsa.org.za/wp-content/uploads/2019/03/Updated-Draft-IRP2019-6-March-2019.pdf Mitigation: Agora Verkehrswende (2018). Towards Decarbonising Transport — A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-verkehrswende de/fileadmin/Projekte/2017/Verkehr_und_Klima_in_den_G20_Laendern/15_G20_WEB.pdf Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: http://www.treasury.gov.za/comm_media/press/2010/2010080301.pdf Department: Transport — Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport_Strategy_2018_2050_onlineversion.pdf/71e19f1d-259e_4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategy-html Mitigation: Buildings National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dec.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work_0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1 st Draft. Retrieved from: http://www.energy.gov.za/files/policles/Draft-Post-2015-		
Department of Environmental Affairs, Republic of South Africa (2018). Low-Emission Development Strategy 2050. https://www.environment.gov.za/sites/default/files/docs/presentation1_southafricalow-emission developmentstrategy/2050.pdf Mitigation: Power		
Development Strategy 2050. https://www.environment.gov.za/sites/default/files/docs/presentation1_southafricalow-emission_developmentstrategy2050.pdf Mitigation: Power		
https://www.environment.gov.za/sites/default/files/docs/presentation1 southafricalow-emission developmentstrategy2050.pdf Department of Energy, Republic of South Africa (2019). Draft IRP 2018 Update for NEDLAC Energy Task Team. Retrieved from: https://www.egsa.org.za/wp-content/uploads/2019/03/Updated-Draft-IRP2019-6-March-2019.pdf Mitigation: Transport Agora Verkehrswende (2018). Towards Decarbonising Transport — A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20 WEB.pdf Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: http://www.treasury.gov.za/comm.media/press/2010/2010080301.pdf Department: Transport — Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport_Strategy_2018_2050_onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Mitigation: Buildings Mitigation: Buildings National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work_0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy_1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-	_	
Mitigation: Power Department of Energy, Republic of South Africa (2019). Draft IRP 2018 Update for NEDLAC Energy Task Team. Retrieved from: https://www.egsa.org.za/wpccontent/uploads/2019/03/Updated-Draft-IRP2019-6-March-2019.pdf Mitigation: Transport Agora Verkehrswende (2018). Towards Decarbonising Transport — A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20_WEB.pdf Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: https://www.treasury.gov.za/comm_media/press/2010/2010080301.pdf Department: Transport — Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green Transport Strategy 2018 2050_onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml Mitigation: Buildings National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future — make it work. Retrieved from: https://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work_0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-	_	·
Department of Energy, Republic of South Africa (2019). Draft IRP 2018 Update for NEDLAC Energy Task Team. Retrieved from: https://www.egsa.org.za/wp-content/uploads/2019/03/Updated-Draft-IRP2019-6-March-2019.pdf	strategy	
Power Energy Task Team. Retrieved from: https://www.egsa.org.za/wp- content/uploads/2019/03/Updated-Draft-IRP2019-6-March-2019.pdf Mitigation: Agora Verkehrswende (2018). Towards Decarbonising Transport — A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora- verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20 WEB.pdf Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: http://www.treasury.gov.za/comm.media/press/2010/2010080301.pdf Department: Transport — Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green Transport Strategy 2018 2050 onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategy-html Mitigation: National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work 0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-	N 4 i ti continuo	
Mitigation: Transport Agora Verkehrswende (2018). Towards Decarbonising Transport – A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20 WEB.pdf Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: http://www.treasury.gov.za/comm_media/press/2010/2010080301.pdf Department: Transport – Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport_Strategy_2018_2050_onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml Mitigation: Buildings Mitigation: National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work_0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-	_	
Mitigation: Transport Agora Verkehrswende (2018). Towards Decarbonising Transport — A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20 WEB.pdf Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: https://www.treasury.gov.za/comm media/press/2010/2010080301.pdf Department: Transport — Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green Transport Strategy 2018 2050-onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml Mitigation: Buildings National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.doc.gov.za/sites/default/files/NDP%202030%20-%200ur%20future%20-%20make%20it%20work 0.pdf Department of Energy, Republic of South Africa	Power	
Ambition in the G20. Retrieved from: https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20 WEB.pdf Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: https://www.treasury.gov.za/comm.media/press/2010/2010080301.pdf Department: Transport — Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green Transport Strategy 2018 2050-onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml Mitigation: National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: https://www.adc.gov.za/sites/default/files/NDP%202030%20-%200ur%20future%20-%20make%20it%20work 0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy .1st Draft. Retrieved from: <a 2010="" 2010080301.pdf"="" comm_media="" href="https://www.energy.gov.za/files/</td><td>N 4 it i motions</td><td></td></tr><tr><td>verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20 WEB.pdf Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: http://www.treasury.gov.za/comm_media/press/2010/2010080301.pdf Department: Transport — Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport_Strategy_2018_2050_onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml Mitigation: Buildings National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work_0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-</td><td>_</td><td></td></tr><tr><td>Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: http://www.treasury.gov.za/comm_media/press/2010/2010080301.pdf Department: Transport – Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport_Strategy_2018_2050 onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20- %20make%20it%20work_0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-</td><td>Transport</td><td></td></tr><tr><td>Africa.com (2019). South African Carbon Tax Finally Becomes Law. Retrieved from: https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: http://www.treasury.gov.za/comm_media/press/2010/2010080301.pdf Department: Transport – Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport_Strategy_2018_2050_onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work_0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-</td><td></td><td></td></tr><tr><td>https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: http://www.treasury.gov.za/comm_media/press/2010/2010080301.pdf Department: Transport — Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport_Strategy_2018_2050_onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml Mitigation: Buildings National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work_0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-</td><td></td><td></td></tr><tr><td>https://www.africa.com/south-african-carbon-tax-finally-becomes-law/ National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: http://www.treasury.gov.za/comm_media/press/2010/2010080301.pdf Department: Transport — Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport_Strategy_2018_2050_onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml Mitigation: Buildings National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work_0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-</td><td></td><td>Africa com (2019) South African Carbon Tay Finally Recomes Law Retrieved from:</td></tr><tr><td>National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs and Small Bakkies. Retrieved from: http://www.treasury.gov.za/comm_media/press/2010/2010080301.pdf Department: Transport – Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport_Strategy_2018_2050 onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml Mitigation: Buildings National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20- %20make%20it%20work_0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-</td><td></td><td></td></tr><tr><td>and Small Bakkies. Retrieved from: http://www.treasury.gov.za/comm_media/press/2010/2010080301.pdf Department: Transport – Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport_Strategy_2018_2050_onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work_0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: https://www.energy.gov.za/files/policies/Draft-Post-2015-		ittps://www.amca.com/south-amcan-carbon-tax-imany-becomes-law/
and Small Bakkies. Retrieved from: http://www.treasury.gov.za/comm_media/press/2010/2010080301.pdf Department: Transport – Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport_Strategy_2018_2050_onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work_0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: https://www.energy.gov.za/files/policies/Draft-Post-2015-		National treasury (2010). Press Release: CO2 Vehicle Emission Tax and Inclusion of Double Cabs
http://www.treasury.gov.za/comm_media/press/2010/2010080301.pdf Department: Transport – Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green_Transport_Strategy_2018_2050_onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml Mitigation: National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work_0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-		
Department: Transport – Republic of South Africa (2018). Green Transport Strategy for South Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green Transport Strategy 2018 2050 onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml Mitigation: National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work 0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-		
Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green Transport Strategy 2018 2050 onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml Mitigation: Buildings National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20- %20make%20it%20work 0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-		
Africa: (2018-2050). Retrieved from: https://www.transport.gov.za/documents/11623/89294/Green Transport Strategy 2018 2050 onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml Mitigation: Buildings National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20- %20make%20it%20work 0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-		Department: Transport – Republic of South Africa (2018). Green Transport Strategy for South
https://www.transport.gov.za/documents/11623/89294/Green Transport Strategy 2018 2050 onlineversion.pdf/71e19f1d-259e-4c55-9b27-30db418f105a Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml Mitigation: Buildings National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20- %20make%20it%20work 0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-		
Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml Mitigation: Buildings National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20- %20make%20it%20work 0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-		· · · · · · · · · · · · · · · · · · ·
Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from: https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml Mitigation: Buildings National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work 0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-		
Mitigation: Buildings Mational Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20- %20make%20it%20work 0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-		
Mitigation: Buildings National Planning Commission of the Department of the Presidency. National Development Plan 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20- %20make%20it%20work 0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-		Ipeec (2019). South Africa launches its first Green Transport Strategy! Retrieved from:
Buildings 2030 - Our future - make it work. Retrieved from: http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20- %20make%20it%20work 0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-		https://ipeec.org/bulletin/104-south-africa-launches-its-first-green-transport-strategyhtml
http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-%20make%20it%20work 0.pdf Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-	Mitigation:	National Planning Commission of the Department of the Presidency. National Development Plan
<u>%20make%20it%20work 0.pdf</u> Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1 st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-	Buildings	2030 - Our future - make it work. Retrieved from:
Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-		http://www.dac.gov.za/sites/default/files/NDP%202030%20-%20Our%20future%20-
Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-		%20make%20it%20work 0.pdf
Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-		
-		
2020 National Engrave Efficiencies of Strategy and		· · · · · · · · · · · · · · · · · · ·
<u>ZUSU-National-Energy-Efficiency-Strategy.pdf</u>		<u>2030-National-Energy-Efficienciency-Strategy.pdf</u>



	ACEEE/Fernando Castro-Alvarez, Shruti Vaidyanathan, Hannah Bastian, and Jen King (2018). The 2018 International Energy Efficiency Scorecard. Retrieved from: https://aceee.org/research-report/i1801
	Grantham Research Institute on Climate Change and the Environment (2017). Country Profile South Africa. Retrieved from: http://www.lse.ac.uk/GranthamInstitute/country-profiles/south-africa/
	Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1 st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-2030-National-Energy-Efficienciency-Strategy.pdf
Mitigation:	IEA (2019). Mandatory policy coverage of industrial energy. Retrieved from:
Industry	https://www.iea.org/tcep/industry/
	Department of Energy, Republic of South Africa (2016). Post-2015 National Energy Efficiency Strategy. 1st Draft. Retrieved from: http://www.energy.gov.za/files/policies/Draft-Post-2015-2030-National-Energy-Efficienciency-Strategy.pdf
	IEE Project. About the IEE Project. Retrieved from: https://www.ieeproject.co.za/about-the-iee-project/
Mitigation:	INDC South Africa. Retrieved from:
Forests and	https://www4.unfccc.int/sites/ndcstaging/PublishedDocuments/South%20Africa%20First/South%
Agriculture	20Africa.pdf
Adaptation	National Climate Change Adaptation Strategy (2018). Retrieved from:
	https://www.preventionweb.net/files/65184 20181130nccasv4.pdf
Finance	-

South Korea:

Recent	Presidential Committee on Green Growth (2019). The Third The Five Year Plan for Green
policy	Growth(in Korean). Retrieved from: http://www.greengrowth.go.kr/download/1905-2full.pdf
developme	
nts and key	Reuters (2019). South Korea fires up on renewables, to close more coal plants. Retrieved from:
opportuniti	https://www.reuters.com/article/us-southkorea-energy-renewable-analysis/south-korea-fires-up-
es	on-renewables-to-close-more-coal-plants-idUSKCN1TJ0JK
	Carbon Tracker (2019). Brown is the new green – Will South Korea's commitment to coal power
	undermine its low carbon strategy?. Retrieved from:
	https://www.carbontracker.org/reports/south-korea-coal-power/
	Overseas Development Institute (2019). G20 Coal Subsidies. Retrieved from:
	https://www.odi.org/sites/odi.org.uk/files/resource-documents/12738.pdf
	Administration of Translation and Francis (2047). Administration of College College Conference of College Coll
	Ministry of Trade, Industry and Energy (2017). Ministry announces 8th Basic Plan for Electricity
	Supply and Demand. Retrieved from:
	http://english.motie.go.kr/en/pc/pressreleases/bbs/bbsView.do?bbs_cd_n=2&bbs_seq_n=605
Just	-
transition	



Mitigation:	-
Long-term	
strategy	201 D 1 D 1 D 1 D 1 D 1 D 1 D 1 D 1 D 1 D
Mitigation: Power	Ministry of Trade, Industry and Energy (2017). Ministry announces 8th Basic Plan for Electricity Supply and Demand. Retrieved from:
	http://english.motie.go.kr/en/pc/pressreleases/bbs/bbsView.do?bbs cd n=2&bbs seq n=605
	Ministry of Trade, Industry and Energy (2017). Ministry announces 8th Basic Plan for Electricity Supply and Demand. Retrieved from:
	http://english.motie.go.kr/en/pc/pressreleases/bbs/bbsView.do?bbs_cd_n=2&bbs_seq_n=605
	Yonhap News Agency (2019). Clean, fossil-free energy plan approved. Retrieved from: https://en.yna.co.kr/view/AEN20190604002800320
	Ministry of Trade, Industry and Energy (2017). Ministry announces 8th Basic Plan for Electricity Supply and Demand. Retrieved from:
	http://english.motie.go.kr/en/pc/pressreleases/bbs/bbsView.do?bbs_cd_n=2&bbs_seq_n=605
	Institute for Energy Economics and Financial Analysis (2019). South Korea Shifting
	Further Away from Coal. Retrieved from: http://ieefa.org/wp-content/uploads/2019/04/South-
	Korea-Shifting-Further-Away-from-Coal April-2019.pdf
	Institut françaisdes relations internationales (2018). South Korea's new electricity plan. Cosmetic changes or a breakthrough for the climate? Retrieved from:
	https://www.ifri.org/en/publications/editoriaux-de-lifri/edito-energie/south-koreas-new-
	<u>electricity-plan-cosmetic-changes-or</u>
	Ministry of Trade, Industry and Energy (2017). The 8 th Basic Plan for Long Term Electricity Supply and Demand 2017-2031 (in Korean) Retrieved from:
	http://www.motie.go.kr/motie/ne/presse/press2/bbs/bbsView.do?bbs_cd_n=81&bbs_seq_n=16_1261_
Mitigation: Transport	Ministry of Environment (2018). The strategy to achieve National Emission Targets 2030 to be renewed. Retrieved from:
	http://eng.me.go.kr/eng/web/board/read.do?pagerOffset=10&maxPageItems=10&maxIndexPages=10&searchKey=&searchValue=&menuId=21&orgCd=&boardId=902790&boardMasterId=522&
	<u>boardCategoryId=&decorator</u>
	Ministry of Trade, Industry and Energy (2019). The 3rd Basic Energy Plan (in Korean). Retrieved from:
	http://www.motie.go.kr/motie/ne/presse/press2/bbs/bbsView.do?bbs_cd_n=81&bbs_seq_n=16
	<u>1753</u>
	Ministry of Trade, Industry and Energy (2018). Korea unveils roadmap to develop future car industry. Retrieved from:
	http://english.motie.go.kr/en/pc/pressreleases/bbs/bbsView.do?bbs_seq_n=618&bbs_cd_n=2&c
	urrentPage=89&search key n=&search val v=&cate n=
	NewDaily (2019). 서울시 공공기관들, '친환경차 의무구매' 나몰라라 Retrieved from:
	http://www.newdaily.co.kr/site/data/html/2019/02/14/2019021400236.html
	Ministry of Trade, Industry and Energy (2019). The 3rd Basic Energy Plan (in Korean). Retrieved from:
	http://www.motie.go.kr/motie/ne/presse/press2/bbs/bbsView.do?bbs cd n=81&bbs seq n=16 1753



International Council on Clean Transportation (2017). Euro VI for Brazil: A clear path for cleaner skies. Retrieved from: https://theicct.org/blogs/staff/euro-VI-for-brazil-a-clear-path-to-cleanerskies Ministry of Trade, Industry and Energy (2018). Korea unveils roadmap to develop future car industry. Retrieved from: http://english.motie.go.kr/en/pc/pressreleases/bbs/bbsView.do?bbs_seq_n=618&bbs_cd_n=2&c_ urrentPage=89&search key n=&search val v=&cate n= Republic of Korea (2017). Second Biennial Update Report of the Republic of Korea Under the United Nations Framework Convention on Climate Change. Retrieved from: https://unfccc.int/sites/default/files/2nd biennial update report republic of korea eng.pdf Republic of Korea (2017). Second Biennial Update Report of the Republic of Korea Under the United Nations Framework Convention on Climate Change. Retrieved from: https://unfccc.int/sites/default/files/2nd biennial update report republic of korea eng.pdf Mitigation: American Council for an Energy-Efficient Economy (2018). The 2018 International Energy **Buildings** Efficiency Scorecard. Retrieved from: https://aceee.org/research-report/i1801 Ministry of Trade, Industry and Energy (2019). The 3rd Basic Energy Plan (in Korean). Retrieved from: http://www.motie.go.kr/motie/ne/presse/press2/bbs/bbsView.do?bbs cd n=81&bbs seq n=16 1753 Republic of Korea (2017). Second Biennial Update Report of the Republic of Korea Under the United Nations Framework Convention on Climate Change. Retrieved from: https://unfccc.int/sites/default/files/2nd biennial update report republic of korea eng.pdf IPEES (2010). South Korea. Building Implementation – Country Summary. Retrieved from: http://www.gbpn.org/sites/default/files/South%20Korea Country%20Summary 0.pdf American Council for an Energy-Efficient Economy (2018). The 2018 International Energy Efficiency Scorecard. Retrieved from: https://aceee.org/research-report/i1801 Republic of Korea (2017). Second Biennial Update Report of the Republic of Korea Under the United Nations Framework Convention on Climate Change. Retrieved from: https://unfccc.int/sites/default/files/2nd biennial update report republic of korea eng.pdf Republic of Korea (2017). Second Biennial Update Report of the Republic of Korea Under the United Nations Framework Convention on Climate Change. Retrieved from: https://unfccc.int/sites/default/files/2nd_biennial_update_report_republic_of_korea_eng.pdf Mitigation: **IEA (2019).** Industry. Tracking Clean Energy Progress. Retrieved from: Industry https://www.iea.org/tcep/industry/ Ministry of Environment (2018). The strategy to achieve National Emission Targets 2030 to be renewed. Retrieved from: http://eng.me.go.kr/eng/web/board/read.do?pagerOffset=10&maxPageItems=10&maxIndexPag $es = 10 \& sear \underline{chKey} = \& sear \underline{chValue} = \& \underline{menuld} = 21 \& org Cd = \& boardId = 902790 \& boardMasterId = 522 \& boardMasterId = 902790 \& boardMasterId = 902700 \& boardMasterId = 902700 \& boardMasterId = 902700 \& boardMasterId = 902700 \& boardMas$ boardCategoryId=&decorator Republic of Korea (2017). Second Biennial Update Report of the Republic of Korea Under the United Nations Framework Convention on Climate Change. Retrieved from: https://unfccc.int/sites/default/files/2nd biennial update report republic of korea eng.pdf



Mitigation:	Korea Forest Service (n.y.). The 5th National Forest Plan. Retrieved from:
Forests and	http://english.forest.go.kr/newkfsweb/html/EngHtmlPage.do?pg=/esh/policy/UI_KFS_0102_0105
Agriculture	00.html&mn=ENG 02 01 05
	Republic of Korea (2017). Second Biennial Update Report of the Republic of Korea Under the
	United Nations Framework Convention on Climate Change. Retrieved from:
	https://unfccc.int/sites/default/files/2nd biennial update report republic of korea eng.pdf
	PV magazine (2018). South Korea to set new PV construction rules after landslide destorys array.
	Retrieved from: https://www.pv-magazine.com/2018/07/12/south-korea-to-set-new-pv-
	construction-rules-after-landslide-destroys-array/
Adaptation	Ministry of Environment (2019). Presentation at NAP EXPO 2019. Retrieved from:
	https://www.slideshare.net/napcentral/plenary-session-nap-expo-2019-kn-10?from action=save
	Korea's Adaptation Strategy to Climate Change (2011). Retrieved from:
	http://wedocs.unep.org/bitstream/handle/20.500.11822/8975/-
	Korea%20Environmental%20Policy%20Bulletin%20-
	%20Korea%27s%20Adaptation%20Strategy%20to%20Climate%20Change-
	2011Korea%27s%20Adaptation%20Strategy%20to%20Climate%20Change_KEPB2011.pdf?sequen
	<u>ce=3&isAllowed=y</u>
Finance	-

Turkey:

	AL 1/2000) T. L. W. C. CO. L. C. C. C. L. C. C. L. C.
Recent	Ahval (2019). Turkey will offer 500 coal mines to investors. Retrieved from:
policy	https://ahvalnews.com/mine/turkey-will-offer-500-coal-mines-investors
developme	
nts and key	Republic of Turkey (2019). 11th Development Plan. Retrieved from: http://www.sbb.gov.tr/wp-
opportuniti	content/uploads/2019/07/OnbirinciKalkinmaPlani.pdf
es	
Just	International Labour Organization (2019). Decent work in the Green economy: Business cases
transition	from Turkey. Retrieved from: https://www.ilo.org/public/libdoc/ilo/2015/115B09 77 engl.pdf
cransicion	Traine frame teacher and the interpret frame to the frame trained and the frame trained trained to the frame trained t
	G20 Turkey (2015). Telling the G20 Story to The World: Turkey's Communication Strategy.
	Retrieved from: http://g20.org.tr/telling-g20-story-world-turkeys-communication-strategy/
	Retrieved from: http://gzo.org.ti/telling-gzo-story-world-turkeys-communication-strategy/
	Beautile of Tunion Ministry of Ladyston and Tarker Land (2015) Ladyston Chartery Disc 2015
	Republic of Turkey Ministry of Industry and Technology (2015). Industry Strategy Plan 2015-
	2018, page 47, para: 116. Retrieved from:
	https://www.sanayi.gov.tr/handlers/DokumanGetHandler.ashx?dokumanId=e9f6e3f2-f8ab-4fd1-
	9d65-22d553867dc1
	Republic of Turkey Strategy and Budget Directorate (2019). 11th Development Plan. Retrieved
	from: http://www.sbb.gov.tr/wp-content/uploads/2019/07/OnbirinciKalkinmaPlani.pdf
	FT (2019). Turkey has a chance to become a regional gas hub. Financial Times. Retrieved from:
	https://www.ft.com/content/2b8c50ee-1f3b-11e9-b126-46fc3ad87c65
	IEA (2019). Internacional Energy Agency. Key Stats for Turkey. Retrieved from:
	https://www.iea.org/countries/Turkey/
Mitigation:	
_	
Long-term	
strategy	



Mitigation:	Republic of Turkey (2019). 11th Development Plan. Retrieved from: http://www.sbb.gov.tr/wp-content/uploads/2019/07/OnbirinciKalkinmaPlani.pdf
Power	content/uploads/2019/07/OnbirincikaikinmaPiani.pdf
	Res Legal (2019). Turkey- Feed-in tariff. Retrieved from: http://www.res-legal.eu/searchby-country/turkey/single/s/res-e/t/promotion/aid/feed-in-tariff-7/lastp/207/
	Climate Scope (2017). Turkey renewable energy site auctions. Retrieved from: http://global-climatescope.org/en/policies/#/policy/5180
	Invest in Turkey (2017). Why invest in Turkish Energy Sector. Retrieved from: http://www.invest.gov.tr/en-US/sectors/Pages/Energy.aspx
	Europe Beyond Coal (2019). Overview: National coal phase-out announcements in Europe. Retrieved from: https://beyond-coal.eu/wp-content/uploads/2019/02/Overview-of-national-coal-phase-out-announcements-Europe-Beyond-Coal-March-2019.pdf
	Ahval (2019). Turkey will offer 500 coal mines to investors. Retrieved from:
Mitigation:	https://ahvalnews.com/mine/turkey-will-offer-500-coal-mines-investors International Partnership for Energy Efficiency Cooperation (IPEC). Turkey. Retrieved from:
Transport	http://g20-energy-efficiency.enerdata.net/policies/transportturkey.html
	International Energy Agency Hybrid & Electric Vehicles. Turkey - Policies and Legislation.
	Retrieved from: http://www.ieahev.org/by-country/turkey-policy-and-legislation/
	Agora Verkehrswende (2018). Towards Decarbonising Transport – A 2018 Stocktake on Sectoral
	Ambition in the G20. Retrieved from: https://www.agora-
	<u>verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20</u> <u>WEB.pdf</u>
	Ministry of Environment and Urbanization of the Republic of Turkey (2011). National Climate Change Action Plan. Retrieved from: http://www.dsi.gov.tr/docs/iklim-
	degisikligi/%C4%B1depeng.pdf?sfvrsn=2
Mitigation:	Turkish Government (2019). Kamu Binalarında Enerji Tasarrufu. Retrieved from:
Buildings	http://www.resmigazete.gov.tr/eskiler/2019/08/20190816-10.pdf
	Ministry of Energy and Natural Resources (2018). National Energy Efficiency Action Plan.
	Retrieved from: http://www.yegm.gov.tr/document/20180102M1 2018 eng.pdf
	New Climate (n.d.). Climate Change Action Plan 2011-2023 Turkey 2011. Retrieved from: http://climatepolicydatabase.org/index.php/Climate Change Action Plan 2011-2023_Turkey_2011
	Castro-Alvarez, F. et al. (2018). The 2018 International Energy Efficiency Scorecard. Retrieved from: https://aceee.org/sites/default/files/publications/researchreports/i1801.pdf
Mitigation:	Ministry of Energy and Natural Resources of the Republic of Turkey (2018). National Energy
Industry	Efficiency Action Plan 2017-2023. Retrieved from: http://www.yegm.gov.tr/document/20180102M1 2018 eng.pdf
Mitigation: Forests and Agriculture	New Climate (n.d.). Climate Change Action Plan 2011-2023 Turkey 2011. Retrieved from: http://climatepolicydatabase.org/index.php/Climate Change Action Plan 2011-2023 Turkey 2011
	TURKSTAT (2019). Greenhouse gas emissions by sectors (CO2 equivalent), 1990 – 2017. Retrieved
	from: http://www.turkstat.gov.tr/PrelstatistikTablo.do?istab_id=488



Adaptation	Turkey's National Climate Change Adaptation Strategy and Action Plan (2012). Retrieved from:
	http://www.dsi.gov.tr/docs/iklim-degisikligi/turkeys-national-climate-change-adaptation-
	strategy-and-action-plan.pdf?sfvrsn=2
Finance	-

United Kingdom:

Recent policy developme nts and key opportuniti es	GOV.UK (2019). UK becomes first major economy to pass net zero emissions law. Retrieved from: https://www.gov.uk/government/news/uk-becomes-first-major-economy-to-pass-net-zero-emissions-law Carrington, D. (2019). UK's lack of plans to protect people from climate crisis 'shocking', say advisers. Retrieved from: https://www.theguardian.com/environment/2019/jul/10/uks-preparation-for-climate-crisis-like-dads-army
	GOV.UK (2019). Green finance strategy. Retrieved from:
	https://www.gov.uk/government/publications/green-finance-strategy
Just	Just Transition Commission (2019). Just Transition Commission: background report. Energy and
transition	Climate Change Directorate, Scottish Government. Retrieved from:
	https://www.gov.scot/publications/just-transition-commission-background-report/
	Environmental Audit Committee (2017). Sustainable Development Goals in the UK. UK Government. Retrieved from:
	https://publications.parliament.uk/pa/cm201617/cmselect/cmenvaud/596/59609.htm
	Environmental Audit Committee (2019). UK Export Finance. UK Government. Retrieved from: https://publications.parliament.uk/pa/cm201719/cmselect/cmenvaud/1804/180406.htm# idTex tAnchor036
	Llywodraeth Cymru Welsh Government (2019). Prosperity for all: A Low Carbon Wales. Retrieved from: https://gweddill.gov.wales/docs/desh/publications/190321-prosperity-for-all-a-low-carbon-wales-en.pdf (See p. 45)
Mitigation:	HM Government (2017). The Clean Growth Strategy – Leading the way to a low carbon future.
Long-term	Retrieved from: https://unfccc.int/sites/default/files/resource/clean-growth-strategy-amended-
strategy	april-2018.pdf
Mitigation: Power	Ambrose, J. (2019). Low-carbon energy makes majority of UK electricity for first time. The Guardian. Retrieved from: https://www.theguardian.com/environment/2019/jul/25/low-carbon-energy-makes-majority-of-uk-electricity-for-first-time
	Harvey, F. (2019). Renewable energy jobs in UK plunge by a third. The Guardian. Retrieved from: https://www.theguardian.com/environment/2019/may/30/renewable-energy-jobs-in-uk-plunge-by-a-third
	Ambrose, J. (2019). Onshore wind farms in UK could cut 50 Pounds a year of energy bills. The Guardian. Retrieved from: https://www.theguardian.com/environment/2019/jun/12/onshore-wind-farms-in-uk-could-cut-50-a-year-off-energy-bills
	BEIS (2018). Implementing the end of unabated coal by 2025. Retrieved from: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/672137/Government Response to unabated coal consultation and statement of policy.pdf



	Europe Beyond Coal (2019). Overview: National coal phase-out announcements in Europe.
	Retrieved from: https://beyond-coal.eu/wp-content/uploads/2019/02/Overview-of-national-coal-
	phase-out-announcements-Europe-Beyond-Coal-March-2019.pdf
Mitigation:	Hodges, J. (2018). U.K. Lawmakers Call for Ban on Polluting Cars in 14 years. Bloomberg.
Transport	Retrieved from: https://www.bloomberg.com/news/articles/2018-10-18/u-k-lawmakers-call-for-
	<u>ban-on-traditional-cars-in-14-years</u>
	Hook, L. & Pickard, J. (2018). Half of new cars sold in the UK to be hybrid or electric by 2030. Retrieved from: https://www.ft.com/content/30f7e328-8372-11e8-96dd-fa565ec55929
	Carrington, D. (2019). Electric cars are already cheaper to own and run, says study. Guardian. Retrieved from: https://www.theguardian.com/environment/2019/feb/12/electric-cars-already-cheaper-own-run-study
	European Council (2019). Cutting emissions: Council adopts CO2 standards for trucks. Retrieved from: https://www.consilium.europa.eu/de/press/press-releases/2019/06/13/cutting-emissions-council-adopts-co2-standards-for-trucks/
	GOV.UK (2018). Checks for lorry emission cheats start across Great Britain. Retrieved from: https://www.gov.uk/government/news/checks-for-lorry-emission-cheats-start-across-great-britain
	GOV.UK (2018). New measures to ensure lower emission lorries will pay less to use UK roads. Retrieved from: https://www.gov.uk/government/speeches/new-measures-to-ensure-lower-emission-lorries-will-pay-less-to-use-uk-roads
	GOV.UK (2017). Low emission freight and logistical trial competition winners announced. Retrieved from:
	https://www.gov.uk/government/news/low-emmission-freight-and-logistics-trial-competition-winners-announced
	Harvey, F. (2019). What will it take for the UK to reach net zero emissions? Retrieved from: https://www.theguardian.com/environment/2019/jun/12/what-will-it-take-for-the-uk-to-reach-
	net-zero-emissions
	Topham, G. (2019). MPs call for national bus strategy and wider franchising powers. Retrieved from: https://www.theguardian.com/politics/2019/may/22/mps-call-for-national-bus-strategy-and-wider-franchising-powers
	Agora Verkehrswende (2018). Towards Decarbonising Transport – A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20 WEB.pdf
	Committee on Climate Change (2019). Reducing UK emissions. 2019 Progress Report to Parliament. Retrieved from: file:///c:/Users/Hannah%20Schindler/Downloads/CCC-2019-Progress-in-reducing-UK-emissions%20(1).pdf
Mitigation: Buildings	UKGBC (2019). Government publishes cost optimality assessment for nearly zero energy buildings. Retrieved from: https://www.ukgbc.org/news/government-publishes-cost-optimality-assessment-for-nearly-zero-energy-buildings/
	Committee on Climate Change (2019). UK housing: Fit for the future? Retrieved from: https://www.theccc.org.uk/publication/uk-housing-fit-for-the-future/#actions-needed



	Castro-Alvarez, F. et al. (2018). The 2018 International Energy Efficiency Scorecard. Retrieved
	from: https://aceee.org/sites/default/files/publications/researchreports/i1801.pdf
Mitigation:	Committee on Climate Change (2019). Reducing UK emissions. 2019 Progress Report to
Industry	Parliament. Retrieved from: file:///C:/Users/Hannah%20Schindler/Downloads/CCC-2019-
	<u>Progress-in-reducing-UK-emissions%20(1).pdf</u>
Mitigation:	Committee on Climate Change (2019). Reducing UK emissions – 2019 Progress Report to
Forests and	Parliament. Retrieved from: file:///C:/Users/Hannah%20Schindler/Downloads/CCC-2019-
Agriculture	<u>Progress-in-reducing-UK-emissions.pdf</u>
Adaptation	Committee on Climate Change (2019). Progress on Preparing for Climate Change – 2019 Progress
	Report to Parliament. Retrieved from: https://www.theccc.org.uk/publication/progress-in-
	preparing-for-climate-change-2019-progress-report-to-parliament/
	The National Adaptation Programme and the third strategy for climate adaptation reporting
	(2018). Retrieved from:
	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/
	file/727252/national
Finance	Institute for Energy Economics and Financial Analysis (2019). Over 100 Global Financial
	Institutions Are Exiting Coal, With More to Come. Retrieved from: http://ieefa.org/wp-
	content/uploads/2019/02/IEEFA-Report_100-and-counting_Coal-Exit_Feb-2019.pdf

USA:

Recent	Friedman, L. (2019). E.P.A. finalizes its plan to replace Obama-Era Climate Rules. The New York
policy	Times. Retrieved from: https://www.nytimes.com/2019/06/19/climate/epa-coal-emissions.html
developme	
nts and key	Holden, E. (2019). Trump drilling leases could create more climate pollution than EU does in a
opportuniti	year. The Guardian. Retrieved from:
es	https://www.theguardian.com/environment/2019/jul/16/trump-drilling-leases-pollution-eu-
	<u>climate-change</u>
	US Climate Alliance (2019). States united for climate action. Retrieved from:
	https://www.usclimatealliance.org/
Just	Energy Futures Initiative & National Association of State Energy Officials (2019). The 2019 U.S.
transition	Energy and Employment Report. Retrieved from: https://www.usenergyjobs.org/
	G20 (2019). Final G20 Osaka Leaders' Declaration. Retrieved from:
	https://g20.org/pdf/documents/en/FINAL G20 Osaka Leaders Declaration.pdf
	Meyer, R. (2019). The Think Tank Struggling to Write the Green New Deal. Retrieved from:
	https://www.theatlantic.com/science/archive/2019/06/whats-green-new-deal-nobody-
	knows/591391/
	M10W3/331331/
	116th Congress (2019). H. Res. 109 - Recognizing the duty of the Federal Government to create a
	Green New Deal. Retrieved from: https://www.congress.gov/bill/116th-congress/house-
	resolution/109/actions
	<u>lesolution/103/actions</u>
	U.S. Bureau of Labor Statistics (2019). All Employees: Mining and Logging: Coal Mining
	[CES1021210001], retrieved from FRED, Federal Reserve Bank of St. Louis. Retrieved from:
	https://fred.stlouisfed.org/series/CES1021210001
	
	United States Environmental Protection Agency (2019). EPA Finalizes Affordable Clean Energy
	Rule, Ensuring Reliable, Diversified Energy Resources while Protecting our Environment. Retrieved



	from: https://www.epa.gov/newsreleases/epa-finalizes-affordable-clean-energy-rule-ensuring-
	<u>reliable-diversified-energy</u>
Mitigation:	The White House Washington (2016). United States Mid-Century Strategy for Deep
Long-term	Decarbonization. Retrieved from: https://unfccc.int/files/focus/long-
strategy	term_strategies/application/pdf/mid_century_strategy_report-final_red.pdf
Mitigation:	Editorial Board (2019). Abdicating, Again, on Climate. The New York Times. Retrieved from:
Power	https://www.nytimes.com/2019/06/22/opinion/sunday/trump-climate-clean-power-plan.html
	Friedman, L. (2019). E.P.A. finalizes its plan to replace Obama-Era Climate Rules. The New York Times. Retrieved from: https://www.nytimes.com/2019/06/19/climate/epa-coal-emissions.html Hill, J.S. (2019). US Senate Democrats & Clean Energy Industry Call for Tax Credit Extensions. Clean Technica. Retrieved from: https://cleantechnica.com/2019/06/24/us-senate-democrats-clean-energy-industry-call-for-tax-credit-extensions/ Volcovici, V. (2019). Trump administration replaces Obama-era power plant rule, in boost to coal. Reuters. Retrieved from: https://www.reuters.com/article/us-usa-epa-climate/trump-administration-replaces-obama-era-power-plant-rule-in-boost-to-coal-idUSKCN1TK12V Milman, O. (2019). Coal is on the way out: study finds fossil fuel now pricier than solar or wind. The Guardian. Retrieved from: https://www.theguardian.com/environment/2019/mar/25/coal-more-expensive-wind-solar-us-energy-study
	Climatenexus (2019). What's driving the decline of coal in the United States. Retrieved from: https://climatenexus.org/climateissues/energy/whats-driving-the-decline-of-coal-in-theunited-states
Mitigation:	Shepardson, D. (2019). U.S. EPA to revise proposed freeze of vehicle fuel economy rules. Reuters.
Transport	Retrieved from: https://www.reuters.com/article/us-autos-emissions-epa/u-s-epa-to-revise-proposed-freeze-of-vehicle-fuel-economy-rules-idUSKCN1RN321
	Clear Taskrica (2010). Other Nations Compart Floatric care in the LIC They're Compared to A
	Clean Technica (2019). Other Nations Support Electric cars. In the US, They're Supposedly A
	Threat To Gas Tax Revenue. Retrieved from: https://cleantechnica.com/2019/05/24/other-
	nations-support-electric-cars-in-the-us-theyre-supposedly-a-threat-to-gas-tax-revenue/
	IEA (2019). Trucks & buses (heavy-duty vehicles). Tracking Clean Energy Progress. Retrieved from: https://www.iea.org/tcep/transport/trucks/
	CTA (2019). CTA: Environment Canada to review trailer regulation in 2019-20. Retrieved from: http://cantruck.ca/cta-environment-canada-to-review-trailer-regulation-in-2019-20/
	Agora Verkehrswende (2018). Towards Decarbonising Transport – A 2018 Stocktake on Sectoral Ambition in the G20. Retrieved from: https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20 https://www.agora-verkehrswende.de/fileadmin/Projekte/2017/Verkehr und Klima in den G20 Laendern/15 G20
	EPA (2017) . Learn about SmartWay. Retrieved from: https://www.epa.gov/smartway/learn-about-smartway
	Railway Gazette (2019). Buses to replace long-distance Amtrak trains under Trump budget proposal. Retrieved from: https://www.railwaygazette.com/news/single-view/view/buses-to-replace-long-distance-amtrak-trains-under-trump-budget-proposal.html
Mitigation: Buildings	Castro-Alvarez, F. et al. (2018). The 2018 International Energy Efficiency Scorecard. Retrieved from: https://aceee.org/sites/default/files/publications/researchreports/i1801.pdf



	Corvidae, J. (2019). Looking Beyond California: Zero Energy Housing in the United States.
	Retrieved from: https://rmi.org/looking-beyond-california-zero-energy-housing-in-the-united-states/
Mitigation:	IEA (2019). Industry – Tracking Clean Energy Progress. Retrieved from:
Industry	https://www.iea.org/tcep/industry/
	IEA (2019). Energy Efficiency – Policies and Measures Database. Retrieved from: https://www.iea.org/policiesandmeasures/energyefficiency/?country=United%20States
Mitigation:	Superville, D. (2019). Trump signs major public lands, conversation bill into law. AP News.
Forests and	Retrieved from: https://www.apnews.com/8adbf18aaf2e4c8cbdfa0cbd8c378b9c
Agriculture	
Adaptation	U.S. Environmental Protection Agency Climate Change Adaptation Plan (2014). Retrieved from:
	https://www.epa.gov/sites/production/files/2015-08/documents/adaptationplans2014_508.pdf
Finance	ODI (2019). G20 coal subsidies: tracking government support to a fading industry. Retrieved from:
	https://www.odi.org/publications/11355-g20-coal-subsidies-tracking-government-support-
	<u>fading-industry</u>