# Trends in Climate Action

## Insights from the 2020 Synthesis Report on Climate Action by Sector

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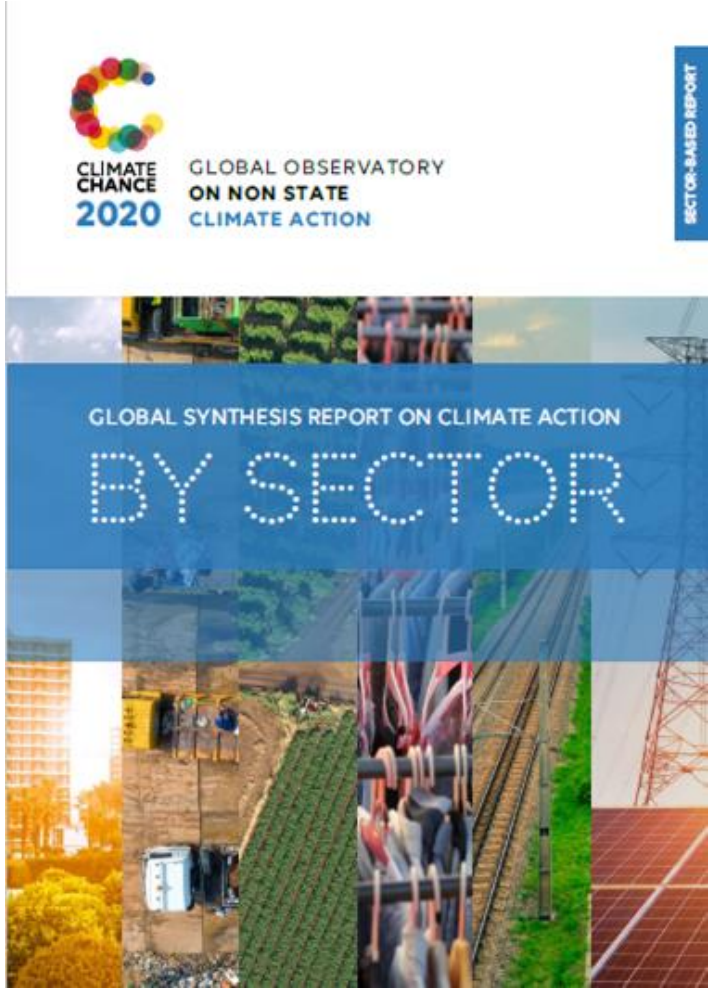
December 1st 2020

# 2019-2020 Trends in Climate Action




**6 GHG emissions sectors**

- Transport
- Building
- Industry
- Energy
- Land Use
- Waste

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# 2019-2020 Trends in Climate Action

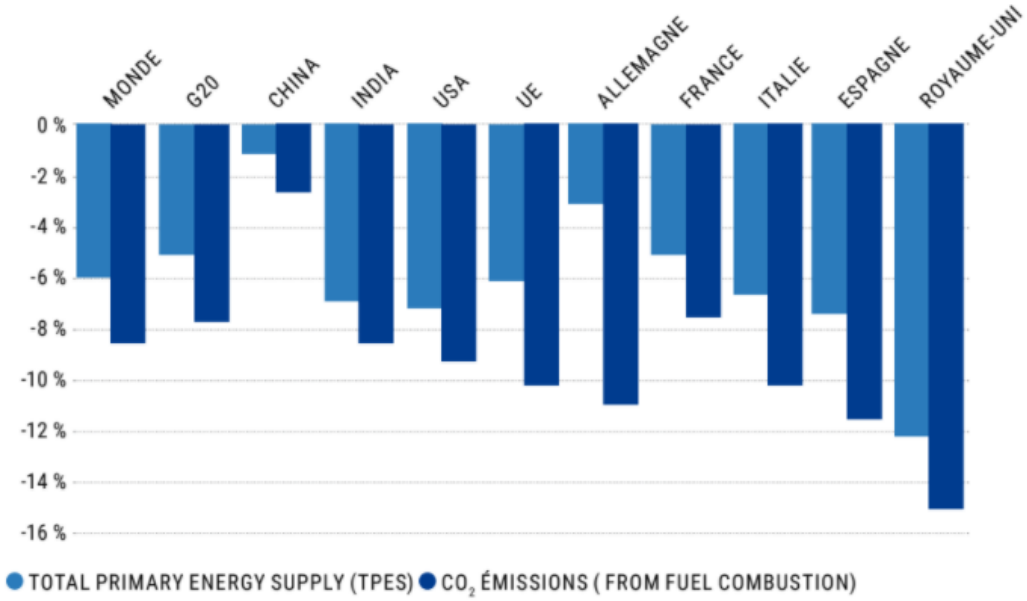
**Global GHG emissions trends: a slow rise in 2019, abruptly mitigated by the Covid-19 pandemic.**

**In 2019, GHG emissions rose by 0.6% to 43.1 gigatonnes of CO2 equivalent (GtCO2e)**, including land use change. This is a smaller increase than the previous two years (+2.1% in 2018 and +1.5% in 2017), after a levelling-off between 2015 and 2016, which still brings the global increase in emissions to 4% since the signing of the Paris Agreement.

**In 2020, the Covid-19 caused a clear brea**k. Enerdata anticipates a drop in emissions of 8.6%, similar to other works. UNEP estimates that emissions must fall by 7.6% per year between 2020 and 2030 to reach the 1.5°C target (-2.7%/year for 2°C).

CHANGES IN CO2 EMISSIONS (FROM FUEL COMBUSTION) AND ENERGY CONSUMPTION - PROJECTION 2019/20.

*Source: Enerdata, 2020*



# 2019-2020 Trends in Climate Action

**5 key cross-cutting points:**

5 points clés transversaux :

1. **Climate and Covid-19: a non-standard year**

   1. Climat et Covid-19 : une année hors norme

2. **The capital restructuring of the energy sector**

   2. La restructuration capitalistique du secteur de l'énergie

3. **Urban mobility transformation and the essential role of the local governments**

   3. La transformation des mobilités et le rôle essentiel des collectivités

4. **The growing judicialization of climate action**

   4. La judiciarisation croissante de l'action climat

5. **The decline of key socio-economic indicators**

   5. Le recul d'indicateurs socio-économiques clés

# “Restructuring electricity production: players forced into action.”

**Energy**

1. **Electricity production**: **CO2 Emission +2,5 en 2018, - 1,3 % en 2019.**, due to (1) a moderate increase in economic growth and consumption, and (2) to the global decline of coal-based generation.
2. **Covid-19**: drop in electricity consumption has primarily affected coal-fired plants, and RE share increased the global energy.
3. **Fossil companies**: Slight change of course with increasing asset impairment in 2019 and 2020 due to : fall in oil prices, investors’ pressure, and more attractive market for electricity and RE. Low carbon accounts for only 1% of their investments.
4. **Electricity utilities** have closed more coal-based plant-capacity, than new plants opened in 2020. But they struggle to integrate their decarbonisation strategies into long-term investment plans and many overcome their carbon budget by 2033.
5. **Cities and regions** developed multiple paths to achieve 100% RE: contractual tools seems favoured over the (re)municipalization. Judicialisation and divestment from coal is increasing.
6. Falling revenues may reduce access to electricity in the world. Growth in self-consumption since 2012 (+36 GW), unaffected by the crisis in high-income countries. RE cooperatives are increasing rapidly (3,500 in Europe today) but production remains marginal. Mobilization against fossils from civil society is stable, but growing against turbine wind from local residents.

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# “The pandemic halted the continuous rise in emissions but undermines the long-term strategies of stakeholders."

**Road:**

- The financial model of public transport challenged by Covid-19.
- Reducing motorised mobility remains a blind spot in local and national policies but pandemic revives reflections on “de-mobility” in urban centers
- The growth in emissions from the road sector fell in 2019 thanks to the decline in sales of new vehicles.
- SUVs have been resistant to Covid-19 and have negated fuel efficiency gains and EV

**Rail:**

- Expansion of the global rail network mostly driven by access to strategic resources, and boosting trade between Europe/China.
- Resilience of freight during the crisis
- To shift demand to an existing rail network, urban densification policies and economic incentives have shown positive results

**Maritime:**

- GHG emissions decreased in 2018 thanks to a stalled growth in international trade and EE gains.
- Health crisis and fall of energy demand negatively impacted the choices made by the players to meet the two objectives of reducing sulphur and GHG emissions.
- Clash between the de-pollution and climate strategies : methane and black carbon on the rise with the use of LNG and VLSFO

**Air:**

- Growth of GHG emissions (-2% in 2019) halted and recovery is unsure due to the loss of household incomes.
- New baseline for the carbon offset program granted to the industry, while it predicts a x2 increase in traffic by 2050.
- Covid-19 forced governments so step back on climate strategies: taxes re-introduced and strong recovery plans.
- Analysts alert on a trajectory highly incompatible with 2°C, while airport extensions are challenged by civil society

# “(Re)launching the climate strategies of the building sector.”

**Building**

1. **Emissions: +1.5% in 2019**, after decreasing in 2016 and 2017, +2% in 2018. Efficiency gains (~1%/y) do not compensate the floor area growth and the rising demand for electricity
2. **Covid-19 impact** on energy consumption is low but threatens some positive trends as access to clean gas cooking, in a context where informal housing is on the rise.
3. **Existing building**: few national or local codes. Experiences of mandatory reporting in some municipalities have proven efficient. One-stop shops are scaled up by European recovery plans.
4. **New buildings** are under much more national and local codes. Different strategies of cities: obligations > incentives > compulsory results.
5. **Reflections on the design and use of buildings** are enhanced by the crisis: behavioural changes in monitoring tools, multiple uses, banks of sustainable materials.

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# “Fashion and Covid-19: Fast Fashion is accelerating its recycling.”

**Industries**

1. **Emissions: 2.1 GtCO2e in 2018 (~4% of global emissions).** Polyester production, which is the result of petrochemical processes, is one of the main sources of these GHG emissions.
2. **A rationale favoring sustainability** and the reduction of environmental impacts is emerging among private actors, in parallel with ecological concerns among some consumers. The **second-hand market** is the main illustration of these trends: it has more than doubled between 2009 and 2019. However, these actions are rarely integrated into global strategies and affect only some clothing collections of the brands.
3. **Emission reduction commitments** from multinationals multiply, supported by renewable energy certificate buys and offset actions. This demonstrates a growing awareness among actors but it is also criticized for not questioning a development model based on production growth.
4. **Public actors** can encourage these actions, for instance by launching new EPR (France, EU soon) or by cutting taxes on repairing services such as in Sweden.

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# “Restrictions in Asia and the pandemic trigger miscellaneous efforts to resolve the waste crisis.”

**Waste**

1. **Emissions: 1.6 GtCO2e in 2016** through waste management. A figure likely on the rise since then because of increasing generation of all types of waste.
2. **Covid-19** has led to increasing household and medical waste, delaying announcements to ban single-use plastic bans in the US, China and Australia.
3. **Plummeting crude oil prices** have brought down the cost of virgin plastic at the expense of recycled plastic. At the same time, oil companies looking for new petrochemical outlets put pressure on legislations banning single-use items, while lauding their health safety benefits.
4. **The Chinese National Sword Policy** has boosted illegal trafficking of waste and encouraged the Global North to reinforce local waste management schemes.
5. **Consumer goods companies** have shown progress in data transparency about their production of disposable products, while still missing the point to shift their strategies from recycling to re-use and reparability.
6. **Local governments** launch new EPR in Canadian province and deposit refund schemes in Australian states, while ‘pay-as-you-go’ systems prove efficient in leading cities from France, Norway or Korea.

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# “Local action boosts the lacklustre performance of international commitments on land and forests.”

**Land use**

1. **Emissions: 6.2 GtCO2 emitted from Land use in 2019 against 5.5 GtCO2/y in average in 2009-2018**. Zero-deforestation commitments set for 2020 (New York Declaration on Forest, Bonn Challenge, Aichi Targets…) have not been achieved and emission indicators for the sector are in red.
2. **Forest cover** is threatened in many way: record loss of tropical forests in 2020, record-high forest fires emitting 15% of global GHG emissions, and regeneration is weakened by anthropization and alien species.
3. **Number of companies and financial actors** including forest risks in their value chain is on the rise, but results are disappointing. Reforestation raises hopes for offsetting emissions, but still depend on long-term management and smart plantation of native species.
4. **Community management of forests** has proved efficient in Tanzania and Amazonia, while indigeneous people have found success in legal action to stop massive projects contributing to artificialization of lands.
5. **The Covid-19 pandemic** has deeply disorganized forest protection, yet it has helped draw attention to the One Health concept and the need to converge climate, biodiversity and desertification agendae.

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*Moderated by* : **Juliette Nouel,** independent journalist and host of La Fresque du Climat

- **Johan Ransquin**, Director of Adaptation, Planning, and Low Carbon Trajectories, ADEME
- **Gilles Vermot-Desroches,** Director of Sustainable Development, Schneider Electric
- **Steven Heddle**, Orkney Islands Council - Scotland, Environment and Economy Spokesperson of the Convention of Scottish Local Authorities (COSLA)
- **Anne Barre**, Director of Climate and Gender Policy, Women Engaged for Common Future
- **Henri Waisman,** Director of  Deep Decarbonization Pathways Initiative,IDDRI; co-author of the IPCC 1.5° report

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# Thanks to you all for attending this debate!

**Agenda for the rest of the week:**

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|---|---|---|
| 2 December, Wednesday | 11:00 AM - 12:00 PM | Debate #2 : Transport |
| | 03:00 PM - 04:00 PM | Debate #3: Land Use |
| 3 December, Thursday | 11:00 AM - 12:00 PM | Debate #4: Energy |
| | 03:00 PM - 04:00 PM | Debate #5: Buildings |
| 4 December, Friday | 11:00 AM - 12:00 PM | Debate #6: Waste |
| | 03:00 PM - 04:00 PM | Debate #7: Textiles |

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