

THE AMBITION CALL

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

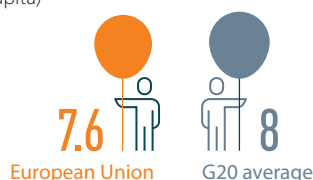
- present concrete, realistic plans that are compatible with the latest IPCC Special Report on global warming of 1.5°C
- enhance their NDCs by 2020 and
- reduce GHG emissions by 45% over the next decade, and to net zero by 2050.¹

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

EUROPEAN UNION

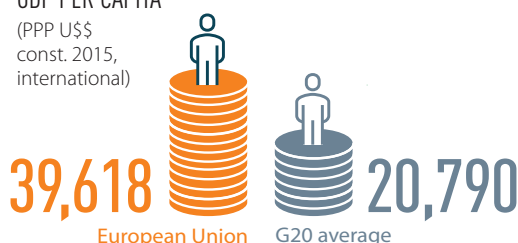


GREENHOUSE GAS (GHG) EMISSIONS
(INCL. FORESTRY) PER CAPITA
(tCO₂e/capita)



Data from 2015 | Source: PRIMAP 2018

GDP PER CAPITA
(PPP US\$
const. 2015,
international)



Source: World Bank 2017

HUMAN
DEVELOPMENT
INDEX



Data from 2017 | Source: UNDP 2018

RECOMMENDED ACTIONS

#1

Adopt goal of net-zero greenhouse gas emissions by 2050 at the latest and ratchet up the 2030 target in line with the Paris Agreement 1.5°C limit.

#2

Adopt goal of 100% sales of emission free cars by 2030.

#3

Moratorium to stop expansion of gas infrastructure (pipelines and LNG ports).



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

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



NewClimate Institute is a limited liability non-profit company (gGmbH) founded in November 2014. It supports research and implementation of action against climate change around the globe. NewClimate generates and shares knowledge on international climate negotiations, tracking climate action, climate and development, climate finance and carbon market mechanisms.

<https://newclimate.org/>



Climate Analytics Australia is a branch of Climate Analytics, a non-profit climate science and policy institute. Building on strong networks, including through cooperation with universities and other research institutions, Climate Analytics Australia focuses on the development of climate policy and energy transformation strategies in the Asia-Pacific Region. Climate Analytics Australia develops projects aiming to inform policymakers and stakeholders of climate policy options around fossil fuel phase-out and renewables phase-in strategies and related benefits for social and economic development, as well as issues relating to just transition.

<https://climateanalytics.org/>

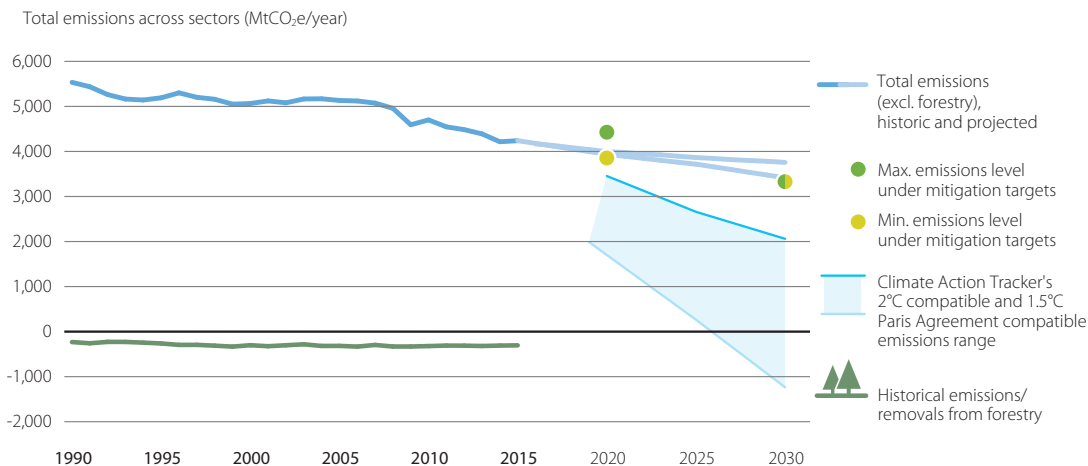
Adopt goal of net-zero greenhouse gas emissions by 2050 at the latest and ratchet up the 2030 target in line with the Paris Agreement 1.5°C limit

#1

In November 2018, the Commission presented its strategic long-term vision for 2050 showing how Europe could reach carbon neutrality by 2050 while ensuring social fairness for a just transition.³ Various EU Member States have already adopted a net-zero greenhouse gas target, Denmark and Norway have enshrined net-zero by 2050 in law, while Sweden's climate legislation commits it to meeting the target by 2045. Countries including France, Spain, the United Kingdom, Germany and the Netherlands are debating similar steps.⁴

In line with the EU's important historic lead of fighting climate change and the findings of the IPCC Special Report on global warming of 1.5°C, a net-zero target for GHG emissions by 2050 at the latest, including international aviation and shipping, should be adopted and enshrined in EU law.

COMPATIBILITY OF CLIMATE TARGETS WITH THE PARIS AGREEMENT



Source: CAT 2018

Further, the EU 2030 NDC target (reducing GHG at least 40% below 1990 levels by 2030) is considered insufficient and not in line with the Paris Agreement 1.5°C limit. Recent studies found that if best practice policies found in various

EU Member States are applied across the EU, emission reductions up to 62% are possible by 2030.⁵ The EU would need to revise and strengthen its NDC target to align it with the long-term temperature goal of the Paris Agreement.



What does this mean?

Adopting the target of zero emissions by 2050 and ratcheting up the 2030 NDC emissions reduction target, would align EU policies with

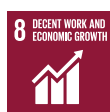
the Paris Agreement long-term temperature goal. Further, it would re-establish the EU's position as a global leader in climate action.⁶

Additional development benefits



SDG 3

Substantially decreasing emissions when moving to a low-carbon economy will reduce air pollution due to fuel use and tackle associated diseases such as respiratory problems.



SDG 8

Development of a more carbon-neutral industry would support employment opportunities through the creation of safe and decent jobs.



SDG 9

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



SDG 11

Moving towards a carbon-neutral economy will contribute to reducing the environmental impact of cities by reducing the amount of GHG and air pollutants from cities.



SDG 12

Switching to a carbon-neutral economy requires sustainable management and efficient use of natural resources.

Good practice in other countries

In June 2019, the **UK** government placed a law in front of parliament to move the UK to net zero emissions by 2050.



In 2018, **Denmark** set the goal to build a „climate-neutral society“ by 2050. Accordingly, the Danish government updated its 2030 to -70% below 1990 (which is cutting emissions in half from today's levels)



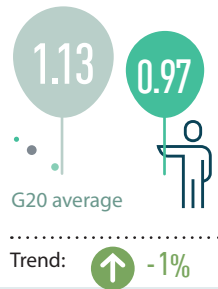
Adopt goal of 100% sales of emission free cars by 2030

#2

The current share of new electric vehicles in the EU (2% of all new passenger cars sold in the EU) is lower than at the 2018 global average (2.2%).⁷ The EU was behind China which had a share twice as high, at 4.3% and the US with a share of 2.1%. Although the EU set targets of 15% zero- and low-emission vehicles (ZLEV) by 2025 and 35% by 2030,⁸ these remain far away from the Paris Agreement requirements to ensure decarbonisation by 2050.⁹ Buses and delivery trucks could already today reach The EU needs to take much more decisive action to meet the Paris Agreement-

TRANSPORT SECTOR

TRANSPORT EMISSIONS PER CAPITA (tCO₂/capita)



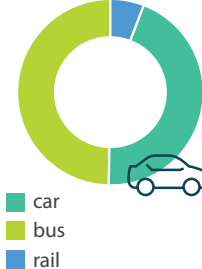
Data from 2017
Source: Enerdata 2018

MOTORISATION RATE (Vehicles per 1000 inhabitants)



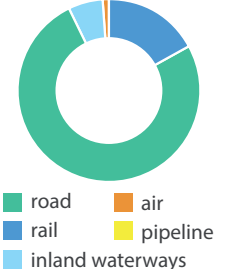
Data from 2014 | Source: Agora Verkehrswende 2018

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



Data from 2014/2006 | Source: Agora Verkehrswende 2018

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



Data from 2015 | Source: Agora Verkehrswende 2018

compatible emissions trajectory, that requires the last combustion vehicle to be sold by 2035.¹⁰



What does this mean?

Adopting a goal of 100% sales of zero-emission vehicles by 2030 would lead to full decarbonisation of the transport sector by 2050, while significantly decreasing reliance on energy imports and helping reduce air and noise pollution.¹¹ Road transport is responsible for 30% of NO_x emissions in the EU28.¹² This action will also bring the EU closer to

aligning its policies with the Paris Agreement and the findings of the IPCC Special Report on global warming of 1.5°C. Ambitious policy could halve GHG emissions from LDVs in the EU by 2030.¹³

Additional development benefits



SDG 3

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



SDG 8

Shifting to zero-emissions vehicles increases resource efficiency by reducing fossil fuel use and contributes to decoupling growth from environmental degradation. Having new vehicle and fuel types contributes to technological and infrastructure upgrading.



SDG 9

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



SDG 11

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



SDG 12

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

Good practice in other countries

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



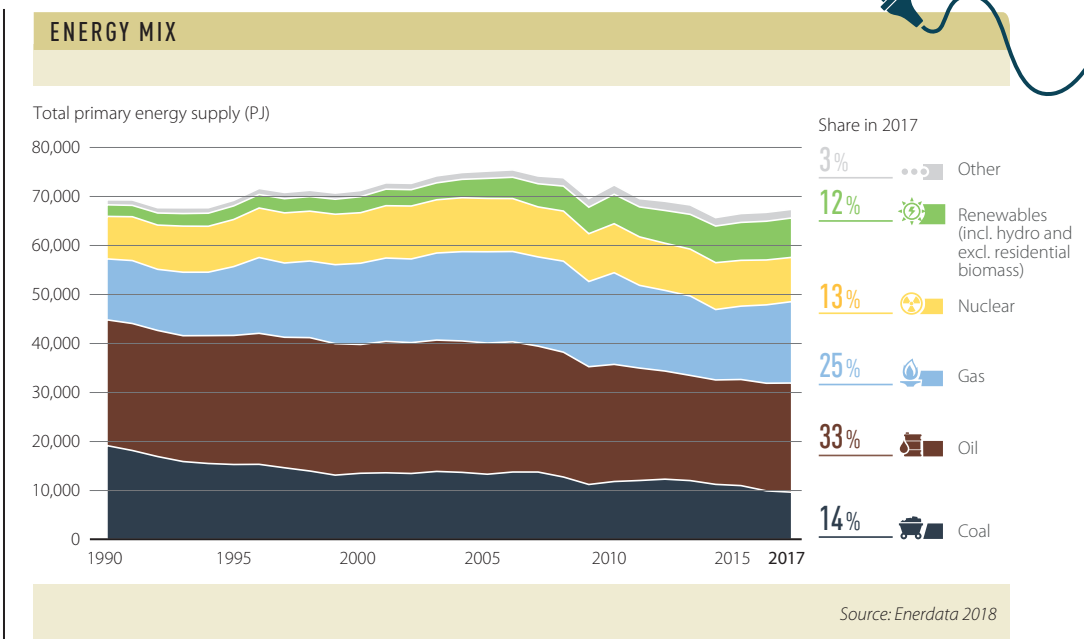
Several **European** cities have ambitious targets for electric mobility: Rotterdam (bus fleet by 2029), Paris (cars and buses by 2025), Rome (cars by 2024), London (buses by 2025)¹⁴



Moratorium to stop expansion of gas infrastructure (pipelines and LNG ports)

#3

While gas reduced the carbon intensity of the power sector over the last decade, the future of natural gas is limited, even as a bridging fuel. Continued investments into the sector create the risk of breaching the Paris Agreement's long-term temperature goal and will result in stranded assets. Recent research warns that natural gas will have to be phased out along with coal, if the world is to limit warming to 1.5°C, as spelt out in the Paris Agreement long term temperature goal.¹⁵ Stopping the expansion of gas infrastructure is not necessarily a costly undertaking because costs of renewables are rapidly decreasing. In most countries, renewables are already the lowest-cost source of new power generation while gas infrastructure is capital-intensive, especially LNG ports and pipelines. The dwindling role for natural gas in the power sector toward the middle of the century, is not only needed to



meet the Paris Agreement 1.5°C limit, but it is also realistic due to increasing competition from renewables.¹⁶

What does this mean?

The overall utilisation rate of existing LNG ports in the EU is close to 25%, with many ports remaining unused. If the EU does not stop expansion of gas infrastructure, it is likely to get locked-in gas for the coming decades, leading to a large number of stranded assets as the inevitable shift to cheaper renewables takes place.¹⁷

Further, research shows that scenarios with a stronger reliance on natural gas power create fewer jobs than scenarios that are more ambitious in terms of building up new renewable energy capacities, especially in solar and wind energy, as manufacturing as well as construction and installation of renewable energy facilities is generally more job intensive.¹⁸

Additional development benefits



SDG 3

Moving away from gas to carbon neutral energy sources will significantly reduce air pollution as well as associated diseases like respiratory problems.



SDG 8

Development of a new carbon-neutral industry will support employment opportunities through creation of safe and decent jobs.



SDG 9

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



SDG 11

When displacing the use of fossil fuels such as gas, renewables and other zero carbon technologies contribute to reducing the environmental impact of cities by reducing the amount of GHG and air pollutants from their activities.



SDG 12

Switching to a zero-carbon technology for energy requires and contributes to sustainable management and efficient use of natural resources.

Good practice in other countries

In 2017, **France** symbolically committed to ban all new gas and oil exploration as of 2017, and gas and oil production across all its territories by 2040.

In November 2018, **New Zealand** banned new offshore oil and gas exploration projects. The country has the fourth-largest exclusive economic zone on the planet.

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