

Summary of SOU 2022:15, Sweden's global climate footprint, interim report of the Cross-Party Committee on Environmental Objectives

To be able to achieve the 1.5°C goal of the Paris Agreement and the environmental quality objective Reduced Climate Impact and to thereby make it possible to achieve the Generational Goal, global greenhouse gas emissions need to decrease rapidly. In the first place, it is desirable that all countries bring their territorial emissions into line with the 1.5°C goal and introduce a uniform and sufficiently high price for carbon dioxide. However, the 1.5°C goal is not on the way to being achieved given present decisions on policies and measures.

The mission of the Cross-Party Committee on Environmental Objectives has been to propose a comprehensive strategy for reducing consumption-based emissions with the ambition of achieving sustainable consumption in climate terms in a cost-effective and socially efficient way.

The Cross-Party Committee on Environmental Objectives agrees with the messages of the UN Intergovernmental Panel on Climate Change (IPCC) and underscores the gravity of the climate issue and the importance of action.

New indent in the Generational Goal

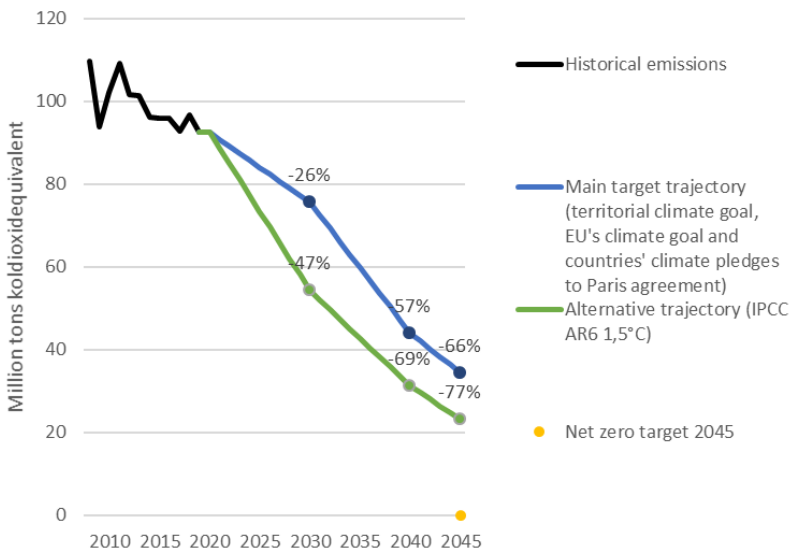
The Cross-Party Committee on Environmental Objectives proposes a new indent in the Generational Goal for Sweden's global climate footprint that shows the aggregate effect of national climate policy on global emissions.

The wording of the proposed new indent is that Sweden will have a negative global climate footprint by 2045. The indent that Sweden will have a negative global climate footprint by 2045 is to be achieved through the objectives concerning Sweden's territorial emissions, consumption-based emissions and climate benefit of exports.

Target for reduced climate impact from consumption

The Cross-Party Committee on Environmental Objectives proposes that the Riksdag (Swedish Parliament) adopt a long-term climate target for Sweden's consumption-based emissions – as part of the environmental quality objective Reduced Climate Impact – of achieving net zero emissions by 2045. The Cross-Party Committee on Environmental Objectives also proposes that the Riksdag adopt two target trajectories for Sweden's consumption-based emissions up to 2045 – as part of the environmental quality objective Reduced Climate Impact – where the main trajectory is based on Sweden and the EU each reaching their territorial climate targets and on other countries transition in line with their Nationally Determined Contributions (NDCs) and Long-Term Strategies (LTSs) under the Paris Agreement. Sweden will strive for an alternative trajectory for the consumption-based emissions that is in line with IPCC's 1.5°C scenario.

Figure 1 Main trajectory (in blue), alternative trajectory (in green) and net zero objective for 2045 (in yellow) for Sweden's consumption-based emissions



Source: Own calculations, see Section 10.3.

International climate benefits can be used as flexibility to achieve the long-term net zero target for Sweden’s consumption-based emissions. The international climate benefits that can count towards the consumption-based objective will have to cover the gap between the main trajectory and zero emissions by 2045. International climate benefits are negative emissions, verified emission reductions through investments abroad or climate benefits from exports.

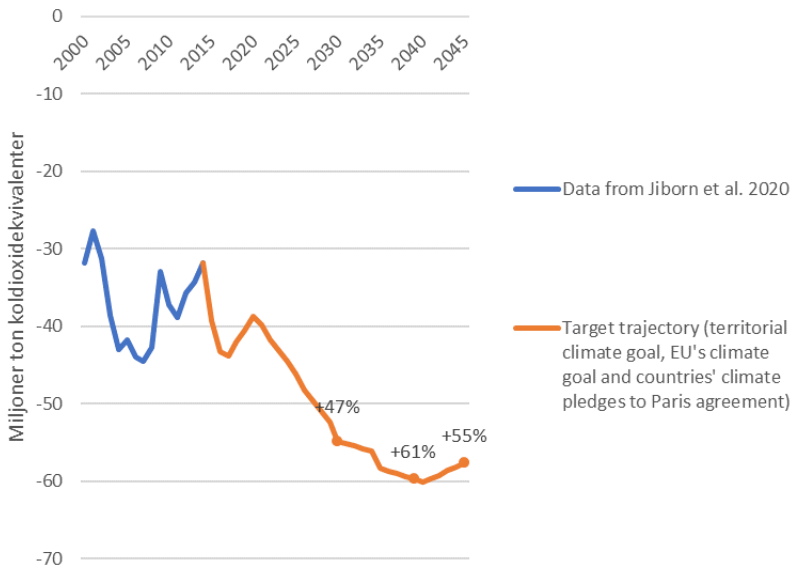
Relating to other countries’ climate pledges is sending a signal that Sweden is working to encourage other countries to deliver according to their Nationally Determined Contributions (NDCs) and Long-Term Strategies (LTSs) to the UN. The premiss is that actual emissions will reflect countries’ climate pledges to the Paris Agreement.

Target to increase the climate benefits of Sweden’s exports

The Cross-Party Committee on Environmental Objectives proposes that the Riksdag adopt a target trajectory to increase the climate benefits of Sweden’s exports – as part of the environmental quality objective Reduced Climate Impact – in which Sweden and

the EU each achieve their territorial climate targets and other countries transition in line with their Nationally Determined Contributions (NDCs) and Long-Term Strategies (LTSs) to the Paris Agreement. The climate benefits of exports will have to be greater than the gap between the main trajectory for the consumption-based emissions and zero emissions including international climate investments and negative emissions.

Figure 2 Trajectory for the climate benefit of exports



Source: Own calculations, see Section 10.4.

Statistics on consumption-based emissions

The Cross-Party Committee on Environmental Objectives proposes that Statistics Sweden (SCB) be tasked with developing the official statistics on the climate impact of consumption.

Work on scenarios and impact assessments of consumption-based emissions needs to be formalised. The Cross-Party Committee on Environmental Objectives therefore proposes that the Swedish Environmental Protection Agency be commissioned to develop a method for calculating emission scenarios for Sweden's

consumption-based emissions and regularly produce consumption-based emission scenarios as well as to develop methods for producing consumption-based impact assessments.

Statistics on the climate impact of exports

Statistics are needed on the impact of exports on global emissions. The Cross-Party Committee on Environmental Objectives therefore proposes that Statistics Sweden (SCB) evaluate existing metrics, develop a refined metric of the climate impact of Swedish products that are exported compared with other equivalent products and develop a method of following up statistics on the impact of exports on global emissions. Statistics Sweden should do this along with the Swedish Environmental Protection Agency and in dialogue with export actors and the academic world.

The Cross-Party Committee on Environmental Objectives also proposes that Statistics Sweden be tasked with annually following up the statistics on the impact of exports on global emissions.

Work on scenarios for and impact assessments of the climate impact of exports needs to be formalised. The Cross-Party Committee on Environmental Objectives therefore proposes that the Swedish Environmental Protection Agency be commissioned to develop a method for calculating emission scenarios for the climate impact of exports, to regularly produce scenarios for the climate impact of exports and to develop methods for producing impact assessments of the climate impact of exports.

Target for the climate impact of aviation

The Cross-Party Committee on Environmental Objectives proposes that emissions from bunkering, i.e. fuel supplied in Sweden, for international aviation be included in Sweden's long-term territorial climate target of achieving net zero emissions within Swedish territory by 2045. The Cross-Party Committee on Environmental Objectives also proposes that carbon dioxide emissions from domestic aviation be included in the milestone target for domestic transport by 2030.

A national target for aviation should not be less ambitious than what the aviation industry itself has undertaken according to the industry's roadmap submitted to Fossil Free Sweden, i.e. fossil-free domestic aviation by 2030, fossil-free bunkering for aviation – both for domestic and international flights – by 2045 and a target for electric aviation. The industry has adopted these objectives on the basis that the State provides policies and measures to support this development.

The climate impact of aviation depends mainly on emissions of carbon dioxide due to the combustion of fossil kerosene. The climate impact of aviation should decrease both within and outside Swedish territory to the extent that Sweden is able to exercise control over it. At the same time, only domestic aviation is included in Sweden's long-term climate objective while international aviation is not included in any Swedish climate objective. Sweden is mostly able to exercise control over emissions arising from aviation's fuelling of fossil kerosene in Sweden, mainly for domestic aviation, but also for international flights to and from Sweden. High altitude non-CO₂ effects are considerable and ought to decrease; but, at present, they are too uncertain to be regulated with sufficient certainty.

Sweden should not decrease aviation emissions so that emissions can increase elsewhere. The regulation of the climate impact of international aviation should therefore come in the first place from the ICAO (International Civil Aviation Organization) and the EU. However, the goals and policies currently provided by ICAO are far from sufficient to align international aviation with the 1.5°C goal of the Paris Agreement.

Target for the climate impact of international shipping

The Committee on Environmental Objectives proposes that half (50%) of emissions from ships on international voyages that call at or depart from Swedish ports be included in Sweden's long-term territorial climate target of achieving net zero emissions within Swedish territory by 2045.

The climate impact of bunkering in Sweden for international shipping has increased rapidly since the 1990s. According to the

Cross-Party Committee on Environmental Objectives, the climate impact of shipping should decrease both within and outside Sweden to the extent that Sweden is able to exercise control over it. Large investments are needed in the form of production of renewable and fossil free fuels and electrification infrastructure.

Sweden should not introduce and apply policies that risk reducing shipping emissions in Sweden at the expense of emissions increasing elsewhere. In the first place, the IMO (International Maritime Organization) and the EU should put forward regulation of the climate impact of international shipping. However, the goals and policies currently adopted by the IMO are far from sufficient to align international shipping with the 1.5°C goal of the Paris Agreement.

How the climate policy framework can have an impact on public procurement

The Cross-Party Committee on Environmental Objectives presents several proposals about how to enable the climate policy framework to have an impact on public procurement. The Committee's proposals include a new performance indicator concerning climate requirements for the Government's objective for public procurement; a milestone target in the system of environmental objectives specifying that emissions from publicly procured goods and services should decrease faster than emissions from the rest of society; and a statutory responsibility for all contracting authorities and entities to take account of the national climate objectives in their public procurement. The Committee also proposes that relevant agencies develop regulatory oversight and statistics and also start work on building up a database of life cycle analyses and life cycle costs. In addition, the Cross-Party Committee on Environmental Objectives proposes a new training programme for public procurement officers, including parts dealing with climate change, emissions from public consumption and methods of reducing these emissions.

The Committee's combination of proposals is intended to give the climate policy framework a greater impact on public procurement, but means, at the same time, that it will still be up to each municipality, region and government agency to determine what requirements to specify in public procurement on the basis of its position, financial situation and local circumstances.

Sweden's climate action in the EU and internationally

The Committee on Environmental Objectives also proposes that Sweden strengthen its work in the EU and in other relevant international contexts to reduce global emissions in line with the 1.5°C goal.