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Multilateral Assessment

A compilation of questions to - and answers by - Denmark
exported on 01-06-2021
by the UNFCCC secretariat

Question by Thailand

at Monday, 05 April 2021

Category: Assumptions, conditions and methodologies related to the attainment of its quantified economy-wide emission reduction target

Type: Before 05 April

Title: Electricity generation projection

Denmark has implemented numerous mitigation measures in energy sector including household, transport and business sectors. The renewable energy sources have high potential especially from wind which will be the country's key driver for phasing out coal-fired power plant from electricity generation. However, figure V.5 has shown that the projection of electricity generation cost from coal remains constant after 2025, why does the projection not correspond with the policy, could Denmark explain a little more in this regard?

Answer by Denmark

Figure V.5 in BR4 shows the development in levelized technology cost of electricity (LCoE) for wind and solar power compared to a coal-fired power plant projected in 2019. The projection from 2019 shows that LCoE for wind and solar power is expected to be lower than for a coal-fired power plant throughout the projection period.

The LCoE reflects only socio economic costs and does not include taxes on or subsidies to the different technologies or fuels. The LCoE's are therefore independent from the government's climate policy.

Question by Japan

at Monday, 05 April 2021

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 05 April

Title: Protection of biodiversity as a measure of mitigation actions

Table 4.21 in BR4 (page 235) notes that Denmark is in the middle of working to achieve the protection of biodiversity as one of the mitigation actions in agriculture, forestry and fisheries. It is also said "As a result of the nature package 10.200 acres of forest is designated as untouched forest and another 3.600 acres is designated as forest in which management primarily is based on biodiversity considerations in state-owned areas" on page 233. We would like to know the Denmark's idea on the relationships between mitigation of global warming and protection of biodiversity (for example, how its protection will contribute to mitigating global warming?).

Answer by Denmark

Setting aside forests as “untouched” means that harvesting is halted or significantly reduced. This contributes to mitigation in the short to medium term perspective through increased forest carbon reservoirs as well benefitting biodiversity.

Question by Japan

at Monday, 05 April 2021

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 05 April

Title: Denmark’s Energy and Climate Outlook

Denmark annually publishes Denmark’s Energy and Climate Outlook and annually updates its energy consumption and GHG emissions projections. Could Denmark tell us about the schedule of preparation of Denmark’s Energy and Climate Outlook? It seems that some parts of the preparation schedule and relevant agencies involved overlap with the preparation process of the GHG inventory and the BR. What are the relationships with these in terms of preparation process of multiple reports?

Answer by Denmark

The relationship between the different reports mentioned in the questions is the following:

- Annual GHG inventories are prepared by the institute DCE - Danish Centre for Environment and Energy under Aarhus University

- as a draft version to the European Commission by 15 January, which will undergo QA/QC until 1 March;
- as a final version to the European Commission by 15 March) and
- as a final version to the UNFCCC by 15 April.

- Annual GHG projections (WEM scenario) are prepared by the Danish Energy Agency and the institute DCE - Danish Centre for Environment and Energy under Aarhus University in close cooperation

- as a draft version by April for a public hearing until the beginning of May and.
- as a final version by May/June.

- Biennial reports under the UNFCCC are prepared by the Ministry of Climate, Energy and Utilities with:

- input from DCE on the latest available GHG inventory information;
- input from the Danish Energy Agency on the latest available GHG projection information, and
- input from the Ministry of foreign affairs on biennial information regarding support for developing countries.

I.e. Denmark's BR5 to be submitted in December 2022 will contain inventory information from April 2022 (1990-2020), projection information on the WEM2022 from May 2022 and information on support for developing countries in 2019 and 2020.

Question by United States of America
at Monday, 05 April 2021

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 05 April

Title: Renewable energy lessons

Denmark has committed significant effort to increasing renewable energy (RE) both to date and in the future (55% RE by 2030). What are the key elements of RE policy development and implementation that has led to Denmark's success with RE uptake?

Answer by Denmark

The key elements of RE policy development and implementation that has led to Denmark's success with RE uptake are manifold.

Denmark has a proud tradition of broad coalitions in not only parliament but also partnerships with industry leaders on the many important steps in the necessary green transition. With this, Denmark has shown the world that climate action and economic growth can go hand in hand.

With great political determination, many recent Danish governments has set ambitious goals with the current Danish government setting set the ambitious 2030 target of 70% greenhouse gas reduction. In just one year, the Danish government has made agreements, decisions and proposals on additional policies and measures, which will close half of the gap projected for 2030 last year. However, there is still plenty of work to do to reach the very ambitious 70% reduction target.

One key element to Denmark's success in RE uptake in electricity production has been subsidies. In the 1990's the development of RE was subsidized directly. In 1991, Denmark accelerated the green transition by building the world's first offshore wind farm. As of 2000, the support was provided as a

price supplement. When offshore wind technology became sufficiently mature, and the necessary political decisions were taken. Today, offshore wind energy has become a thriving global industry that provides power cheaper than coal and nuclear plants. The RE uptake in heat production as well as in the transport sector has been promoted by tax differentiations favorable to investments in – and use of – RE.

All along the development of RE technologies have been supported through government programmes for development and demonstration of new technologies.

In 2018 the very first technology neutral tender for land-based RE technologies was held, where solar, wind etc. could bid on the same tenders, creating competition between technologies and driving down prices. These tenders have proven a great success, with the two last tenders resulting in a drastic decline in prices. In 2019, the weighted average price premium of the winning bids was approx. 0.21 Eurocent per kWh. In the climate agreement on energy and industry from June 2020, it was agreed to carry out two tenders and then evaluate the need for continued subsidies after 2021. Denmark is already seeing some solar projects established completely without government subsidies.

Question by United States of America
at Monday, 05 April 2021

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 05 April

Title: 70% GHG reduction target

The BR4 references the binding target of 70% GHG reduction by 2030 as established by the Climate Act, and notes the last 5% of which is particularly difficult to realize. What additional measures do you have planned to meet the target?

Answer by Denmark

On 18 June 2020, a wide majority of the Danish Parliament adopted the Climate Law, which ensures the setting of binding national climate targets with a ten-year perspective every five years. Currently efforts are focused on achieving a 70% reduction in GHG-emissions by 2030 relative to 1990 levels. Furthermore, an agreement was recently reached to ensure a 50-54% reduction in GHG-emissions by 2025, a target that will also be incorporated into the Climate Act.

The “with (existing) measures” greenhouse gas projection in BR4 (WEM2019) was updated in June 2020 (WEM2020), and showed an expected estimated reduction from 1990 to 2030 of 45%. In the period June-December 2020, a majority of parties in the Danish Parliament agreed upon several new measures, and the newest greenhouse gas projection (WEM2021 from April 2021) thus shows that the expected reduction from 1990 to 2030 is currently at 55%.

The remaining emissions primarily stems from agriculture, transport, manufacturing industries and industrial processes. To get from 55% to 70% reduction additional measures will be needed in all sectors. The government has recently proposed a climate plan for the agricultural sector, which could increase the reduction in 2030 to 57%. Further, a range of analyses are currently being undertaken to support further climate initiatives, i.e. analyses in green tax reforms, electrification and emission reduction potentials in the industry sector. The Government's Climate Programme from 2020 shows a number of significant technical reduction potentials in all sectors towards 2030 as shown in the table below in million tonnes of CO₂ equivalents.

	Potential by 2030
Carbon capture, utilisation or storage	4-9
Green fuels	0.6- 5.1*
- Power-to-X	0.5-3.5 (and 1.5-7.5 in a long-term perspective) **
- Biofuels	0.5-3.5 (and 1.5-7.5 in a long-term perspective) **
- Biogas	0.6
Electrification and energy efficient in the industrial sector	2
Examples of development projects in the agricultural and forestry sector	4
- Feed additives	1
- Slurry additives	1
- Carbon binding in soil with biochar	2
Recycling and reduction of plastic waste	0.15
Cooperation agreements with businesses	0.2-0.4
Total (adjusted for overlaps)	9-16½

Note: As the potentials overlap, summing them up does not yield the total. The total takes account of these overlaps. * An expected overlap with the transport initiative of 0.8 million tonnes has been deducted from 'Green fuels' but not from the sub-categories as the distribution is uncertain. ** Including 1-4 million tonnes in international shipping and aviation which are not included in the 70% reduction target.

Source: Danish Ministry of Climate, Energy and Utilities (KEFM) and Ministry of Environment and Food of Denmark (MFVM)

To ensure the best possible realization of these potentials, the government will present strategies on the development and deployment of essential climate technologies as Carbon Capture and Storage or Utilization and Power-to-X as well as major technologies within the agricultural sectors. The strategies aim to ensure that barriers to the further development of the technologies are removed as well as constructing the right incentives for further deployment of the technologies.

Question by Canada

at Monday, 05 April 2021

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 05 April

Title: Impact of COVID-19 and mitigation policy

Looking back at the last year and the impact of the COVID-19 pandemic, what have you learned or experienced that may impact the design of mitigation policies going forward? What lessons could other countries learn from your experience?

Answer by Denmark

The last year has indeed been a busy year because of both handling the COVID-19 crisis e.g. in terms of economic stimulus packages and designing additional mitigation policies to reduce Denmark's greenhouse gas emissions in line with the Climate Law. Although both challenges are still standing, one lesson learned is that handling these issues can go hand-in-hand and does not have to conflict. According to the Vivid Economics Green Stimulus Index, Denmark has one the "greenest" ratings in the world in terms of economic stimulus packages supporting the green transition

<https://www.vivideconomics.com/wp-content/uploads/2021/02/Greennes-of-Stimulus-Index-5th-Edition-FINAL-VERSION-09.02.21.pdf>.

Question by United States of America

at Monday, 05 April 2021

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 05 April

Title: Permanent Committee on Green Transition

Could you outline some of the lessons learned from establishing a permanent government committee on green transition to ensure that climate (among other environmental considerations) are taken into account in all government proposals and bills?

Answer by Denmark

Since its establishment in the autumn of 2019, the permanent government committee on green transition has dealt with many issues in relation to the green transition. What the development would have been in a counterfactual scenario without the permanent government committee on green transition is difficult to say. However, the committee provides a forum for the collaboration

between ministers and government bodies on the green transition, which often involves a multitude of aspects affecting many parts of society. The committee also facilitates an increased awareness regarding climate and environmental aspects of government proposals and bills as well as introducing a common modus operandi for dealing with climate issues. The committee also provides a setting for a more explorative political discussion on the furthering on the green transition.

Furthermore, governmental guidelines on measuring effects of policy and legislation on climate, environment and nature have been put in place. According to the guidelines, all policy-initiatives and legislative proposals have to include an assessment of climate consequences if they are expected to cause GHG-emissions of more than 10,000 tonnes CO₂ e a year. If the initiatives are expected to cause more than 25.000 tonnes CO₂ e a year, they are to be discussed in the permanent government committee on green transition. The same is true for environmental impacts, where for example initiatives expected to cause NOx emissions greater than 200 tonnes a year must be discussed in the permanent government committee. The guidelines ensure that all initiatives relevant to Denmark's green transition – whether positive or negative – are processed systematically across government bodies and thus provide an enhanced basis for decision-making. The guidelines also contributes to making visible the many ways that varied policy initiatives affect climate, environment and nature.

Question by New Zealand
at Monday, 05 April 2021

Category: Assumptions, conditions and methodologies related to the attainment of its quantified economy-wide emission reduction target

Type: Before 05 April

Title: Emissions from agriculture

New Zealand notes that greenhouse gas emissions from agriculture are projected to remain constant or increase slightly under existing measures to 2040, and that no additional measures to reduce agricultural emissions were evaluated. At the same time, Denmark's BR4 lists potential measures to support a green transition in the agriculture sector, which were to be debated by the Danish Parliament in 2020. New Zealand would be interested in any update on the outcomes of these debates and potential decisions, and whether their potential impact on future agricultural greenhouse gas emissions has been evaluated and quantified.

Answer by Denmark

On 26 April 2021, the government published its proposal for a climate plan for the agricultural sector. The initiatives in the proposal can reduce greenhouse gas emissions with 1.6 million tonnes CO₂ e in 2030. Furthermore, the climate plan lays out research and development initiatives with potential to reduce emissions even more. The potentials in the agricultural sector were also highlighted in Climate Programme 2020

<https://en.kefm.dk/Media/3/9/ClimateProgramme2020-Denmarks-LTS-under-the%20ParisAgreement>

[December2020 .pdf](#) - see Table 2 and Chapter 7.4). Negotiations with the parties in the Danish Parliament are still going on.

Question by United States of America
at Monday, 05 April 2021

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 05 April

Title: Lessons from taxation of mineral oil

The BR4 states that taxation of mineral oil is the most significant individual PaMs contributing to progress made towards achievement of the quantified economy-wide emission reduction target. Could you outline some of the lessons learned in the implementation of this policy?

Answer by Denmark

The taxation of mineral oil is singled out as the most significant individual PaMs contributing to progress made towards achievement of the quantified economy-wide emission reduction target because this measure is one of the few single measures for which a mitigation impact estimate is available. So please note that the estimated mitigation effects for the group of all renewable energy measures and for the group of all energy efficiency measures are much higher. As mentioned in BR4/CTF-Table 3 the estimated reduction of 1200 kt CO₂ from this measures is from the 2005 Effort Analysis and represents the effect of the increase in tax level from 1990 (Petrol Tax Act was the name in 1990) to 2001. This estimate was included in Table 3 as the effect estimates in Table 3 include all effects of all PAMs implemented after 1990 – i.e. including tax increases from 1990 to 2001.

The Mineral-oil Tax Act entered into force on 1 January 1993. Before this, the tax on petrol was regulated via the Petrol Tax Act, which entered into force on 1 January 1983, and the Act on Taxation of Gas Oil and Diesel Oil, Heating Oil, Heating Tar, and Crude Oil was regulated via the Act on Taxation of certain Oil Products, which entered into force on 3 October 1977.

The Danish Parliament have adopted the introduction of a new tax in 1977 and the following changes and tax increases. The general societal acceptance could be related to the oil crisis in 1973 and a related common understanding that incentives to save energy and reduce the import of oil would still seem sensible in 1977. The acceptance of the following tax increases is probably related to that modest annual increases just have impacted the retail prices to follow the general economic growth in Denmark.

Question by United Kingdom of Great Britain and Northern Ireland
at Thursday, 01 April 2021

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 05 April

Title: Committee on the green transition

We note with interest the establishment of a permanent government committee on green transition to ensure that the effects on climate, the environment and nature is taken into account in all government proposals and bills. Can you please tell us more about this committee and the improvements you have seen since its establishment, or that you hope to see?

Answer by Denmark

Since its establishment in the autumn of 2019, the permanent government committee on green transition has dealt with many issues in relation to the green transition. What the development would have been in a counterfactual scenario without the permanent government committee on green transition is difficult to say. However, the committee provides a forum for the collaboration between ministers and government bodies on the green transition, which often involves a multitude of aspects affecting many parts of society. The committee also facilitates an increased awareness regarding climate and environmental aspects of government proposals and bills as well as introducing a common modus operandi for dealing with climate issues. The committee also provides a setting for a more explorative political discussion on the furthering on the green transition.

Furthermore, governmental guidelines on measuring effects of policy and legislation on climate, environment and nature have been put in place. According to the guidelines, all policy-initiatives and legislative proposals have to include an assessment of climate consequences if they are expected to cause GHG-emissions of more than 10,000 tonnes CO₂ e a year. If the initiatives are expected to cause more than 25.000 tonnes CO₂ e a year, they are to be discussed in the permanent government committee on green transition. The same is true for environmental impacts, where for example initiatives expected to cause NO_x emissions greater than 200 tonnes a year must be discussed in the permanent government committee. The guidelines ensure that all initiatives relevant to Denmark's green transition – whether positive or negative – are processed systematically across government bodies and thus provide an enhanced basis for decision-making. The guidelines also contributes to making visible the many ways that varied policy initiatives affect climate, environment and nature.

Question by New Zealand
at Thursday, 01 April 2021

Category: Assumptions, conditions and methodologies related to the attainment of its quantified economy-wide emission reduction target

Type: Before 05 April

Title: Methods for emissions reduction

Denmark has a domestic goal to reduce greenhouse gases by 70 per cent by 2030 relative to 1990 levels. It is stated in Denmark's BR4 that the last part of the goal, from 65 to 70 per cent will be particularly difficult and will require currently unknown methods. Which sectors does Denmark anticipate these methods will target for emission reductions and what work is underway to achieve this final 5 per cent reduction?

Answer by Denmark

On 18 June 2020, a wide majority of the Danish Parliament adopted the Climate Law, which ensures the setting of binding national climate targets with a ten-year perspective every five years. Currently efforts are focused on achieving a 70% reduction in GHG-emissions by 2030 relative to 1990 levels. Furthermore, an agreement was recently reached to ensure a 50-54% reduction in GHG-emissions by 2025, a target that will also be incorporated into the Climate Act.

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The remaining emissions primarily stems from agriculture, transport, manufacturing industries and industrial processes. To get from 55% to 70% reduction additional measures will be needed in all sectors. The government has recently proposed a climate plan for the agricultural sector, which could increase the reduction in 2030 to 57%. Further, a range of analyses are currently being undertaken to support further climate initiatives, i.e. analyses in green tax reforms, electrification and emission reduction potentials in the industry sector. The Government's Climate Programme from 2020 shows a number of significant technical reduction potentials in all sectors towards 2030 as shown in the table below in million tonnes of CO₂ equivalents.

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- Feed additives	1
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Source: Danish Ministry of Climate, Energy and Utilities (KEFM) and Ministry of Environment and Food of Denmark (MFVM)

To ensure the best possible realization of these potentials, the government will present strategies on the development and deployment of essential climate technologies as Carbon Capture and Storage or Utilization and Power-to-X as well as major technologies within the agricultural sectors. The strategies aim to ensure that barriers to the further development of the technologies are removed as well as constructing the right incentives for further deployment of the technologies.

Question by New Zealand
at Thursday, 01 April 2021

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 05 April

Title: Sustainable aviation

Can Denmark please provide additional information on what initiatives they are planning to ensure more sustainable aviation?

Answer by Denmark

CO₂ emissions from international transport by plane within the EU are regulated under the EU ETS. As stated in the Government's Climate Action Plan 2020 published in December 2020, and with a view to reducing emissions from aviation, the Government has called on the European Commission to put forth proposals on the pricing of aviation industry emissions, including any taxes that can result in more sustainable air transport. The Government has also called on the European Commission to analyse the possibility of reducing the allocation of free allowances across sectors while avoiding such action leading to leakage.

Regulation of greenhouse gas emissions from international aviation in general falls under ICAO. Here, Denmark supports the initiative called CORSIA.

To achieve more sustainable aviation in the longer term, the Government will later in 2021 present its "Power-To-X" (PtX) strategy with a view to support the development of green fuels for sectors where direct electrification is not yet feasible, e.g. aviation, heavy transport and various industrial processes.

Question by New Zealand
at Thursday, 01 April 2021

Category: Assumptions, conditions and methodologies related to the attainment of its quantified economy-wide emission reduction target

Type: Before 05 April

Title: Effects on climate, environment and nature from government proposals and bills

Can Denmark share any outcomes that they are expecting from mandating that the effects on climate, environment and nature are taken into account in government proposals and bills? Does Denmark plan to introduce a threshold of effect severity that a government proposal or bill can have on the environment or climate?

Answer by Denmark

As stated in BR4 (page 169) the Government has taken steps to ensure that climate, environment and nature will be considered across all relevant policy areas. A permanent government committee on green transition has been established to ensure that effects on climate, environment and nature is taken into account in government proposals and bills.

Furthermore, guidelines on measuring effects of policy and legislation on climate, environment and nature have been put in place. According to the guidelines, all policy-initiatives and legislative proposals have to include an assessment of climate consequences if they are expected to cause GHG-emissions of more than 10,000 tonnes CO₂e a year. If the initiatives are expected to cause more than 25.000 tonnes CO₂e a year, the initiatives are to be discussed in the permanent government committee on green transition.

As such, the Government does not plan to introduce a threshold of effect severity that a government proposal or bill can have on the environment or climate but the guidelines ensure that all initiatives relevant to Denmark's green transition – whether positive or negative – are processed systematically across government bodies. The guidelines also contributes to making visible the many ways that varied policy initiatives affect climate, environment and nature and thus provide an enhanced basis for decision making.

For the time being, it is premature to evaluate the outcome as the requirement has only been in effect since October 2020. However, an evaluation of the initiative is planned for later this year.

Question by New Zealand

at Thursday, 01 April 2021

Category: Assumptions, conditions and methodologies related to the attainment of its quantified economy-wide emission reduction target

Type: Before 05 April

Title: Transport measures

The majority of the existing transport measures in BR4 Table 4.18 are reported to have the quantified impacts included elsewhere (G1, G4, G5). Could Denmark please explain what the assumptions are that underpin these calculations? How does Denmark quantify the contribution of these policies to the target?

Answer by Denmark

As explained in BR4 (page 24) the expected effects of existing policies and measures (PAMs) on greenhouse gas emissions are included in Table 3 of the CTF to the extent possible. It is also explained that the sources of these estimates are:

- The 2005 Effort Analysis described in Annex B2 of Denmark's Seventh National Communication,
- the 2013 Analysis of the Effects of Selected Measures for the National Audit Office described in Annex B3 of Denmark's Seventh National Communication, and
- the ministry's updated analysis of the CO2 reduction effects of Renewable Energy measures and Energy Efficiency measures using the methodologies described in Annex B4 of Denmark's Seventh National Communication.

Detailed information on the methodologies and assumptions are available from these documents (links are provided in BR4).

From BR4, CTF-Table 3, it can be seen that only in a few cases the effects of individual PAMs reported in the transport sector are available.

For the other PAMs reported in the transport sector it is assumed that the effects of these PAMs are included in group of PAMs for which CO2- reduction effects of energy efficiency improvements after 1990 for all energy consuming sectors have been estimated (G4). The methodologies and assumptions for the estimates under G4 are described in Annex B4 of Denmark's Seventh National Communication.

From the 2005 Efforts Analysis an estimate of CO2-reductions from energy efficiency improvements for passenger cars 1990-2001 is available. With the assumption that the energy efficiency gains 1990-2001 are still affecting the level of emissions in 2020 and 2030, these estimates have been reported as a separate group (G5).

In the calculation of the total effect of all PAMs implemented after 1990 (the group G1) overlapping effects from the available estimates have been minimized – e.g. by including only the CO2-effects of energy efficiency improvements in the transport sector once (i.e. the effects under G1 are calculated as the sum of the effects estimated for G3, G4, TD-9, TR-12, G6, AG-1, AG-6, AG-12, WA-1, WA-7 and WA9 as stated in BR4, CTF-Table 3).

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