



Secretariat

CLIMATE GROUP

— Building back greener

How states and regions are building a more sustainable, resilient post-pandemic future





Foreword

Global economic and health systems are facing extreme pressures in 2020. Governments at all levels are focused on responding to the impacts of the COVID-19 pandemic, but at the same time the climate crisis continues to pose a significant challenge. It is clear we need to find ways to address both emergencies.

The benefits of a more sustainable recovery are unquestionable: there are higher job prospects in low-carbon sectors than the fossil fuel industry, the electrification of transport is accelerating at rapid speed, and renewable energy is already proving cheaper than fossil fuels in [two-thirds](#) of the world. Critically, societies across the globe are also demanding governments to create a more sustainable, resilient and just future for all.

States and regions are increasingly seizing this opportunity to recover better, even while dealing with the effects of a devastating crisis. They are actively taking the lead in moving to more sustainable economies by stepping up their

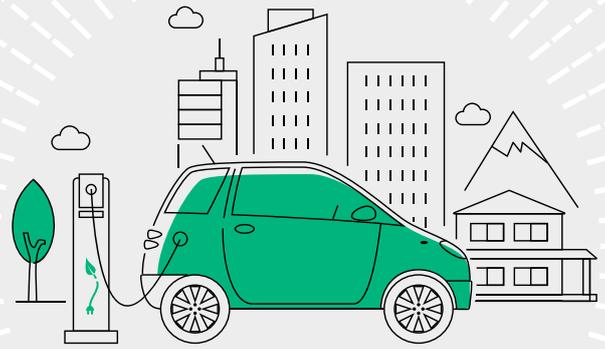
commitments across all sectors and implementing measures to support jobs, build resilience and establish a cleaner and safer world. Whether through passing new climate laws, planting trees or installing electric charging points for cars, this level of government is showing it is well placed to act on one of the biggest challenges we collectively face.

Now is the time to introduce bold and robust policies that ensure an inclusive economy which is strong yet adaptable, and a socially just future which puts health and climate first. We are in the Climate Decade and the message is stark: if we do not act with urgency then we will lose our chance to act at all. This booklet shines a spotlight on the trailblazers that are revamping their transportation systems, streamlining renewable energy projects and designing new finance mechanisms to ensure a just transition from COVID-19. I urge all states and regions to follow their example.

Tim Ash Vie
Director of the Under2 Coalition Secretariat

California:

Raising ZEV ambition and streamlining the infrastructure permitting process



**100% ZEV sales target for
all passenger vehicles
by**

2035

California has a long history of strong leadership in climate action and the deployment of zero emission vehicles. A low-carbon transport system is essential to ensure that California meets its ambitious climate and air quality goals, as transport is the largest contributor to the emission of greenhouse gases and harmful pollutants in the jurisdiction.

The COVID-19 pandemic has brought many challenges, including rising unemployment and a massive reduction in public budgets. Prior to COVID-19, California's budget was on track to accelerate public investment into zero emission vehicle deployment, but times have changed and California is having to adapt. In spite of the clear challenges, Governor Gavin Newsom announced on 23 September ([Executive Order N-79-20](#)) new ambitious targets to reach 100% ZEV for in-state sales of all passenger vehicles by 2035; 100% of all medium and heavy-duty vehicles are ZEVs by 2045, where feasible, and by 2035 for drayage trucks; and 100% ZEV off-road vehicles and equipment by 2035, where feasible. This will have



California
Population: 39,560,000
GDP: \$3,000 billion



We are not being serious about the issue of climate change unless we are serious about radically changing our transportation system... We've got to implement, we've got to manifest... 'Later' is over.

Gavin Newsom,
Governor of California

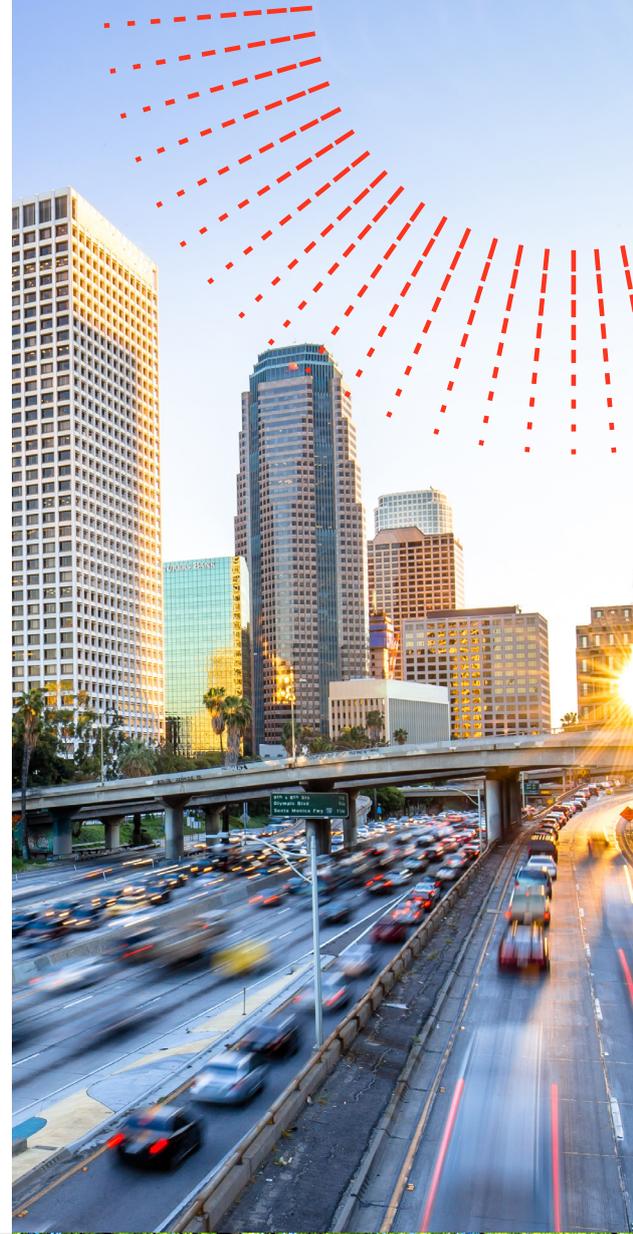
a significant impact on the reduction of localised greenhouse gas emissions and harmful air pollutants.

Increasing ZEV roll out means there must be an associated investment in supportive infrastructure, and California is prioritising the development of charging and fuelling points at gas stations and other strategic locations across the state. In July 2019, the California Governor's Office of Business and Economic Development (GO-Biz) released the [Electric Vehicle Charging Station Permitting Guidebook](#), followed soon after by the September 2020 [Hydrogen Station Permitting Guidebook](#). Both documents strive to create streamlined approaches to the planning, permitting, installation, and operation of electric vehicle charging stations, hydrogen fuelling stations, and other supporting equipment.

These approaches are applicable to cities, counties, and developers, setting guidelines to help them work together, minimising costs as much as possible and ensuring faster deployment to pave the way to increasing ZEV adoption. The state continues to work proactively with all stakeholders to implement best practice.

Following the COVID-19 crisis, California is raising its ambition but also focusing on more low-cost solutions to electric vehicles. While the goal of 100% ZEV sales by 2035 is still front of mind, it is essential that the state also deals with the immediate effects of the pandemic and assists residents in getting back to work.

Making the installation of ZEV charging and fuelling infrastructure as straightforward and consistent as possible is key to helping ZEVs reach their true market potential and improving the challenging regulatory constraints on California for environmental change.





Massachusetts:

The Massachusetts Offers Rebates for Electric Vehicles program

So far,

16,378

rebates have been granted

Despite the many obstacles that COVID-19 has presented, Massachusetts is continuing to pursue its transition to low- and zero-carbon vehicles. Transportation and mobility have largely been disrupted during the pandemic, and we have seen a drastic decline in air and surface travel globally. However, as economies reopen and transportation starts to rebound, there is an inevitable return to ‘business as usual’, with an increase in cars on the road accompanied by a spike in transportation-related emissions.

In order to reduce the impact of this return, Massachusetts has reinforced its commitment to electric vehicle transition through an expansion of the Massachusetts Offers Rebates for Electric Vehicles (MOR-EV) program. On 25 June 2020,



Massachusetts

Population: 6,859,819

GDP: \$537 billion



Massachusetts has reinforced its commitment to electric vehicle transition through an expansion of the Massachusetts Offers Rebates for Electric Vehicles (MOR-EV) program.

the Baker-Polito Administration expanded its rebate program to include commercial and non-profit fleets: greatly increasing the program's scope and people's ability to access it. This change was made during the peak of the COVID-19 crisis, demonstrating Massachusetts' commitment to change and ability to adapt to uncertain and changing circumstances. The goal of the MOR-EV program, which was created in 2014, is to reduce air pollution levels and emissions through the purchase of electric vehicles. Offering a \$2,500 rebate to consumers who purchase a new electric vehicle, and a \$1,500 rebate for plug-in hybrids, it incentivises consumers by making these vehicles a more affordable, and therefore more attractive, option.



MOR-EV is funded by the Executive Office of Energy and Environmental Affairs' Department of Energy Resources and administered state-wide by the Center for Sustainable Energy.

So far, 16,378 rebates have been granted, and \$33,296,700 in rebates have been reserved or issued. Ultimately, through incentives to consumers, non-profits, and companies, the program demonstrates one way to strengthen zero emission vehicle sales as the world emerges from the COVID-19 pandemic.



Nevada: Clean Cars Nevada initiative



To reduce state-wide
greenhouse gas
emissions 45% by

2030

Nevada has set goals to reduce state-wide greenhouse gas emissions 28% by 2025 and 45% by 2030, compared to 2005 emissions levels. Earlier in 2020, the Nevada Division of Environmental Protection (NDEP) issued an update for the state’s greenhouse gas emissions inventory and accompanying projections report. The transportation sector is responsible for a high percentage of greenhouse gas emissions and the main source of air pollution and smog in the state’s urban areas.

As a result, on 22 June 2020, Governor Sisolak announced the “Clean Cars Nevada” initiative with the goal of reducing greenhouse gas and criterial pollutants emissions from vehicles sold annually by manufacturers in the state. This initiative would tailor the “Clean Car Standards” already adopted in other U.S. states to the specific needs and circumstances of Nevada. Specifically, Clean Cars Nevada includes the adoption of California



Nevada

Population: 3,080,156

GDP: \$178 billion



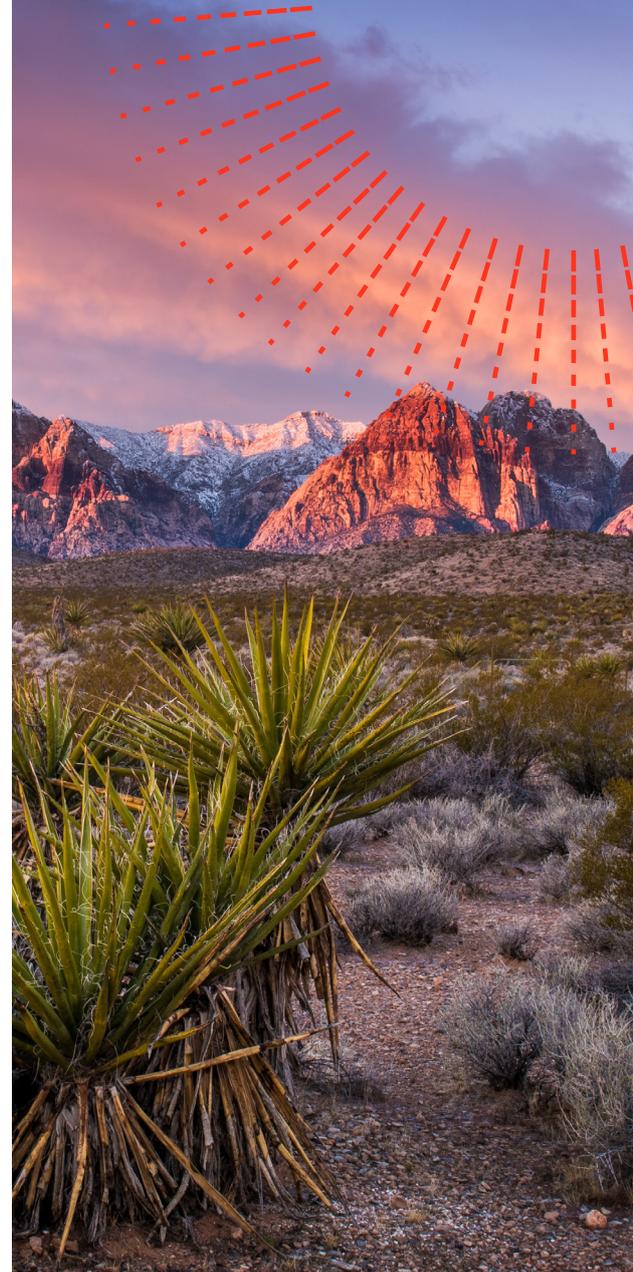
Governor Sisolak announced the “Clean Cars Nevada” initiative with the goal of reducing greenhouse gas and criterial pollutants emissions from vehicles sold annually by manufacturers in the state.

Low Emission Vehicle (LEV) standards and the California Zero Emission Vehicle (ZEV) standards, as allowed by section 177 of the Clean Air Act.

LEV Standards require that manufacturers produce vehicles with lower levels of exhaust emissions such as greenhouse gases and other harmful air pollutants, like nitrogen oxide (NO_x), particulate matter (PM), and carbon monoxide (CO). The ZEV standard requires that vehicle manufacturers meet increasing annual sales goals of zero emission vehicles.

This proposal applies to passenger cars, light-duty trucks, and medium-duty vehicles up to 8,500lbs, and will go into effect starting model year 2025 before being applied to all subsequent model years. The expectation is that in the long term there will be significant benefits to society from the reduction of greenhouse gases and harmful pollutants. This will be particularly welcome in areas with already high levels of air pollution and in “nonattainment areas”: those that consistently fail to meet clean air levels set by the U.S. Environmental Protection Agency in the National Ambient Air Quality Standards.

In order to be approved, there will be a process of engagement with the public, stakeholders, manufacturers and dealers to refine the Clean Cars Nevada regulation and ensure successful implementation. The Nevada Division of Environmental Protection plans to conduct several outreach events with the public between November 2020 and April 2021.





Rhode Island: **Executive Order** **(EO 20-01)** **Advancing a 100%** **renewable future for** **Rhode Island by 2030**

**Rhode Island is already on track
to accelerate its clean energy
supply ten-fold by the end of**

2020

On January 17, 2020, Governor Gina M. Raimondo signed Executive Order (EO) 20-01: Advancing a 100% Renewable Future for Rhode Island by 2030. The EO directs the state’s Office of Energy Resources (OER) to develop an actionable plan for reaching 100% renewable electricity by 2030. The OER will conduct economic and energy market analyses over the coming months in order to determine potential policies and programs to support this transition.



Rhode Island
Population: 1,059,361
GDP: \$62 billion

Although the executive order was established before COVID-19 hit the United States, the state has continued with its stakeholder process in devising plans for 100% renewable electricity. Rhode Island’s short timeline for implementing these plans makes it the most ambitious state in the nation for renewable electricity targets.

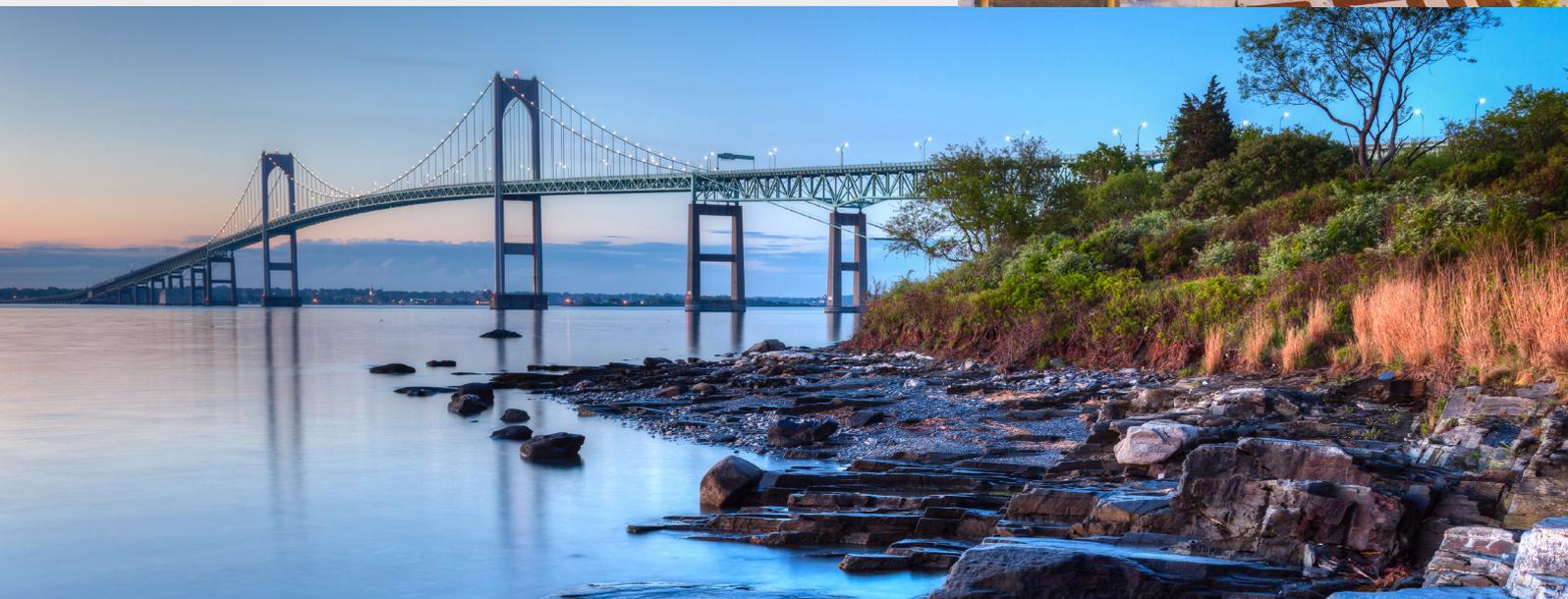
Rhode Island is already on track to accelerate its clean energy supply ten-fold by the end of 2020. In its [100% by 2030 initiative](#), OER is not only considering how to aggressively transform its electricity portfolio, but it is



Rhode Island’s short timeline for implementing these plans makes it the most ambitious state in the nation for renewable electricity targets.

also accounting for the decarbonisation of the state's heating and transportation sector through 2050. This aligns with the state's Resilient Rhode Island Act, which calls for an 80% reduction in greenhouse gas emissions by 2050. Based upon initial estimates, Rhode Island will need to add between 3,700 to 5,000 GWh of renewable energy by the end of this decade. Beyond 2030, the state's total electricity demand could potentially double as heating and transportation solutions also green-up. OER will release its final analysis and an actionable plan to achieve this bold goal by December 31, 2020.

To date, OER has convened two public workshops to inform stakeholders and the general public about this initiative, as well as receive valuable input on its principles, analyses, and outcomes. At a time when the country is acutely aware of environmental equity and economic stability, future stakeholder engagement and input are crucial to designing an equitable and efficient plan for 100% renewable energy generation.





New York State: Accelerated Renewable Energy Growth and Community Benefit Act

The Accelerated Renewable Energy
Growth and Community Benefit Act
will help the state reach its

70%

renewable energy target by
2030 more rapidly

On 3 April 2020, New York State passed the Accelerated Renewable Energy Growth and Community Benefit Act as a direct response to the COVID-19 pandemic.

This Act has been designed to improve and streamline the process for introducing economical and environmentally friendly renewable energy projects across the state: making it easier to enact change at a local level. It will also deliver direct benefits to communities by creating new jobs in this sector and providing all New Yorkers with access to clean energy. As the state emerges from the pandemic, job creation and the transition to clean energy will be crucial for supporting long-term economic, social, and environmental benefits.

As well as simplifying the introduction of new projects, the Act creates an Office of Renewable Energy Siting, to streamline the siting of large-scale renewable energy projects in an environmentally responsible and cost-effective way. This siting process is the first of its kind in the nation, ensuring that renewable energy projects are approved and established in a quicker time frame to spur



New York State
Population: 19,542,209
GDP: \$1,487 billion



No state was hit as hard by COVID-19 as New York State and no state had to work harder to defeat the virus and get it under control. We learned some important lessons in the context of addressing the pandemic that I believe will only bolster our resolve on climate action

Basil Seggos,
Commissioner, New York
State Department of
Environmental Conservation

private investment and create green energy jobs. In addition, the Act also sets out plans for expanding and accelerating investment in New York's renewable grid in order to make clean energy more cost-effective and accessible.

Further, the Act establishes several programs to protect communities and help them rebound from COVID-19 disruptions. The Host Community Benefits Program will provide benefits and incentives to communities that decide to host renewable energy sites and offer them utility bill discounts. The Clean Energy Resources Development and Incentives Program will focus on making the siting process more efficient and prioritise the development of renewable projects on existing brownfields, landfills, and commercial and industrial sites.

Ultimately, New York's Accelerated Renewable Energy Growth and Community Benefit Act will help the state reach its 70% renewable energy target by 2030 more rapidly.

By creating a new siting process specific to renewables and incorporating communities in the planning process, the Act will bring clean energy to all New Yorkers and facilitate economic recovery from COVID-19.



Scotland: A comprehensive green recovery



**Just transition to net
zero emissions by**

2045

**and a 75% reduction in
emissions by 2030.**

The Scottish Government is committed to delivering a green recovery that improves resilience to future crises, including those associated with the impacts of climate change, and drives the wellbeing economy through a just transition to net zero by 2045 and 75% reductions in emission by 2030.

Woven into this objective is a recognition that businesses must be provided with the conditions they need to innovate and diversify, and individuals must have the opportunity to retrain and upskill to thrive in a net zero economy – while protecting the environment that we all rely on.

The recent announcement to support a green recovery in the Scottish Programme for Government builds on the Scottish Green New Deal. Key commitments here include £1.6 billion to transform homes and buildings over the next Parliamentary term so that Scotland can build its supply chain, secure and grow jobs and skills and develop the marketplace it needs to meet its ambitious climate targets. The £100 million Green Jobs



Scotland

Population: 5,463,183

GDP: \$216 billion



Scotland is seeking to lead by example... We don't want anyone left behind. We're taking the action necessary to achieve that, now, as part of our green recovery from COVID.

Nicola Sturgeon,
First Minister, Scotland

Fund will also support new and increased opportunities for green job creation.

Alongside emissions reduction, Scotland's commitments reflect the value placed on its natural economy as a vital asset in both mitigating emissions and adapting to climate change and biodiversity loss. An additional £150 million will therefore allow for new woodland creation to increase by 50%, from 12,000 hectares up to 18,000 hectares per year by 2024, £150 million will be put towards flood risk management, and £12 million will fund coastal management. The government will also continue to invest in enhancing biodiversity, with £3 million to be invested in 2021/22 in the Biodiversity Challenge Fund. In total, this represents over £500 million being earmarked to put Scotland's natural economy at the heart of its green recovery.

The COVID-19 crisis has shown that globally we need to prepare for the transition to net zero to mitigate the risk of exacerbating inequalities through abrupt or unplanned shifts. Now more than ever the world needs a just transition that creates sustainable jobs and leaves no one behind. Scotland was one of the first countries to enshrine its commitment to just transition into law through its Climate Change Act and it set up an independent Just Transition Commission to advise Scottish Ministers on how to move to a net zero economy in a way that is both fair and leaves no-one behind.



Navarra:

The Reactivating Navarra Plan – accelerating environmental transition



The
2020-2023
strategy aims to develop
the region's social and
economic model in line with the
European Green Deal and the
EU Recovery Plan.

The 'Reactivating Navarra Plan' was launched in light of the environmental, social and economic difficulties brought about by COVID-19 this year. The 2020-2023 strategy aims to develop the region's social and economic model in line with the European Green Deal and the EU Recovery Plan.

Navarra's strategic goals include implementing a new sustainable social and economic model, promoting a more resilient society and progressing climate action and the conservation of biodiversity.

The plan goes into greater detail on measures and policy actions which will be prioritised in the coming years, but its main strategy for climate action and sustainable development highlights its aims to:

- Reposition Navarra as a European leader in renewable energy.
- Support new renewable energy facilities, repower existing wind farms and promote the development of pilot facilities and labs in order to cover 50% of Navarra's energy consumption with renewable sources.



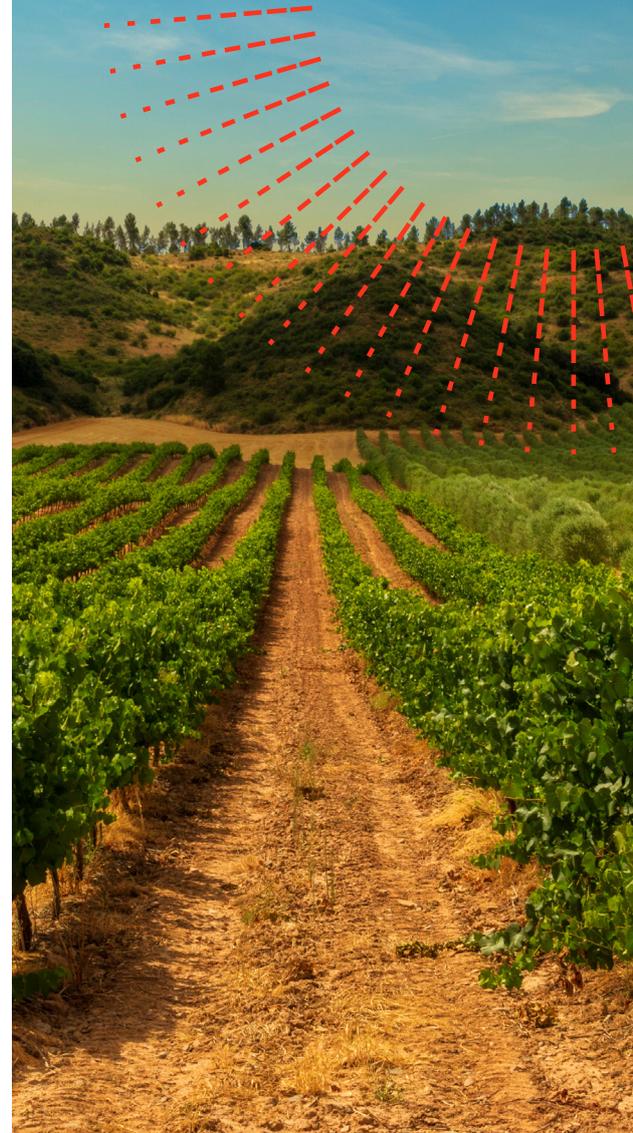
Navarra
Population: 643,866
GDP: \$22 billion



The 'Reactivating Navarra Plan' was launched in light of the environmental, social and economic difficulties brought about by COVID-19 this year.

- Use the energy transition to reactivate its economy by actively promoting energy efficiency, renewable energy projects and the use of electric vehicles.
- Turn the public administration into a model of energy transition.
- Promote the development of original energy projects: reducing Navarra's energy dependence.
- Promote sustainability in construction, multiplying private and public housing rehabilitation projects, offering guidance and orientation services and adequate financing schemes.
- Promote climate action and the circular economy within a new regional regulatory framework.
- Implement provisions in the Navarra Waste Management Plan from the perspective of circularity.
- Encourage pilot actions and projects introducing innovation in adaptation to climate change and the circular economy.
- Give recognition to the protection of forests, rivers and natural areas as a source of biodiversity and biological wealth, advancing a new type of forest management and preserving protected natural areas.
- Design a new water management strategy for more efficient use of this vital resource.
- Promote a fair, healthy and eco-friendly food system through the development of organic farming and agricultural research, and the modernisation of farms with investment to increase efficiency, reduce energy consumption and improve livestock living conditions.

This strategy will help Navarra bring its citizens out of the pandemic with environmentally conscientious policies, which represent robust and resilient measures and help achieve long term sustainable development.





Emilia-Romagna:

Working with
government and
the public to deliver
a new Climate Pact

Carbon neutrality by 2050
and a transition to 100%
renewable energy by

2035

While managing the ongoing impacts of COVID-19, Emilia-Romagna has committed itself as a region to placing social, economic and environmental sustainability at the heart of government policies. In practice this is intended to build a better approach to climate action in line with the United Nations' 2030 Sustainable Development Goals.



Emilia-Romagna
Population: 4,461,000
GDP: \$178 billion

Emilia-Romagna intends to develop a Regional Labour and Climate pact together with the local authorities, universities, employers, trade unions and non-profit sector, in order to agree and progress a full employment and green transition. The Pact is a political commitment that will benefit the preparation of programming structural funds, European social funds and rural development funds 2021-2027, as well as ensuring the optimal and complementary use of regional, national and EU funds.

With this Pact, Emilia-Romagna is determined to share its latest ambitious goals of carbon neutrality by 2050 and a transition to 100% renewable energy by 2035. The regional government believes that for active change to occur, ambitions and ideas



We're trying to rebuild in a new direction. Let's not go back to normal, because normal was part of the problem. Let's try, together with the other regions, to share this effort and write a new page for a better future.

Elly Schlein,
Vice President,
Emilia-Romagna

supporting that change must be shared with local institutions and bodies. Only by working together can this change be implemented fully in society.

Emilia-Romagna wants to expand the principles of this work to integrate even more ambitious and complex government objectives such as the fight against inequality and pursuit of a just ecological transition, inclusive growth and developmental policies, compensation for territorial imbalances, and long term environmental and climate sustainability.

Some of Emilia-Romagna's plans to improve air quality, develop clean energy, fight climate change and build a green economy include:

- Renewing local bus fleets by replacing at least 600 buses with low impact vehicles.
- Improving sustainable mobility by:
 - Injecting over €14 million into bicycle mobility, pedestrianisation and implementing restricted traffic zones.
 - Scrapping commercial vehicles which emit pollutants and increasing greener urban areas by 20%.
 - Coordinating climate work with other regions of the Po Valley through the “Regional Integrated Air Plan 2020” to improve areas including transport, heating and energy.
 - Banning the use of open and low-efficiency wood-powered fireplaces under 300 meters of altitude (from October to March).
 - Banning the use of air-conditioning systems in common spaces of buildings (garages, stairs etc.)
 - Allocating €125.6 million for integrated agricultural production and €117.8 million for organic production.

These developments form part of Emilia-Romagna's larger infrastructural strategies and plans in order to bring in a greener economy for the region.



North Rhine- Westphalia:

progres.NRW
initiative



€3.6 billion

recovery package to
stimulate the economy

North Rhine-Westphalia (NRW), like many other regions, has been hugely affected by the COVID-19 pandemic. In the first six months of 2020, manufacturing production went down by nearly 11% year on year and the automotive industry has suffered due to disruptions in international supply chains and a substantial decline in global demand.

In the service sectors, such as retail, hospitality, tourism and event management, trade has been seriously hit by COVID-19 restrictions and suffered financially as a result.

To overcome the crisis quickly and to accelerate a return to resilient growth, the economy needs political support and tailored measures. Therefore, in addition to the stabilisation programme introduced by the Federal Government of Germany, NRW has assembled a €3.6 billion recovery package aimed at generating short-term stimulation for the economy and supporting critical areas such as the health sector, digitisation in schools and investments in green infrastructure. This funding will be directed at short term stimuli as well as sustainable growth of the economy in the long term.



North Rhine-Westphalia

Population: 17,912,134

GDP: \$832 billion



Cities and regions, subnational actors, are so important at times when national governments sometimes move away from climate ambition

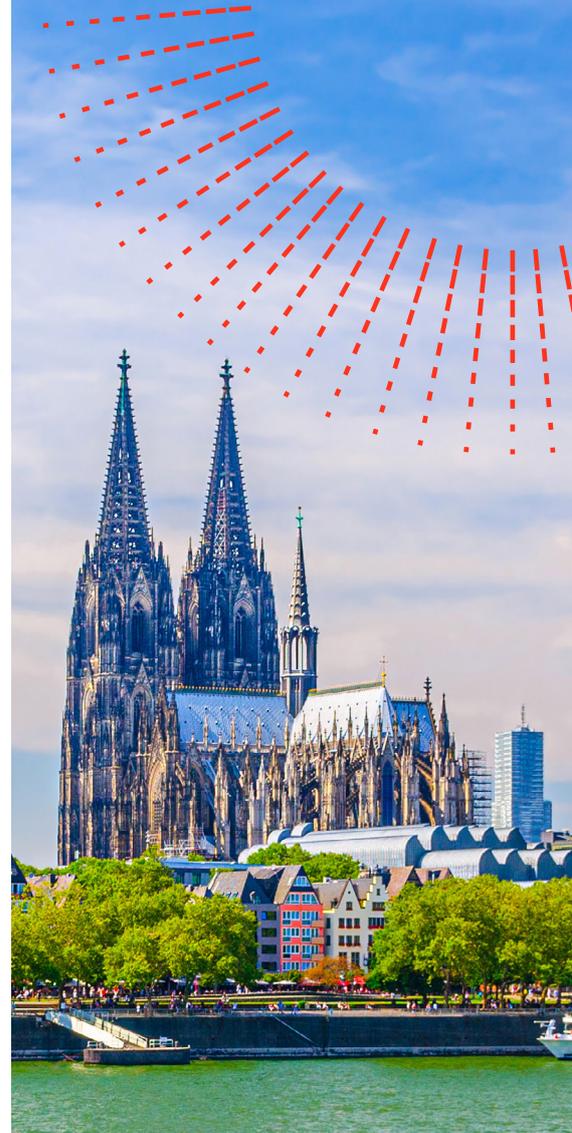
Jochen Flasbarth,

State Secretary, Ministry for Environment, Nature Conservation and Nuclear Safety, Government of Germany

A crucial concern for NRW is investing in mega trends, including climate protection and enhanced digital capabilities.

NRW has also been increasing its funding for existing support programmes such as “progres.NRW”, which has been running for many years and is split into the following sectors:

- Low emission mobility, which offers attractive subsidies for the procurement of electric vehicles and cargo bicycles, consultations for implementation, as well as public and non-public charging infrastructure. It prioritises smart charging systems for better integration into local electricity grids, as well as the use of locally generated electricity, and provides both climate and non-climate benefits to local people. Not only do residents of densely populated areas benefit from local zero emission vehicles, but opportunities to build and sell cars and charging infrastructure provide employment. The development of electric mobility also makes an important contribution to the achievement of climate protection targets in the transport sector.
- “Market introduction”, which funds the introduction and dissemination of market-ready renewable energy plants, electricity and heat storage systems as well as technologies for increasing energy efficiency. The programme currently includes 13 different modules, including near-surface geothermal energy, electrical battery storage in conjunction with photovoltaics, solar thermal systems and biomass plants, waste heat utilisation and local heating networks. This incentivises particularly medium-sized companies and private property owners to invest in innovative and efficient technologies while safeguarding local jobs in the craft and construction industries and helping to achieve climate targets for the building sector.
- Promotion of photovoltaic equipment (which is not financed by federal instruments as part of the Renewable Energy Sources Act) is integrated in “progres.NRW” and is now due to be extended significantly as a response to COVID-19. Existing programmes, which have an annual budget of €58 million, have been increased by another €127 million, to be spent before 2022/3. NRW aims to double its installed capacity for wind energy and photovoltaics by 2030 compared to 2018. As well as through boosted financial support it will do this by removing regulatory barriers and expanding its capability for battery storage.



Catalonia: Carbon Tax



In 2019 the carbon
tax generated
revenues of around

€40 million

The Catalan regional government first introduced a carbon tax on cars, vans and motorcycles in 2010 and developed it further in 2019: making Catalonia the first region in Spain to ask owners of fossil-fuel vehicles to pay a premium. Taxation is to be introduced retroactively for 2019 in November.

The carbon tax will initially apply to vehicles emitting 120 grams of CO₂ per kilometre or more before expanding to include vehicles that emit more than 95 g CO₂ per kilometre from 2020. In practice, this means that owners of a vehicle with CO₂ emissions of 265 g/km, for example, will have to pay tax of €127 for 2019 and €176 for the following year (2020).

Electric cars are exempt from this tax and have been excluded from road tolls in Catalonia since 2015. They also already bring other privileges for users, such as free parking or access to bus lanes. Using incentives such as these has enabled the Catalan government to show not just the environmental credentials of electric vehicles



Catalonia

Population: 7,600,065

GDP: \$286 billion



As the tax expands into 2021 and beyond it is projected to add about €150 million a year to the government's budgets and apply to 3.6 million cars and vans and nearly 500,000 motorcycles. Monies raised from the tax will go to a climate change fund for natural heritage, conservation and biodiversity projects.

but the economic benefits they can provide to consumers. This has led to an increase in uptake and more interest in the sector as a whole.

In 2019 the carbon tax generated revenues of around €40 million and this is expected to rise to around €80 million in 2020, with around 3,600 owners affected. As the tax expands into 2021 and beyond it is projected to add about €150 million a year to the government's budgets and apply to 3.6 million cars and vans and nearly 500,000 motorcycles. Monies raised from the tax will go to a climate change fund for natural heritage, conservation and biodiversity projects.

The Catalan executive has now approved the bill with some modifications and announced that it will process it in Parliament as an urgent priority before the end of 2020.



Chungnam: The Chungnam Green New Deal



31

separate projects have
already been announced,
with more likely to follow over
the course of the year.

The Korean New Deal announced by the Republic of Korea in an effort to expedite recovery post COVID-19 and to reshape the fundamentals of its economy, in order to introduce a “greener” strategy moving forward. Korean New Deal consists of Digital New Deal, Green New Deal, and Social Safety Set Enhancement.

The Green New Deal has a nationwide strategy aimed at restoring green ecosystems in the urban, spatial and living areas. The Deal boasts a 73.4 trillion KRW (about \$61.9 billion) injection of public funds in order to meet its ambitious target of net zero GHG emissions through distributed energy systems.

On the heels of the Korean New Deal, South Chungcheong Province also announced the Chungnam New Deal on August 19th, 2020. Chungnam New Deal consists of a Digital New Deal, Green New Deal, and Safety Net Enhancement. Among them, the Green New



Chungnam
Population: 2,126,282
GDP: \$117 billion



In 2019, Under2 Coalition member Chungnam was the first East Asian local government to declare a climate emergency and it is making significant progress towards a coal phase-out: even hosting the International Conference on Coal Phaseout in 2019.

Deal with a budget of 3 trillion KRW (about \$2.5 billion), will enable Chungnam's transition towards a cleaner and greener energy economy through 31 inspiring projects.

Chungnam is home to 30 of the 60 coal fired power plants in South Korea, and accounts for 25% of the nation's GHG emissions, and yet has made significant contributions to a coal phase out, as well as becoming the first East Asian local government to declare a climate emergency in 2019. As part of their action on climate change, Chungnam joined the Under2 Coalition and demonstrated its climate commitment by hosting the International Conference on Coal Phaseout. Leading a joint declaration among 56 subnational governments and education offices across South Korea to consider coal financing when selecting banks for their depositories, Chungnam has actively dedicated itself to its green growth and eco-innovation aims of a low-carbon economy. This declaration aligns financial institution goals and accelerates their exit from coal in support for renewable energy by making its green pledge as part of obligations for handling public funds.



The Declaration and Green New Deal hope to see increased investment in renewable energy and a shift away from brown financing.



Moving forward together

These examples show how state and regional governments are accelerating action on climate in the context of recovery, as a key means of creating jobs and spurring growth. And this is just the beginning.

The Climate Group works with state and regional governments to share ideas, best-practice and lessons-learned on how to build a more sustainable future together.

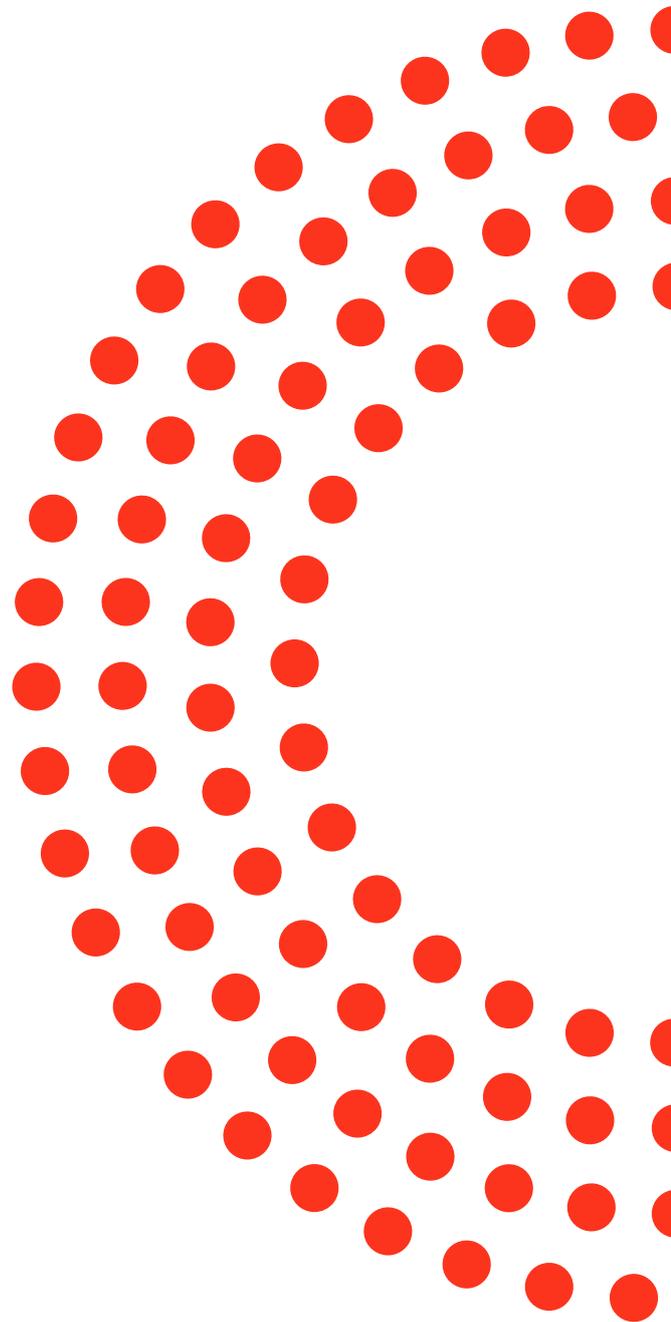
States and regions remain central to 'building a better future'. They have the power to set out green recovery plans, including net zero commitments, and they are in an ideal position to know the best and most appropriate actions for their local areas to make the biggest difference. As we move through 2020 into 2021 and begin the countdown to the next global climate talks at COP26 in Glasgow, this power will become more and more important. We need national leaders to act and to demonstrate that climate change is the top priority we know it to be. We therefore encourage you to get in touch with us to share more of your case studies so we can inspire more action across regions and get more ambitious and wide-ranging plans implemented around the world.



States and regions have an unprecedented role in pushing the world to the urgent climate action and the inclusive sustainable recovery plans that we all need. The COVID-19 response has reminded us just how vital states and regions are. You hold the pen for vital decisions from funding to procurement and medical supplies. It is no different for climate change.

Selwin Hart,
UN Assistant Secretary General
for Climate Change





Secretariat

CLIMATE GROUP

The Climate Change Organisation (The Climate Group) with Company Registration Number: 4964424 and Charity Registration Number: 1102909

The Climate Group, Inc. a 501(c)3 with EIN 43-2073566

M/s TCCO India Projects Private Limited with Corporate Identity Number U74999DL2018PTC334187