



BRI GREEN REVIEW

Secretariat of BRI International Green Development Coalition

Roundtable on BRI Green Development and BRI International Green Development Coalition (BRIGC) Policy Studies Release 2021

Heading towards Carbon Neutrality via Low-Carbon
and Innovative Development

Co-Hosted by:

Ministry of Ecology and Environment of P. R. China

Ministry of Sustainability and the Environment of Singapore

Organized by:

BRI International Green Development Coalition (BRIGC)

Supported by: Energy Foundation China

Date: October 26, 2021

**SPECIAL
ISSUE**

Session 1 Opening Remarks

Session 2 Keynote Speech

Session 3 BRIGC Policy Studies Release 2021

On October 26, 2021, the Roundtable on BRI Green Development and BRI International Green Development Coalition (BRIGC) Policy Studies Release 2021 was held in Beijing. The event was co-hosted by the Ministry of Ecology and Environment of China (MEE) and the Ministry of Sustainability and the Environment of Singapore, and organized by BRI International Green Development Coalition (BRIGC) with the support of the Energy Foundation China. Mr. Huang Runqiu, Minister of the Ministry of Ecology and Environment of P. R. China, Ms. Grace Fu, Minister of the Ministry of Sustainability and the Environment of Singapore, and Mr. Marco Lambertini, Director General of WWF International, attended the event and delivered speeches. Ms. Zhou Guomei, Director General of Department of International Cooperation, MEE, moderated the opening remarks and the keynote speech sessions. Highlights of the guest speakers are excerpted below.



Session 1 Opening Remarks

Mr. Huang Runqiu

BRIGC Co-Chair, Minister of the Ministry of Ecology and Environment of P. R. China



synergies with the Green Investment Principles for the Belt and Road Development and the Initiative for Belt and Road Partnership on Green Development.

Over the past eight years since the BRI was launched, China and the BRI participating countries and regions have strengthened exchange and cooperation on green development. Tangible results have been achieved in the BRI green development. In particular, the proposal and support from President Xi Jinping has fostered the creation of the BRI International Green Development Coalition that was launched in April 2019. Over the past two years and more, with the endorsement of the co-chairs, members of the advisory committee, as well as the support of the Chinese and international partners, BRIGC has established a cooperative network with more than 150 partners from over 40 countries. BRIGC has carried out thematic discussions and joint studies on key issues, such as climate change response and biodiversity conservation, and gradually fostered

Looking to the future, China will continue to push forward the green Silk Road in a high-quality manner and deepen the international cooperation on the BRI green development by making good use of the platform created by BRIGC. First, China will better build the green Silk Road to boost the achievement of UN 2030 Agenda for Sustainable Development, facilitate the collaborative governance of pollution control, biodiversity conservation, and climate change response, and facilitate both the post-pandemic green recovery in BRI participating countries and regions and global sustainable development. Second, China will focus on climate change, green industrial upgrading, circular economy and other important areas, and facilitate low carbon and green cooperation in sectors of infrastructure, energy, transport, and finance, with the provision of green solutions at the core. Third, through the South-South cooperation, low-carbon technology transfer and exchange, and the third-party market corporation, China will provide support for the BRI participating countries in improving their low carbon and green development capacities in terms of technical exchange, market interaction, and human resources development, so that the resource of green development can be shared.

Ms. Grace Fu

BRIGC Co-Chair,

Minister of the Ministry of Sustainability and the Environment of Singapore



As climate change brings crises and challenges to human society, it also presents a window of opportunity for the transition to a more sustainable future and building a more resilient economy. Governments need to place sustainability at the core of development and it must be mainstreamed into the redesign of our industry, economy and society, so that industrial activities, municipal services, and transport, are energy-efficient and resilient.

Singapore submitted our 2030 Nationally Determined Contribution (NDC) and our Long-Term Low Emissions Development Strategy (LEDS) in March 2020. Earlier this year, we launched the Singapore Green Plan 2030. This is a whole-of-nation roadmap with concrete sectoral plans and ambitious targets over the next 10 years, and positions Singapore to achieve our net zero emissions

vision. Energy Reset is one of five pillars in our Green Plan and we have set targets in adopting clean energy technologies and being more energy-efficient. Some of the targets include: increasing solar deployment four-fold to achieve 1.5 gigawatt peak by 2025; and reducing energy consumption of desalination process from the current 3.5 to 2 kilowatts per cubic meter. Singapore will continue to support green recovery by investing in emerging areas including green and blue hydrogen, improved battery storage and deployment of carbon capture usage and storage (CCUS).

The BRI International Green Development Coalition provides another platform for governments, enterprises, research institutes and the civil society to promote a green Belt and Road. Singapore will continue to share our experience and knowledge with Belt and Road partners as part of regional cooperation. Belt and Road partners should continue to foster international collaborations in areas like carbon markets, regional electricity grids, and other low-carbon emissions solutions.

Mr. Marco Lambertini

BRIGC Co-Chair, Director General of WWF International

China made two important announcements in the last two months. Earlier, at the September United Nations General Assembly, President Xi announced that China would no longer fund the construction of new coal-fired power projects overseas, and reiterated China's commitment to peak emissions before 2030 and to carbon neutrality by 2060 to actively respond to climate change. A few days ago, China also committed RMB 1.5 billion for the "Kunming Biodiversity Fund" to support biodiversity protection in developing countries.

These commitments are extremely relevant to the Belt and Road Initiative. Promoting green and low-carbon transition is a significant component of BRI green development, and an important work of BRI International Green Development Coalition. For the past years, BRI International Green Development Coalition has also achieved tremendous positive progress on key topics such as green development guidance of BRI projects, research on the development trend of coal replacement policy in BRI investment and promoting low carbon transition in key BRI areas.

The BRI investments can be powerful contributors to carbon neutral and nature positive transitions. This has to be the double compass that humanity adapts to embrace a truly sustainable and equitable development model, and build an eco-civilization of the future. Through significant investments and influential partnerships, BRI holds huge potential to scale up green solutions, in the areas of renewable energy, green transportation and infrastructure, and green finance. The adoption of clear safeguards around climate and biodiversity is going to be key in greening the BRI project portfolio. Social and Environmental Impact Assessments comprehensive screening tools can help BRI identify and avoid environmental and social impacts. It is hoped the second phase of green development guidance project could be applied to BRI investments and make positive contributions to realize carbon neutrality and global eco-civilization.



Session 2 Keynote Speech

Mr. Erik Solheim

Convener of the BRIGC Advisory Committee, Advisor of World Resources Institute (WRI)



There is so much great green good news coming from the Belt and Road these days. Of course, most importantly, President Xi Jinping just declared that China will stop all overseas coal investments and stop building new overseas coal plants. This is fantastic news for the world. Even more importantly, China is putting the entire industrial might behind solar, wind, green hydrogen, electric mobility, all the technologists we need for the future. Added to that, China declared a series of fantastic measures in Kunming for better protecting Mother Earth and nature. China and Singapore set good examples for innovation and development. To push forward innovation, new technologies are needed, in particular new patterns of technology that can be up-scaled with affordability for the developing world. Innovation is also about social practice and we need to find

ways to make the green transition fair and beneficial for the vast majority of the world. We need to look into funding and new training programs for the affected areas. We need innovation in our relationship with nature to respect and protect nature. China enhances investments in renewables and biodiversity conservation, drives green technological innovation, and lays a firm foundation for the upscale of green low-carbon technology, for the fair and inclusive transition, and for the effective protection of nature.

Mr. Liu Hongpeng

Director, Energy Division,

United Nations Economic and Social Commission for Asia and the Pacific (ESCAP)

The Belt and Road Initiative (BRI) is an ambitious undertaking to increase cross-border regional cooperation and connectivity. The implementation of the BRI may lead to the achievement of the 2030 Sustainable Development Agenda by enhancing regional trade, sustainable energy, transport infrastructure, and job creation. Energy connectivity, especially the power grid connectivity is a critical component of the cross-border regional cooperation for low carbon and green development. The interconnection of power infrastructure in the ASEAN region will effectively promote the development of renewable energy under BRI and the green and low-carbon transition in the national energy sector in BRI participating countries. China and Singapore can strengthen their cooperation in this field to move forward to the United Nations 2030 Sustainable Development Goals and to promote the inclusive and stable economic growth.



Mr. Liu Xiangyu

Division Director, Department of Regional Opening-up,

National Development and Reform Commission of P. R. China (NDRC)



Chinese enterprises have been leveraging the green and environmentally friendly technologies, and fulfilling corporate social responsibilities in the overseas projects, gaining wide recognition in the host countries. Particularly in the area of green energy, China-funded wind power and PV power projects in BRI participating countries account for 60%, which has strongly supported the green and low carbon development of energy for developing countries.

In the next step, we are going to focus on three aspects to effectively foster new progress in BRI green development. First of all, we are going to improve our top-level design. We are going to actively develop policies and measures for BRI green development and work with all stakeholders to build a closer partnership for green development. Second, we are going to deepen our practical cooperation.

We will encourage enterprises to strengthen the cooperation on solar and wind power with full strength, actively push forward cooperation on green investment and finance, effectively implement a series of demonstration projects, and strengthen cooperation on the third-party markets, so as to build and create new highlights in the field of green development. And third, we will facilitate the low carbon transition. We will encourage enterprises to strengthen the efficient and clean use of energy and improve the low-carbon practice in the construction, operation, management, and maintenance of overseas projects, so as to make China's contribution to the global response to climate change.

Ms. Connie Chan

**Managing Director, Investment Group (Financial Services),
Temasek International (Singapore)**

Facing challenges from climate change, Temasek pledges to be carbon-neutral by 2050. Our primary focus includes the following areas. First, Temasek is committed to improving the R&D capability. Second, Temasek supports piloting new concepts and emerging technology. Third, Temasek invests in frontier technologies. Lastly, Temasek builds new companies in fast-growing areas.

To name several great practices, the first one is Climate Impact X (CIX), which is set up by Temasek, together with Singapore Exchange (SGX) and Standard Chartered, to promote credible carbon credits for the market globally. The second one is the debt financing platform for sustainable infrastructure projects set up by HSBC Holdings and Temasek. We will invest up to a combined USD 150 million of equity to fund loans, working alongside the platform's strategic partners in the initial phase. Over the longer term, the ambition is to build a pipeline of projects to scale, with the platform dispensing over USD 1 billion of loans within 5 years.

We have identified three key areas that could help with sustainable finance in China, including setting up sustainable financing standards across sectors; leveraging technology in green finance, restructuring information transparency and improving efficiency; as well as developing green financial services to serve the real economy better. To explore new solutions, cooperation with domestic and international stakeholders shall be enhanced.



Mr. James Thornton

Advisor of the BRIGC Advisory Committee, CEO of ClientEarth



ClientEarth has a key ambition of helping government agencies, companies, communities and supporting their energy transition to capture opportunities for green growth and innovation in Asia. ClientEarth work differently in each country, with legal expertise and due respect to their legal, economic, political and cultural context. We cooperate closely with the Chinese government, and support the EU-China environmental policy dialogue. We're also proud to have contributed to greening the BRI and we have cooperated with the BRI International Green Development Coalition since its inception in 2019.

We are one of the leading partners of the "Green Development Guidance for BRI Projects" and play an important role. We work with the private and public sectors, as well as NGOs, to champion environmental policy making, which promotes energy security, sustainable financial flow, and a cleaner future. We are looking forward to working with Singapore to establish our regional headquarters there and to contribute to the construction of green ecosystems. In the near future, more positive development in financial and energy sectors shall be seen across Asia.

Mr. Wang Tianyi

**Advisor of the BRIGC Advisory Committee,
Chairman of the Board of China Everbright Environment Group Limited**

Hong Kong is an important global financial center. It can provide investment and financing services as well as specialized technical services for BRI participating countries. Several measures could be taken to promote the green and low-carbon development in Hong Kong. First, we need to strengthen the mindset of energy conservation in all social circles; second, develop renewable energy and increase the distribution of solar power generation facilities actively; third, strengthen the whole industrial chain for solid waste management and speed up the construction of waste-to-energy facilities; fourth, develop green buildings vigorously; and fifth, we will play a leading role in the Greater Bay Area and the Belt and Road Initiative.

Everbright Environment Group will cooperate deeply with the Hong Kong SAR government to establish itself into an “environmental protection enterprise with negative carbon emission”. We will further promote the practice and action to enhance synergies between pollution reduction and carbon emission reduction, and make new contributions to green and low-carbon development.



Mr. Tan Jun Han

**Deputy CEO (Strategic Planning and Business Development),
Sino-Singapore Tianjin Eco-City Investment and Development Co. Ltd**



As a flagship project of cooperation between China and Singapore, Tianjin Eco-city upholds the concept of sustainable development and constantly explores practical innovations. The aim is to make it a model of sustainable development with “three harmonies” (people and people, people and environment, people and economy), “three abilities” (to be implemented, replicated and promoted), ecological and environmental health, social harmony and progress, economic prosperity and efficiency, regional coordination and integration. We hope to continue to promote inter-city cooperation and exchange on sustainable development, and to work together to promote ecological sharing and a better vision, based on our rich experience in green buildings, waste-free cities and sponge cities.

Session 3

BRIGC Policy Studies Release 2021

I. Introduction of BRIGC 2021 Policy Studies



1. Green Development Guidance for BRI Projects (Phase II)

The BRI International Green Development Coalition (BRIGC) officially launched the Joint Research on Green Development Guidance for BRI Projects (GDG) in 2019. The joint research aims to explore the guidelines on the assessment and classification of BRI projects from the perspective of mitigating and managing the climate and eco-environmental impacts, identify positive and negative lists, and provide green solutions to BRI participating countries and BRI projects. In December 2020, the Phase I report Green Development Guidance for BRI Projects Baseline Study was officially released. The phase I Baseline Study proposed “1 project classification mechanism” and “9 recommendations” (the “1+9” recommendations) to accelerate the green development of BRI and reduce the potential adverse impact of BRI projects. Further to the Phase I recommendations, the Phase II of the GDG project focuses on practice and implementation, which outputs two reports, the *Application Guide for Enterprises and Financial Institutions* (hereinafter referred to as the Application Guide) and the *Guide for Key BRI Sectors – Railways and Highways* (hereinafter referred to as the Sector Guide).

Task 1: Application Guide for Enterprises and Financial Institutions

Presenter: Mr. Lawrence MacDonald, Vice President for Communications at WRI

Some basics of the report are as follows:

Enterprises are a key player of BRI investment and project construction. Financial institutions are in a critical position in mobilizing public and private financing and promoting enterprises to fulfill their environmental management responsibilities. As important participants in the BRI, these two types of institutions play a key role in jointly supporting the green Silk Road and the green and low-carbon development of the BRI participating countries.

Based on practical needs, the Application Guide provides operation guidelines and application tools for enterprises, financial institutions and other stakeholders involved in the BRI development to implement the recommendations of the GDG and carry out project classification and management. It also designs and proposes an action roadmap and the suggestions for implementing the “1+9” framework recommendations.

The Application Guide can help participants establish environmental management systems for BRI projects so as to identify, evaluate, manage and improve project environmental performance, strengthen the integration of sustainability standards and requirements with their internal management strategies, rules and organizational structures, and make substantial contributions to sustainable development.

The Application Guide recommends: First, enhance the policy coordination between government functions of ecology and environment, finance, overseas investment and industrial development to promote green finance and strengthening environment management. Second, further refine project classification criteria, design, and develop dedicated sectoral guides and technical support tools. Third, support and prioritize green projects effectively, and further create a more enabling environment for investment and development of such projects. Fourth, take advantage of the two multilateral cooperation platforms, the BRIGC and the Green Investment Principles for the Belt and Road Development (GIP) and enable the government of host countries to play the key role in accommodating foreign inbound investment and cooperation to promote the application of the guidelines in specific projects.

Task 2: Guide for Key BRI Sectors – Railways and Highways

Presenter: Ms. Wang Yanan, Chief Engineer, Appraisal Center for Environment and Engineering (ACEE), MEE

Some basics of the report are as follows:

The interconnection of transportation infrastructure, represented by railways, highways, ports and airports, is a key element of the BRI cooperation. As a priority cooperation area, China has made solid progress in facilities connectivity with BRI participating countries. Considering the potential impact that long-distance linear transportation projects may bring to the local ecological environment, a whole-lifecycle, whole-process, all-round green transportation infrastructure development is indispensable.

Against this background, focusing on the railway and highway projects in the BRI participating countries, the Sector Guide clarifies the construction principles, core concepts and characteristics of the green development of railway and highway projects, and proposes a unified concept of green transportation infrastructure. More importantly, the Sector Guide establishes an eco-environmental evaluation indicator system including site and route selection, eco-environmental impact, noise and vibration impact, water environmental impact, atmospheric environment impact, solid waste disposal, information disclosure and public participation, environmental risk prevention, as well as a corresponding green solution for railway and highway projects in the BRI participating countries. It also summarizes the green technologies and case studies covering the three phases of project design, construction, as well as operation and maintenance. The Sector Guide will provide guidance for the planning and design of railway and highway infrastructure, and technical reference for construction units to carry out green railway and highway projects, so as to realize the win-win situation and maximization of ecological, economic and social benefits.

To promote the green development of BRI railway and highway projects, the Sector Guide puts forward targeted policy recommendations, such as conducting ecological and environmental assessments before project construction, identifying major environmental risks, applying the best feasible technologies and best practices for green development of railway and highway projects, strengthening the eco-environmental management capacity building of enterprises and projects, and continuously improving the green development of overseas railway and highway projects with Chinese investments.

The *Green Development Guidance for BRI Projects Phase II* research is jointly supported by experts from Foreign Environmental Cooperation Center (FECO) of MEE, Transport Planning and Research Institute (TPRI) of Ministry of Transport, Appraisal Center for Environment and Engineering (ACEE) of MEE, World Resources Institute (WRI), Fudan University's Fanhai International School of Finance (FISF), Climate Bonds Initiative (CBI), ClientEarth, Children's Investment Fund Foundation (CIFF), World Wildlife Fund (WWF) and some other Chinese and international research institutions.

2. BRI Case Study Report on Green Development of Cities

Presenter: Mr. Li Yonghong, Deputy Director General of Foreign Environmental Cooperation Center (FECO), MEE

Some basics of the report are as follows:

With the accelerated urbanization, the strain between economic development and fragile eco-environment will become even more prominent, making it urgent for BRI participating countries to pursue green transition and sustainable development. Many cities have proposed and implemented plans to promote renewable energy, carbon neutrality and climate resilience, providing experience and good practices for other cities to take reference in their pursuit of green transition.

The *BRI Case Study Report on Green Development of Cities* showcases the valuable experience of BRI participating countries in promoting the green development of cities, through scientific research and data analysis in consideration of the United National 2030 SDGs. The Report focuses on seven priority areas of relevance to the development of green cities, including green and low-carbon urban planning, zero-waste cities, pollution control and environmental improvement, green energy, biodiversity and nature-based solutions, sustainable transportation, green buildings, and international cooperation on the development of green cities.

The Report showcases 21 green city development cases from over 10 countries, including: Shenzhen Longgang International Low-Carbon City, Sustainable Development in Guangzhou, China-Belarus Great Stone Industrial Park, Capannori Zero-Waste City in Italy, Zero-Waste City of Singapore, Zero-Waste City of Shenzhen, Comprehensive Air Pollution Control in Beijing, Sewage Treatment and Utilization in Israel, Black and Odorous Waters Treatment of Nakao River in Nanning, King Salman Energy Park (SPARK) in Saudi Arabia, the Development of 100% Renewable Energy City in Dunhuang, Urban Agriculture in Rosario of Argentina, Kunming's Toolkit for Biodiversity Conservation, Green Corridor in Lisbon, Wuhan Yangtze Riverfront Park, the Introduction of Clean Electric Buses in Chili, Diesel Multiple Unit (DMU) Trains in Malaysia, Promotion of Bike Sharing in Hangzhou, South Africa's Green Building Rating Tool, Vertical Greening in Singapore, Model City of the Application of Renewable Energy in Buildings in Fuzhou, and China-ASEAN Partnership for the Development of Eco-friendly Cities.

The *BRI Case Study Report on Green Development of Cities* was prepared by the Secretariat of the BRIGC in collaboration with members of Chinese Academy of Environmental Planning, Belt and Road Environmental Technology Exchange and Transfer Center (Shenzhen), World Resources Institute and C40 Cities Climate Leadership Group.

3. BRI Case Studies Report on Biodiversity Conservation

Presenter: Ms. Zhang Linxiu, Director of UNEP-International Ecosystem Management Partnership (UNEP-IEMP)

Some basics of the report are as follows:

The *BRI Case Studies Report on Biodiversity Conservation* demonstrates BRI related opportunity and changes for global biodiversity conservation and examines how such opportunities can foster implementation-level changes through case analyses. In the case selection process, key literature was reviewed, including the Global Biodiversity Outlook, Nature-based Solutions contributions platform, Database of International Poverty Reduction Center in China, and Position Paper of the People's Republic of China for the United Nations Summit on Biodiversity.

A total of 12 cases were reviewed, including China's Ecological Conservation Red-line policy, ecological corridors in the Greater Mekong Sub-region, ecological restoration practice of the African Great Green Wall, blue carbon sink and ecological compensation in coastal countries like the Philippines, deforestation-free supply chain in Gabon, organic agriculture in Laos, genetic resources sharing and women empowerment in China and other countries, climate change adaptation in the Loess Plateau Region of China, and ecological poverty reduction in the karst area of southwest China.

The case studies not only focus on well-implemented examples with far-reaching influence in China and a number of developing countries, but also look into projects that display coordination between biodiversity conservation and development through BRI cooperation. On this basis, this report summarizes the logical relations and practical

experience behind the cases, and proposes policy recommendations that can be up-scaled and referred to in the specific areas involved in each case, including the inclusiveness of partnership, government support, cooperation mechanism, policy guidance, replicability, scalability, etc. Via case analysis, the report assesses the alignment between BRI and global biodiversity conservation, puts forward suggestions on how to foster their synergies by cooperation, and looks into the future.

This research was organized by the BRIGC Secretariat, with support from the Thematic Partnership on Biodiversity and Ecosystems Management which includes FECO, Center for Satellite Application on Ecology and Environment of MEE, Institute of Geographic Sciences and Natural Resources Research of Chinese Academy of Sciences, UNEP International Ecosystem Management Partnership (UNEP-IEMP), WWF, Conservation International (CI) and the International Union for Conservation of Nature (IUCN). In the process of case collection, additional support was provided by Royal Golden Eagle's Group of Companies, Research Institute of Forestry Policy and Information of Chinese Academy of Forestry, and Chinese Academy of Tropical Agricultural Sciences.

4. Study on the Green Development of BRI Maritime Connectivity

Presenter: Mr. John Mimikakis, Vice President of Environmental Defense Fund (EDF)

Some basics of the report are as follows:

Oceans are of critical significance to the survival and development of human societies. It has great potentials for climate change mitigation and adaptation and provides solutions to address food security and poverty among other challenges. In 2015, the UN released the 2030 Agenda for Sustainable Development, identifying "Conserve and sustainably use the oceans, seas and marine resources for sustainable development" as one of the 17 Sustainable Development Goals (SDGs). Augmenting marine cooperation is a necessity to bond up the world economy, deepen reciprocal cooperation, and expand the development space. It also marks a significant frontier for the participating countries of the Belt and Road Initiative (BRI) to address crises and challenges, and facilitate regional peace and stability.

The port and shipping industry are the boosters of world trade and economic development. Meanwhile, ocean transportation is also an important source of greenhouse gas emissions. Despite an urgent need for carbon reduction in the shipping industry, policies on carbon reduction in the shipping industry are not prioritized across countries. Only 5 out of 23 Maritime Silk Road countries have incorporated the shipping industry in Nationally Determined Contributions (NDC). The port is an integral component for infrastructure connectivity under the Belt and Road Initiative, as well as the foundation for the development of the global shipping industry. Constructing green ports could both stimulate the potentials of green shipping and catalyze the deep transformation of the industry chain. In the context of a global change, the conservation of marine biodiversity is confronted with multiple challenges, including the negative impacts of overfishing on marine resources, marine ecosystem, and biodiversity, ocean acidification and the decline of coral reef ecosystems caused by climate change, and marine environmental pollution from the exploration and development of ocean resources and tourism activities.

In light of this context, through reviewing and summarizing the current status and issues of China and BRI participating countries in constructing green ports, developing green shipping, and conserving marine biodiversity, the report *Study on the Green Development of BRI Maritime Connectivity* analyzes the strategy and goal for the international shipping industry to address climate change, proposes the pathway and measures for emission reduction in the shipping industry, compares and analyzes the cases and experience from China and BRI participating countries in developing green ports and green shipping, and comes up with policy recommendation for realizing maritime connectivity and green development under the Belt and Road Initiative in the hope of providing reference for the government, industry organizations, and businesses.

The report was prepared by the Secretariat of the BRIGC in collaboration with experts from the South China Institute of Environmental Sciences of MEE, and Environmental Defense Fund, and the National Marine Environmental Monitoring Center of MEE.

5. Research on Green Development of Transportation in BRI Participating Countries

Presenter: Mr. Huang Quansheng, Deputy Director of Division of Environment and Resources, Transport Planning and Research Institute, Ministry of Transport of P. R. China

Some basics of the report are as follows:

Transportation is an important element and priority area of the BRI cooperation and is the basis for Interconnectivity. Since 2013 when Belt and Road Initiative was born, China has been actively promoting transport cooperation with participating countries and has achieved positive results. This report reviews the good practices and experiences of China, the United States, Japan, the United Kingdom and Germany in promoting green development of transportation. Considering the economic development level, location, transportation development conditions, bilateral transportation cooperation potential, etc., Kazakhstan, Kenya and Myanmar are selected as typical countries along BRI. This report compares these countries' current situation of green transportation development, and recommends the green development paths for the selected BRI participating countries.

The report puts forward three periods for medium- and long-term green transportation development in selected countries:

- Country-specific green transportation preparation phase: during which time the construction of transportation infrastructure is accelerated and the green transportation feature takes shape;
- Green transportation system formation phase: during which time the comprehensive transportation system will be formed and a preliminary green transportation system takes shape;
- Green transportation system improvement phase: during which time a comprehensive transport system with smooth internal and external access and a green transport system will be basically completed.

The report points out that the selected countries have many good opportunities to develop green transportation. For example, Kazakhstan's Bright Road Initiative will give priority to the development of transportation and logistics infrastructure. Kenya plans to invest USD 500 million for the new energy vehicle projects, and use the Mombasa-Nairobi Railway to promote transportation structure adjustment. Myanmar will phase out imported second-hand cars and increase the proportion of public transport. The report puts forward common policy recommendations such as strengthening green transportation planning, accelerating the construction of green transportation infrastructure, strengthening green transportation capacity building, improving transportation green systems, and enhancing green transportation publicity and training. Based on the status, potentials and challenges related to green development of transportation in selected countries, with consideration of the future development strategies and foundations in each country, the report provides country-specific suggestions for green transportation development paths for the selected countries, which also serve as reference for the green development of transportation in other BRI participating countries.

This report is jointly developed by BRI International Green Development Coalition (BRIGC) Partner — Transport Planning and Research Institute (TPRI) of Ministry of Transport, together with BRIGC Secretariat.

6. Research on Carbon Emission Standards of Automobile Industry in BRI Participating Countries

Presenter: Mr. Xu Shujie, Director, Ecological Business Department, China Automotive Data Co., Ltd.

Some basics of the report are as follows:

As a typical energy and resource intensive industry, the automobile industry is one of the key industries to tackle climate change. The BRI participating countries have a large potential demand for automobile consumption in the future, and there is ample room for the development of the automobile industry. At the same time, most BRI countries have not yet established a comprehensive carbon emission standard system for the automotive industry, and with the increase in automobile production and sales, carbon emissions from the automotive industry are expected to increase rapidly. This report conducts a comprehensive study focusing on carbon emission standards of the automobile industry in BRI participating countries, which is important for accelerating the green and low-carbon development of the regional automobile industry.

The report *Research on Carbon Emission Standards of Automobile Industry in BRI Participating Countries* selects China, the United States, the European Union and key countries and regions of BRI, analyzes the current situation of the development of the automotive industry and carbon emission in each country, and examines the current situation in terms of the type of standards, the responsible unit, the policy basis, the scope of models and the management target. The report also comprehensively evaluates the development potential of the automotive industry and the construction of carbon emission standards.

Based on the comparative analysis method, the report compares the differences between the carbon emission standards of the automotive industry in BRI participating countries and those in China, the US and Europe from various dimensions. The results show that the automotive industry in BRI participating countries faces challenges in the process of carbon emission management, such as weak basic accounting capacity and lack of standard system, which leads to the ineffectiveness of some policies. In the context of global carbon neutrality, the automotive industry in the BRI participating countries needs to strengthen the development of standards and improve the construction of standard systems.

In view of the current situation of carbon emission standard development, key issues and the prediction of the future development trend of the automotive industry, the report puts forward policy recommendations from the national, industry and enterprise levels.

The *Research on Carbon Emission Standards of Automobile Industry in BRI Participating Countries* is jointly developed by BRI International Green Development Coalition (BRIGC) Partners — Automotive Data of China Co., Ltd and Auto Standardization Research Institute, together with BRIGC Secretariat.

To learn more about the studies or download the reports, please scan the QR code below.



II. Comments

Ms. Oyun Sanjaasuren

Director of Division of External Affairs, Green Climate Fund



Results of the policy research on Belt and Road Initiative are remarkable, and the demand for green investment has risen significantly, which deserves close attention to effectively boost green development. Green Climate Fund (GCF) has been working with developing countries and organizations to assist them to make the paradigm shift and leapfrog to low-emissions development pathways. Currently, we have approved 190 projects worth USD 37 billion with more than 100 partners. We operate the largest capacity building programme in the climate finance space, helping developing countries put in place adequate institutional capacities and translating their climate agendas into bankable projects. We want to be the partner of choice for countries and serve as a bridge-builder that can drive greater complementarity in climate financing over time. At this moment, China's BRI fundraising is very important, but the quantity is not sufficient. At the same time, we

should think over the investment from an overall perspective including the post-pandemic recovery, job creation, institutional innovation and financial innovation. In terms of BRI investment and innovation of financial tools, we also can introduce, for example, two or three innovative financial instruments, including equity and guarantee. GCF is willing to work with our partners, under the framework of BRIGC, to achieve low-carbon and green investment.

Mr. Sean Kidney

CEO of Climate Bonds Initiative

Challenges coming together with climate change and biodiversity conservation have been unprecedented, so that the 2030 target is now more vital than ever before. The solutions are becoming clearer and becoming much more financially viable. There will be more capital invested in the green transition. The green bonds market in China, for example, accounts for USD 2.5 trillion. There is a huge demand for green bonds and green projects globally, especially in emerging economies, such as ASEAN and Latin America, where demand is growing rapidly. The cooperation between China and Europe has given us clear guidelines to develop plans for a rapid transition. The projects of CBI cover more than 30 countries, and projects like the climate investment and low-carbon transition are our focus this year. While climate issues have been intensified since the 21st century, it is also important to pay attention to socio-economic sustainability and focus on investment projects that enhance social resilience, such as boosting pensions and insurance premiums. We recognize from China's experience that green investment, as an emerging field, can make a great contribution to the world while promoting green development.



Ms. Li Jie

Vice President, Program of Energy Foundation China



To stop building new overseas coal-fired power projects, it is important to prepare for the shift from conventional energy projects to green transition and fully guarantee the supply and development of green energy. It is also vital to strengthen the international communications of BRI green development and share China's green experience globally. Energy Foundation China (the Foundation) pays a great deal of attention and proactively participates in work and activities in relation to the Green Silk Road. The Foundation will continue to share China's experience and practices in renewable energy and urban green development through the platform provided by BRIGC, and to contribute to global green development and climate governance.

Mr. Xie Zhaoxu

Director General of China Quality Certification Center

China Quality Certification Center (CQC) is the Chinese Lead Partner of the BRIGC Thematic Partnership on Environmental Laws, Regulations and Standards. CQC's mandates include the following ones. First, CQC provides certification and evaluation services with international certification and evaluation methods to support bilateral and multilateral business and trade cooperation with BRI participating countries. Second, in terms of technology platform construction, CQC established the Belt and Road International Certification Alliance in the Yangtze River Delta and supported the construction of Belt and Road Certification Information Service Platform, so as to facilitate the "going-global" practices of Chinese enterprises and commodities in an easier and more efficient way. Third, in terms of standards and regulations, CQC actively promotes the "going global" of Chinese standards and technologies to contribute Chinese solutions to the interoperability of standards under the Belt and Road Initiative.

CQC will actively share Chinese green and low-carbon standards and technical practices and is pleased to work with Chinese and international partners of BRIGC to accelerate the practices as "soft connectivity" of green rules and standards in the Belt and Road Initiative.



Ms. Wu Huimin

Managing Director of China International Capital Corporation Limited (CICC) Global Institute (CGI), Head of CGI BRI Research Center



These released reports have far-reaching implications and rich in contents. The designed themes support and mutually reinforce each other. The research combines theories with practices, and look into both Chinese and international dimensions. The reports outline a sound landscape of research and enrich the knowledge pool of BRI green development.

Looking to the future, we hope that green finance can play a greater role in promoting the green development of the BRI. We also hope that BRIGC can invest more efforts in the studies on alignment and accreditation of green finance standards among BRI participating countries and produce more meaningful results to guide the financial institutions.

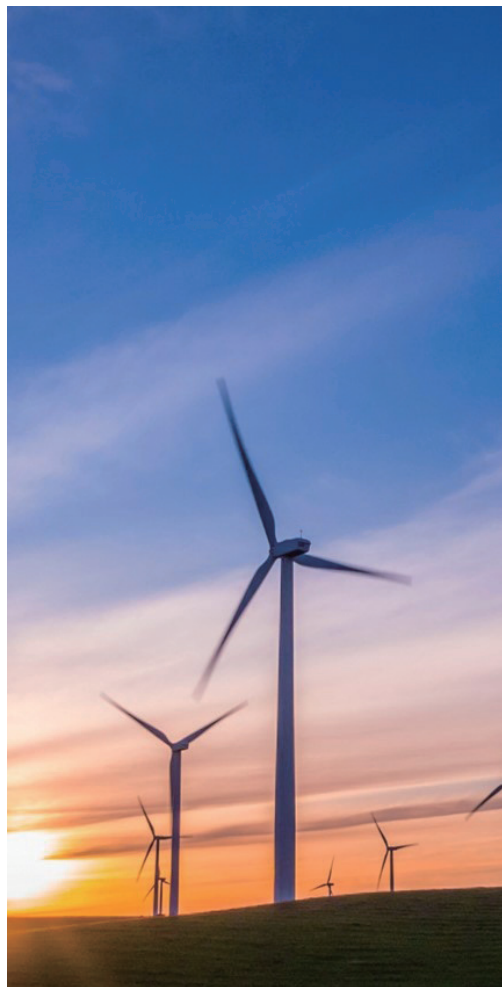
Ms. Chen Boping

Regional Director for East Asia of C40 Cities Climate Leadership Group

The BRIGC is releasing these policy studies, which is very timely. The topics and titles of these reports are very representative and typical, covering biodiversity, climate change, oceans and transport. In terms of the contents, these reports are also very practical and pragmatic. For example, the research on Green Development Guidance for BRI Projects has developed from theoretical research in the first phase to application guide in the second phase. Two case studies delve into some very pragmatic cases. All this will provide good guidance to stakeholders. The report is widely representative in the region, with research covering a wide range of regions, including Africa, the Americas and Asia.

We'll look forward to deepened cooperation with BRIGC, and we can bring more voice and press from the cities and promote the city-level green development cooperation.





About Us

The BRI International Green Development Coalition is jointly initiated by Ministry of Ecology and Environment of China and international partners. The ever-growing needs on implementing UN 2030 SDGs and the need to make progress towards the Paris Agreement targets for the BRI participating countries require the cooperation among governments, local and international development agencies, think tanks, private sectors, civil societies and other stakeholders to maximize the concerted effort on green development.

The main goal is to promote international consensus, understanding, cooperation and concreted actions to realize green development on the Belt and Road, to integrate sustainable development into the BRI through joint efforts and to facilitate BRI participating countries to realize SDGs related to environment and development. Government departments, local and international organizations, think tanks, private sectors, civil society organizations and other related stakeholders that endorses the mission of BRIGC are welcome to join as Partners.

For More Information

<http://en.brigc.net/>

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