



# BRI GREEN REVIEW

Secretariat of BRI International Green Development Coalition

## Roundtable on BRI Green Development and the General Assembly of BRI International Green Development Coalition

Guided by: Ministry of Ecology and Environment, P.R. China

Organized by: BRI International Green Development Coalition (BRIGC)

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### SPECIAL ISSUE

- Opening Remarks
- BRI Green Development Outlook
- BRIGC Policy Study Release
- Launching of *Vista of the Green Silk Road (2023)*



Roundtable on BRI Green Development and the General Assembly of BRI International Green Development Coalition (BRIGC) was held on 10 May, 2023 in Beijing. H.E. Huang Runqiu, Minister of the Ministry of Ecology and Environment (MEE) , Co-Chair of BRIGC; H.E. Grace Fu, Minister of the Ministry of Sustainability and the Environment of Singapore, Co-Chair of BRIGC; Marco Lambertini, Special Envoy of WWF International, Co-Chair of BRIGC; Andrew Steer, President & CEO of Bezos Earth Fund, Co-Chair of BRIGC; Li Kexin, Director-General of the Department of International Economic Affairs of the Ministry of Foreign Affairs of China; and Ding Jie, Counsel (Director-General level) of the Department of Regional Opening-up of NDRC, attended the event onsite and addressed opening remarks. Zhao Yingmin, Vice Minister of MEE, Convener of BRIGC Advisory Committee; Zhou Guomei, Director-General of the Department of International Cooperation of MEE; and Zhang Yujun, Director-General of Foreign Environmental Cooperation Center of MEE, moderated the Opening Remarks, First Session on BRI Green Development Outlook, and BRIGC Policy Study Release and Comments session respectively.

During the Roundtable, seven BRIGC policy study reports were released, including: *Green Development Guidance for BRI Projects Phase III: Study of China Overseas Investment Funds*, *BRI Green and Low-carbon Transition of ASEAN Member States -Potentials and Opportunities*, *Green and Low-carbon Transition of Power Sector in Southeast Asia: Baseline and Pathway*, *BRI Case Study Report on Green Transport System*, *Study on Green Development of BRI Automobile Industry*, *Research on Green Development of Transportation in BRI Participating Countries (Phase II)*, and *Study on Climate Cooperation Opportunities in Key BRI Cities. Episodes of the Vista of the Green Silk Road 2022* were released and the 2023 program was launched. Over 200 representatives including Chinese and international partners, Founding Members, municipal governments, Chinese and international experts, the media and other guests attended the event.

As the first international organization in the environmental protection sector, BRIGC is a platform that consists of NGOs, research institutes and enterprises at home and abroad in the field of ecological environment and sustainable development under the framework of BRI. It will serve as a platform for multilateral cooperation and mechanism alignment which aims to promote green and low-carbon transition in BRI participating countries, facilitate joint efforts in realizing the United Nations 2030 Agenda for Sustainable Development, and contribute to the building of a community of life for man and nature. In the first BRIGC General Assembly, the first batch of 42 Founding Members of BRIGC approved the Charter of BRIGC and elected the BRIGC Governing Board.

# Opening Remarks

## H.E. Huang Runqiu

**Co-chair of BRIGC; Minister, Ministry of Ecology and Environment of China**



A decade ago, Chinese President Xi Jinping first put forward the idea of a community of shared future for mankind. Since then, China has proposed a series of initiatives, including the Belt and Road Initiative, the Global Development Initiative, the Global Security Initiative and the Global Civilization Initiative, calling for the international community to be united, cooperative and inclusive, instead of being divided, confronted and exclusive. In doing so, global development will be more robust, greener and more balanced to pursue an open, inclusive, clean and beautiful world that enjoys lasting peace, universal security and common prosperity. Jointly building a green BRI is an important move for China to support the green and low-carbon development of developing countries and promote collaborative efforts in building a clean and beautiful world under

the concept of a community with a shared future.

As the world's largest developing country, China upholds the principle that lucid waters and lush mountains are invaluable assets, and takes a holistic approach to the conservation and improvement of mountains, waters, forests, farmlands, grasslands, and deserts, to promote the modernization of harmonious co-existence between humanity and nature. China's environmental endeavors have seen historic and transformative changes in all fronts, creating miracles in ecological conservation and green development that impressed the world.

In recent years, upholding the principle of green development, China has put forward a series of initiatives to promote green actions, including launching the BRI Environmental Big Data Platform, implementing the Green Silk Road Envoys program, and initiating the BRI South-South Cooperation on Climate Change. These efforts have provided training for over 3000 personnels in 120 developing countries. In particular, President Xi Jinping initiated the launching of BRIGC. Through policy dialogues, joint researches, capacity building and industrial cooperation, BRIGC has dedicated itself to promoting international consensus and concerted efforts to achieve green development, while providing technical support to policy decision-making in the field of BRI green development. By now, BRIGC has become a major platform for international cooperation in BRI green development, playing an increasingly crucial role in improving the environmental governance capability of BRI participating countries and facilitating the implementation of the United Nations 2030 SDGs. China is willing to join hands with all sides to step up support for BRIGC in its new stage, with greater contributions to the high-quality development of the BRI, the implementation of Global Development Initiative, and facilitating the green transition in BRI participating countries.

## H.E. Grace Fu

**Co-chair of BRIGC; Minister, Ministry of Sustainability and the Environment of Singapore (MSE)**

The ancient Silk Road and the Maritime Silk Road allowed different countries and regions to exchange goods, culture, knowledge and practices with one another. The BRI proposed by Chinese President Xi Jinping based on these two routes has provided benefits to all. It embodies the Silk Road spirit of peace and cooperation, open and inclusive, as well as friendship and learning. The BRI has the potential to champion environmental protection and climate action alongside socioeconomic development. Through this, we can together build a green Silk Road. In this regard, it is important for participating countries to leverage the BRI to develop and scale up clean energy, protect the environment and biodiversity, and activate financing for green investment. Singapore is willing to enhance cooperation with China in green development, climate mitigation and adaptation.



In addition, we also work closely with China to advance eco-friendly cities. The Sino-Singapore Tianjin Eco City that recovers wasteland, the Singapore-Nanjing Eco High-tech Island, and the China-Singapore Chongqing Connectivity Initiative on green finance, are joint efforts to support our cooperation on climate mitigation and adaptation alongside economic opportunities. We are looking forward to further achievements of BRIGC to promote green practices, deepen environmental cooperation and contribute to the shared climate action goals.

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## **Zhao Yingmin**

**Convener of BRIGC Advisory Committee; Vice Minister of MEE**



Over the past ten years, BRI has become a popular public good worldwide and a platform for international cooperation, demonstrating its strong vitality and broad future prospect. Green BRI has stepped up to a new height, with improved top-level design, enhanced exchange mechanism, and deepen pragmatic cooperation, thus turning green into the underlying color of BRI cooperation. On occasion of the first General Assembly of BRI International Green Development Coalition (BRIGC), we gathered here to witness the important milestone in the development of the BRIGC. Thanks to the significant attention paid by Chinese and international partners and concerted efforts, BRI green development has achieved fruitful progress. We also welcome more Chinese and international partners to join BRIGC and jointly promote the green BRI to go deeper.

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## **Li Kexin**

**Director-General of the Department of International Economic Affairs,  
Ministry of Foreign Affairs of China**

In the past decade, over 150 countries and 30 international organizations have engaged in Belt and Road cooperation, turning BRI into one of the largest international economic and cooperation platforms. In doing so, the principle of extensive consultation, joint contribution and shared benefits has been deepened and China has been pursuing open, green and clean cooperation. Today, China is marching towards the goal of achieving the development featuring high standards, livelihood improvement and sustainability. With the joint efforts of all sides, the BRI has achieved green development in different areas.



Green development is a shared goal for China as well as BRI participating countries. It brings hope for the global economic growth to realize sustainable development and creates new momentum for resuming and accelerating efforts in the implementation of SDGs. BRIGC has grown to be at the forefront of multilateral platforms for dialogue in different sectors of the BRI in terms of mechanism building and practical cooperation, and has contributed its intelligence and strength to BRI green development. We see BRIGC as an important partner of this year's 3rd Belt and Road Forum for International Cooperation. It's expected that BRIGC can take this opportunity to further forge consensus on green development cooperation, deliver more practical results to help developing countries achieve green development and build a closer global partnership for green development.

## Marco Lambertini

**Co-chair of BRIGC; Special Envoy of World Wide Fund for Nature (WWF) International**



As the presidency of the COP15, China has promoted the adoption of the Kunming-Montreal Global Biodiversity Framework (KMF) in December 2022. The realization of the global goals set by the KMF requires substantial, integrated and collaborative efforts from all, and the BRI can contribute to this goal. First, we need to preserve the nature left in the planet. Second, we need to restore the lost nature. Third, we need to reduce our footprint, particularly of those key economic sectors driving nature and biodiversity decline. Fourth, we need to redirect the financial flows of public and private sectors to support the green transitions of economies to a nature positive tomorrow.

The BRI is the largest investment initiative at a global level in a generation. It has the ability and the responsibility to contribute to both the climate and the nature goals. In energy infrastructure, China has made huge progress in reducing investment in fossil fuels and promoting investment in renewable energy. In terms of linear infrastructure, firstly, we need to take an integrated and holistic approach in infrastructure development to reduce environmental impact and support environmental restoration. Second, we need to invest in environmental and social improvement. Third, we need to develop a stronger and clearer monitor, verification and reporting mechanism. Through the BRI, China can demonstrate how investment in green and sustainable infrastructure could contribute eco-civilization and nature positive future for all.

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## Ding Jie

**Counsel (Director-General Level) of the Department of Regional Opening-up, National Development and Reform Commission of China (NDRC)**

As the philosophy of green development being integrated into every aspect of BRI development, green is the underlying color of BRI. Under the joint efforts of all sides, green BRI has achieved impressive progress with improved top-level design, extended partnership and enhanced cooperation. BRI green development outcomes include: the further improvement of BRIGC, the wider acknowledgment of BRI Green Investment Principle (GIP), the establishment of green development partnership with over 31 BRI participating countries, and the development of a global clean energy partnership.



As the world is undergoing great changes unseen in a century, the international community is stepping up efforts to promote green and low-carbon transition of energy and address climate change. The rising call for accelerating energy transition and promoting green development requires joint actions of countries around the world. I would like to propose the following recommendations. First, enhancing policy exchange and coordination to establish closer partnerships. Second, giving full play to the role of businesses. Chinese enterprises should work together with BRI participating countries to develop more green projects with positive impact. Third, leveraging the role of environmental organizations such as the BRIGC to spread green development concept and best practices. Fourth, promoting excellent BRI green projects overseas to tell a good story of BRI green international cooperation in an all-round and objective manner.

## Andrew Steer

**Co-chair of BRIGC; President and CEO of Bezos Earth Fund**



Two very remarkable things have happened in the last 10 years. First, renewable energy has increased at a much more rapid pace than that had been expected. China stands at the very center of this amazing achievement. The second is the intellectual revolution, of which China sits at the center. China, long before most countries, understood that green is the new goal. China is promoting the transition of the BRI, not only reducing its environmental impacts, but also creating benefits. China is the best-equipped to help develop green technologies, so what a gift to the world it will be when China becomes the number one financier of NDCs around the world.

Besides, the BRI aims to promote unimpeded trade. While the production and trade of commodities is a main reason for the disruption of nature, China is taking serious actions in promoting sustainable practices in the import of soy beans, timber, palm oil and beef, which is an exciting news. China should promote unimpeded trade along the Belt and Road to achieve nature positive outcomes.

# *Session 1: BRI Green Development Outlook*

## Erik Solheim

**Convener of BRIGC Advisory Committee;  
Senior Advisor of World Resources Institute (WRI)**

China can learn from the rest of the world, but also bring this experience and knowledge in going green to the rest of the world, especially in the following three main areas. The first is energy. China is the leading nation in green energy. 82% of all solar panels and 70% of electric batteries in the world are made in China. The second one is the development of green cities. China has accumulated rich experience and knowledge in the building of green cities. The third one is the protection and restoration of nature. China is now the biggest tree planter in the world and is in the lead in developing national parks and the protection of giant pandas and snow leopards.



I would like to propose the following recommendations for the future development of BRIGC. First, we need to step up exchange and cooperation with BRI participating countries, especially with African and Latin American countries. Second, we need to encourage the involvement of enterprises in the area of new energy to share the technologies and investments that BRI participating countries need. Third, we need to promote and share the experience and good practices of China in building the Belt and Road in the past 10 years.

## Kate Hampton

**Convener of BRIGC Advisory Committee;  
CEO of Children's Investment Fund Foundation (CIFF)**



Today, countries around the world are facing the poly crisis of food, energy, climate and economic challenges, intertwined and urgent. We need to completely reshape the mode of energy production and consumption, which requires technological innovation, business model innovation, digital innovation and much more robust policy frameworks around the world. The international financial system also needs transition. The BRI has played an important role in promoting economic growth and infrastructure construction in BRI participating countries. The proposal of making green the background color for BRI development also helps to promote sustainable development. I have some basic suggestions. First, China should enhance dialogues with participating countries in green finance, technology development and supply chain sustainability. Second, China should strengthen financing cooperation with international financial institutions. Third, China should promote exchanges and cooperation among enterprises.

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## Zou Ji

**Advisor of BRIGC Advisory Committee;  
CEO & President of Energy Foundation China (EFC)**



I would like to propose three recommendations for BRI green development. First, China should carry out targeted exchange and cooperation with BRI participating countries on issues related to the development stage of participating countries with full consideration of their market size, governance capability and resource endowments. Second, China should identify priority areas for cooperation based on the trends of global political, economic and trade cooperation. Green and low-carbon development is the trend for global industrial supply chain, trade and investment cooperation. It is important to develop cooperation mechanisms and policy frameworks to ensure the flow of Chinese investment to more BRI participating countries. Third, China should encourage and improve practices in global governance cooperation based on existing governance frameworks and mechanisms. Meanwhile, priority should also be given to the development of connection among think tanks, businesses, financial institutions and civil organizations to promote multilateral cooperation.

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## Kevin P. Gallagher

**Professor, Director for Global Development Policy Center, Boston University**

The BRI has brought great benefits to the Global South and the global economy in its first decade. It not only increased connectivity through energy and infrastructure construction and unlocked growth potentials, but also expanded energy access for the poor across the world. It is fair to say that China has made a stepwise contribution to development finance.

In the second decade of the BRI, China and participating countries need to focus on maximizing the benefit and minimizing the risks. I would like to make three recommendations. First, China should establish green project pipeline facilities. China has already made a major step on banning overseas fossil fuel projects and stepping up finance for clean development. So, China should work with countries to propose projects in line with China's new policies. Second, China should establish a financial coordination platform that blends Chinese finance between Chinese policy banks, Chinese equity funds, Chinese grant finance and foreign direct investment to reduce risks. Third, China should build performance standards with Chinese characteristics, which will help protect Chinese assets and reputation overseas by reducing the social, environmental and economic risks of Chinese foreign investment.



# BRIGC Policy Study Release and Launching of Vista of the Green Silk Road (2023)

During the Roundtable, 7 study reports were published, including: *Green Development Guidance for BRI Projects Phase III*, *BRI Green and Low-carbon Transition of ASEAN Member States -Potentials and Opportunities*, *Green and Low-carbon Transition of Power Sector in Southeast Asia: Baseline and Pathway*, *BRI Case Study Report on Green Transport System*, *Study on Green Development of BRI Automobile Industry*, *Research on Green Development of Transportation in BRI Participating Countries (Phase II)*, and *Study on Climate Cooperation Opportunities in Key BRI Cities*. The project outcomes of Vista of Green Silk Road in 2022 was released and the 2023 program was launched.



## I. BRIGC Policy Study Release

### 1. Green Development Guidance for BRI Projects Phase III

BRIGC officially launched the first phase of joint research on Green Development Guidance for BRI Projects (GDG) in 2019. The Phase I-Baseline Review Report research results put forward one set of project classification system and nine concrete suggestions to promote the green development of the BRI projects and reduce the ecological and environmental risks of the project. The Phase II researches -*Application Guide for Enterprises and Financial Institutions*, and *Guide for Key BRI Sectors-Railways and Highways*, aim to provide operational guidance and application tools for enterprises and financial institutions through the preparation of application manuals for enterprises and financial institutions, as well as green development guidelines for the railway and highway projects. The Phase III project -*Study of China Overseas Investment Funds* focuses on the overseas investment cooperation fund. By conducting research on fund investment and financing models, supported project types, and environmental management requirements, policy recommendations are brought up to promote the green improvement of funds.

#### Key takeaways:

Due to its background, investment and management manners, investing areas and other characteristics, the Overseas Investment Cooperation Fund has become a national platform that provides financing support for enterprises in the investment and construction of the BRI projects.

From the perspective of environmental management, some funds have established environmental management systems. Green finance support measures, environmental information disclosure, ESG system and other areas need to be strengthened.

From the perspective of fund supported project portfolio, projects such as infrastructure, manufacturing and mining are the main subjects of fund investment and financing support, providing assistance for the economic and social development of the host country. At the same time, small and beautiful projects on green development, environmental protection, livelihood, agriculture, and information technology are gradually receiving attention.

The report proposes suggestions to strengthen fund collaboration, establish and improve ESG system, and increase support for green and livelihood projects to promote the high-quality development of foreign investment cooperation funds.

Research Team includes: BRIGC, Foreign Environmental Cooperation Center (FECO) of Ministry of Ecology and Environment of P. R. China (MEE), World Resources Institute (WRI), Fanhai International School of Finance (FISF) of Fudan University, Climate Bonds Initiative (CBI), ClientEarth, Children's Investment Fund Foundation (CIFF), World Wide Fund for Nature (WWF) and other Chinese and international research institutions.



## 2.BRI Green and Low-carbon Transition of ASEAN Member States-Potentials and Opportunities

The report *BRI Green and Low-carbon Transition of ASEAN Member States -Potentials and Opportunities* reviewed the status-quo of ASEAN's green and low-carbon development, main substance on ASEAN-China cooperation in green and low-carbon energy transition under the BRI Framework, and brought up key issues concerning ASEAN's green and low-carbon transition. The report innovatively analyzed the 10 ASEAN member states in four categories based on their characteristics.

### Key Takeaways:

ASEAN member states are located at the intersection of land and marine section of the Silk Road and are China's priority areas and important partners. In the past ten years since the BRI was proposed, China and the 10 ASEAN member states have signed cooperation documents. The ASEAN is at a tipping point in the regional economic growth and energy transition. According to the ASEAN Plan of Action on Energy Cooperation (APAEC) 2016-2025 Phase II: 2021-2025, the ASEAN member states will deliver an energy intensity reduction target of 32% by 2025 based on the 2005 level, and aim to achieve its aspirational targets of 23% share of RE in Total Primary Energy Supply (TPES), which faces a large gap in funds, technology and energy infrastructure.

The report aims to identify key issues and opportunities for cooperation between China and ASEAN Countries in pursuing green and low-carbon transition. BRIGC organized experts from China and ASEAN member states to conduct researches on key areas of low-carbon transition in ASEAN, and tries to provide different policy recommendations for each country based on its resource endowment, economic development, industrial structure, etc., and give general guidance for BRI international cooperation in green transition.

Indonesia's economic volume and emission scale are far greater than other countries in ASEAN. Recommendations: First, to expand the scale of financing in the energy transition by exploring the establishment of a carbon market. Second, to strengthen the connectivity of grid infrastructure and to improve the capacity of RE consumption.

Malaysia, the Philippines, Thailand and Vietnam have relatively sound economic development, with large potential for rising emissions and national strategies. Recommendations: First, to further strengthen the top design of power investment environment, providing more external financial support for coal exit and energy transition. Second, to step up the supporting facilities of PV, wind power and other RE projects and storage, to contribute to the NDC targets.

Cambodia, Myanmar, and Lao PDR, are relatively moderate in the economic growth with high potential for RE development. Recommendations: First, to promote the construction of grid infrastructure and develop off-grid power generation to improve the accessibility of electricity. Second, to formulate RE policies to achieve green and low-carbon energy transition at lower costs.

Singapore and Brunei are small in size but developed in the economy, and could play an exemplary role in clean energy technology and green finance. Recommendations: First, to play a demonstration role and to establish a RE power system. Second, to give full play to the role as financial centers, strengthening regional and international green finance cooperation.

Research Team includes: BRI International Green Development Coalition (BRIGC), Natural Resources Defense Council (NRDC), CAS Institutes of Science and Development (CASISD), ASEAN Centre for Energy.

### 3.Green and Low-carbon Transition of Power Sector in Southeast Asia: Baseline and Pathway

The report analyzes the status of the low-carbon development of the power sector in Southeast Asia, including the characteristics of power resources, power grids, low-carbon policies related to the power sector transition and international power investments in the region. On this basis, the study further identifies the opportunities and challenges in the process of low-carbon transition of the power sector in Southeast Asia, and selects two typical countries, Indonesia and Vietnam, for an in-depth case study on the objective planning, transition obstacles and demands for international cooperation of the power sector in Southeast Asian countries. It then summarizes the current status of energy transition globally and the actions taken by the international community. The report puts forward recommendations for low-carbon transition of the power sector in Southeast Asia and for China to conduct cooperation with Southeast Asia in such transition.

#### Key Takeaways:

The need for global energy transition is urgent, and countries around the world are accelerating the development of clean and renewable energy. Today, most countries have proposed carbon neutrality goals or net-zero emission goals. But what's more important is to take actions to effectively implement the goals. Some countries have reached consensus on coal reduction and coal exit, stepping up the development of renewable energy.

Non-hydro renewable energy witnessed rapid growth in Southeast Asia with huge potential for future development. The share of renewable energy in total installed capacity increased from 19.1% in 2005 to 33.5% in 2020. With hydropower being the main driver of the growth though, in recent years, non-hydro renewable energy also witnessed rapid development. Generally, Southeast Asia has rich renewable energy resource reserves that are underdeveloped. The installed capacity of non-hydro renewable energy was only 35.7GW, presenting huge potential for further development.

Foreign investors are extensively engaged in the building of power plants in Southeast Asia. Foreign investment is mainly demand-oriented with significant increase in renewable energy projects. Over 60% of power projects in Southeast Asia use overseas investment. Investment in renewable energy power projects began to increase. China's investment mainly goes to hydropower and PV projects. Chinese invested hydropower projects are mainly located in countries endowed with rich hydropower resources such as Cambodia, Laos, Vietnam and Myanmar, while PV projects are mainly located in Vietnam, the Philippines and Malaysia.

There are both opportunities and challenges for the low-carbon transition of the power sector in Southeast Asia. Southeast Asia's future power demand is strong, with huge potential for the development of renewable energy. Moreover, the cost of renewable energy is decreasing and will continue to decline. Meanwhile, Southeast Asia shows great momentum for international cooperation. These all provide a favorable environment for the low-carbon transition of the power sector. However, the accelerated exit of coal-fired power will add risks to the security of energy supply and bring challenges such as stranded assets and just transition. Besides, Southeast Asian countries failed to establish a market-oriented power mechanism with weak power grid infrastructure and slow progress in power connectivity. Faced with a huge funding gap for transition, Southeast Asia needs effective market-oriented financing mechanisms.

Recommendations for the low-carbon transition of the power sector in Southeast Asia: 1) Identifying the transition to renewable power as an important component of the post-pandemic economic recovery; 2) promoting the transition of coal-fired power to providing flexible backup services to facilitate the development of clean and highly-efficient coal-fired power; 3) improving the market-oriented investment and financing mechanism; 4) exploring possibilities for regional power cooperation; and 5) making full use of international technologies, financial resources and experience to accelerate the development of renewable power.

Recommendations for cooperation between China and Southeast Asia in the low-carbon transition of the power sector: 1) Actively engaging in dialogue and cooperation with Southeast Asian countries; 2) enhancing clean power investment and trade cooperation with Southeast Asian countries; 3) promoting the cooperation with Southeast Asian countries in green investment and financing; 4) supporting power grid upgrade in Southeast Asian countries; and 5) taking practical actions to promote international cooperation in supply chain.

Research Team includes: BRI International Green Development Coalition (BRIGC), Energy Foundation China (EFC), CAS Institutes of Science and Development (CASISD).

## 4.The BRI Case Study Report on Green Transport

The report focuses on green transport infrastructure and green commuting, carried out case studies on BRI green transport. With 13 typical cases of different sectors, including railways, highways, ports, bridges, tunnels, and electric vehicles, the report identifies and demonstrates best practices of the BRI green transport development, delivers the measures taken and effects made in protecting the local eco-environment, improving 's livelihood, and serving the host country's development strategies. It is hoped that the report could provide useful reference for countries participating BRI as well as for "going global" enterprises in China.

### Key Takeaways:

Represented by railways, highways, ports and airports, connectivity of transportation infrastructure is a core and leading areas of BRI cooperation. Promoting green development of transportation infrastructure is of great significance to the building of a Green Silk Road, and achieving relevant goals on biodiversity conservation and tackling climate change.

**Railways:** The Ankara-Istanbul High-Speed Railway Project (Phrase II) in Turkey focuses on making long-distance and low-carbon travel possible for local community, protecting local environment, and creating a green corridor during construction. The China-Laos Railway contributed to Laos' strategy to convert itself from a landlocked country to a land-linked one. Focused on creating a "green corridor" along the project, it aims to protect habitat of Asian Elephants, use power supply, boosting local economy, and cultivating local talent.

**Highways:** Peshawar-Karachi Motorway (PKM) Project in Pakistan focuses on green planation along the motorway, improving construction technologies to be more resource efficient, and building green corridors for animal migration. Phnom Penh-Sihanoukville Expressway Project in Cambodia built an ecological sound barrier and special passages to protect vegetation and wildlife habitats, and apply eco-friendly and energy-saving technologies to build green buildings in the service area.

**Bridges and Tunnels:** Pulau Muara Besar Bridge in Brunei optimizing construction technology for resource efficiency, protecting the vegetation around the island to build a green corridor. Pelješac Bridge Project in Croatia implemented high-tech and full-coverage waste recovery and treatment measures, and use advanced technologies to avoid the damage caused by huge noise to marine organisms during construction. Karnaphuli River Tunnel Project in Bangladesh built a standardized and environmental-friendly project camp and adjusted the concrete mix proportion to increase resource efficiency, and applied innovative technology for green construction. The Piraeus Port Project in Greece created new routes to reduce carbon emissions. The Mombasa Port Project in Kenya implemented Mangrove Protection and recovery measures.

**Green Mobility:** Hungary promoted the development of Electric Vehicles (EV) by providing policy support for EV industry, implementing a Green Bus Plan, and attracted active participation and support from Chinese enterprises such as BYD and CRRC. Turkey actively deported green transport in Istanbul, and build public transport network and green ports, and Kumport, which is acquired and operated by Chinese Enterprise COSCOPAC, was awarded the "Green Port" certificate. Singapore promotes the construction of an Integrated Urban Transport System, by measures such as Multimodal Transport and Intelligent Traffic Management, and follows the concept of Transit-oriented Development (TOD) during urban development. Chile actively promoted the development of EVs, build electric bus corridors, encouraged cycling, and implemented the re-development of pedestrian-friendly streets.

**Research Team includes:** BRI International Green Development Coalition (BRIGC), China Highway & Transportation Society (CHTS), Beijing Jiaotong University (BJTU)

## 5. Study on Green Development of BRI Automobile Industry

The report selects six representative countries to conduct research from different perspectives, including the status quo of the automotive industry, strategic planning and main policies for the green development of the automotive industry, measures to achieve green transition and related results at the manufacturing end, and popularization measures and results at the consumption end, making a comparative analysis of the development of the automotive industry in BRI participating countries. To address the challenges faced, the report proposes recommendations for the green development of the automobile industry in BRI participating countries from the country, industry, and enterprise levels.

### Key Takeaways:

The report selected six representative countries (including Singapore, South Africa, Portugal, Russia, Thailand and Indonesia) to conduct research from different perspectives, including the status quo of the automotive industry, strategic planning and main policies for the green development of the automotive industry, measures to achieve green transition and related results at the manufacturing end, and popularization measures and results at the consumption end. In addition, comparative analysis of the development of the automotive industry in BRI participating countries is made with China, the EU, and the United States as the control group. Research results show that, although many BRI participating countries are actively embracing the paradigm shift in automobile industry, and making plans for NEV markets, the automobile industry in BRI participating countries are still faced with a series of challenges such as lack of systematic and detailed top-level design, development speed confined by economic level, and laggard infrastructure construction.

To address these challenges, the report proposes relevant recommendations: on the national level, enhance cooperation under the framework of the BRI, support development of the new-energy vehicle (NEV) industry, and promulgate and implement corresponding policies; on the industry level, work out and improve the green transition roadmap for the automotive industry, foster industrial organizations to lead green development, enhance personnel training for the automotive industry, and step up the construction of battery charge and swap infrastructure and the implementation of fiscal, tax, and financial incentives; on the enterprise level, it is recommended that businesses strengthen capacity building for green manufacturing, accelerate the deployment of NEV products, and mobilize green investment and financing.

The report reviewed the development of the automotive industry in representative BRI participating countries, and analyze the progress, weaknesses and potential challenges of the green development of the automobile industry in BRI participating countries / regions from the perspective of regulatory requirements and real conditions. By referring to the advanced experience of relevant countries and regions (such as China and the EU) in industrial development, policy orientation, and green products, etc., the Report aims to help BRI participating countries to carry out green transition, improve the green competitiveness of automobile products, and promote the realization of both economic and ecological benefits in the automobile industry.

Research Team includes: BRI International Green Development Coalition (BRIGC), CATARC Automotive Data of China Co., Ltd.

## 6. Research on Green Development of Transportation in BRI Participating Countries (Phase II)

The report selects Saudi Arabia, Greece and Malaysia as the second batch of key countries to review the current situation of green transportation development in terms of green infrastructure, green transport equipment, clean energy, green transport modes, green systems and standards, etc., to look forward to the future prospects of green transport to cope with climate change, and to put forward the recommendations for promoting the green development of transportation sector in BRI participating countries. Based on development strategies and advantages of each country, the report puts forward a preliminary pathway for the development of green transportation, to continuously strengthen the cooperation between China and selected countries in the area of green transportation.

### Key Takeaways:

The transportation industry is closely related to the energy industry, and Saudi Arabia's energy green transformation strategy brings opportunities for the green and low-carbon development of the transportation industry. The report suggests that promoting the green and low-carbon operation of ports, new energy vehicles, new model of urban construction with low-carbon transportation, and carrying out China-Saudi Arabia cooperation in sustainable transport.

Greece is already following a rigorous program of decarbonization in the field of transport with priorities and measures that have been outlined in a number of policy documents such as the National Plan for Energy and the Climate (ESEK), the Greek Climate Act, the "Greece 2.0" Recovery Plan, the National Electric Vehicle Plan, and others. The report suggests actions on developing port-railway-shipping integrated transportation, building green and low-carbon ports, promoting the development of new energy vehicles, and implementing the sustainable urban mobility plans and China-Greece green development cooperation.

Malaysia's per capita carbon emissions are much higher than other Southeast Asian countries. The transport sector is Malaysia's largest energy consumption sector and the second largest contributor to the total carbon dioxide emissions. The report suggests that accelerating the development of energy-saving electric vehicles, improving the efficiency of transport, developing diversified transportation fuels, and promoting China-Malaysia cooperation in green transport.

Three countries see similarity in green development status and future planning of transportation: First, all countries deem that enhancing the connectivity between different modes of transportation is the key to developing an efficient and sustainable transportation system; Second, railways are generally favored for being efficient, clean and low-carbon; Third, countries have seized the development opportunities of the new energy automobile industry, with intensive policies and continuous release of favorable market signals; Fourth, attach importance to the development of multimodal transportation system, and the transportation industry has become a major focus of implementing the commitment to address climate change.

Research Team includes: BRI International Green Development Coalition (BRIGC), Transport Planning and Research Institute of the Ministry of Transport, Hellenic Institute of Transport

## 7. Study on Climate Cooperation Opportunities in Key Cities along the Belt and Road

The report *Study on Climate Cooperation Opportunities in Key Cities along the Belt and Road—Collaboration on Climate Actions among Developing-country Cities in the Context of Carbon Neutrality* conducted case studies of 8 international cities in Africa, Latin America and Asia. After combing through the climate action plans released by these cities, including goals, targets and measures to be taken, the report identified opportunities for city-level climate cooperation under the framework of BRI green development and proposed relevant policy recommendations. The report, supported by the governments of the eight key BRI cities, laid the groundwork for further cooperation.

### Key Takeaways:

Cities contribute to 75% of global energy consumption and more than 70% of global GHG emissions. Meanwhile, cities, through making and implementing climate action plans, play a crucial role in addressing climate change. 74 of the 97 members of C40 have accomplished climate action plans in line with the Paris goal to limit the temperature increase to 1.5 degrees Celsius. As capital cities or economic centers of their respective countries, these cities play a significant role in promoting the implementation of national climate strategies and leading climate actions in other cities in the region.

The 8 international cities studied by the report have developed and released detailed climate action plans as well as visions and goals for achieving carbon neutrality by 2050, fully demonstrating the climate ambitions of cities in developing countries. The report identified great potential for city-level cooperation in renewable energy (the promotion and application of distributed renewable energy in particular), design and construction of transport infrastructure that supports and encourages public transport and green travel, new energy vehicles (new energy buses in priority), emission reduction oriented solid waste and sewage treatment and climate change adaptation among other areas. Such cooperation could effective support cities to achieve climate goals.

Financing is a still a major challenge for cities to address if they want to effectively implement their climate action plans. The report conducted case analysis of the investment and financing tools for climate actions in some cities, reviewed good practices and summarized major international platforms for global climate action investment and financing that could provide reference for cities in climate cooperation. The report also proposed that, as city-level projects are usually of a smaller scale, it is plausible to adopt flexible and financially feasible solutions according to specific application scenarios and explore innovative models for climate cooperation.

The report proposed three policy recommendations for climate change cooperation on city level under the framework of BRI green development, including: 1) establishing a city-level demonstration cooperation network for addressing climate change on city level; 2) facilitating access to capital for climate actions in cities of BRI participating countries; and 3) improving the assessment and monitoring of climate risks and the ability to adapt to climate change by cities.

In order to actively address climate change, accelerate the emission reduction targets of the Paris Agreement, further implement South-South cooperation and relevant key areas of the *Opinions on Jointly Promoting Green Development of the Belt and Road*, BRI International Green Development Coalition and C40 Cities Climate Leadership Group have jointly compiled this report. It is expected that the report would provide references for BRI countries to accelerate city-level climate action and international cooperation, and support the concrete development of the Green Silk Road.

Research Team includes: BRI International Green Development Coalition (BRIGC), C40 Cities Climate Leadership Group, Nannan Hengyi Information Consulting (Wuhan) Center

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



## II. Vista of the Green Silk Road Program Release 2022 and Program Launching 2023

The Vista of the Green Silk Road (the Program) was launched in July 2022. Under the annual theme of “Stories of the Green Silk Road: Driving Green Development with Synergetic Reduction of Pollution and Carbon Emissions”, the Program collected more than 200 cases and stories from 70 organizations on green BRI from different countries and across diverse sectors. After two rounds of expert review, 5 cases were selected and produced into a series of episodes of the Vista of the Green Silk Road.

The first five episodes include A Letter from Sri Lanka, Tech China all over the World, Build Ecological Highway in North Africa, The Water Control Journey of ASEAN Green Envoy, and Green Energy in the Desert. The stories, covering green infrastructure, green energy, green transport and other areas, show how BRI projects benefit participating countries. The episodes will be translated into different languages and broadcasted on the USilk program, and be displayed on mainstream channels and video platforms of Russia, Kazakhstan, New Zealand, Poland, Nigeria, Mozambique, Ghana, Tanzania, Malaysia, Hong Kong, Macao and other BRI media partners. The philosophy and achievements of China in pursuing green development will be presented to audiences around the world.

The Vista of the Green Silk Road (2023) will be jointly launched by BRIGC and the “Belt & Road” Media Cooperation Union this year. Compared with last year, this year’s Program will cover more areas and be presented in more diverse forms. Thematic events will be held, consisting of case collection, documentaries and short videos, media display, offline promotion and international news coverage. The Program aims to share green development stories in China and BRI participating countries through typical cases and professional film, television and media approaches in a multidimensional way. These stories are intended to share green development concepts, experiences, practices, cases, and achievements of cooperation, to promote the image of China as a responsible major country and an important participator, contributor and leader in global ecological civilization construction.



## III. Comments

### Li Shuisheng

**Director General of Shenzhen Municipal Bureau of Ecology and Environment**



Shenzhen has a unique mission and advantage in the development of green BRI. While increasing its GDP to over 3 trillion yuan, Shenzhen was able to reduce its energy consumption per unit of GDP and CO2 emission intensity to 1/3 and 1/5 of the national average respectively, being the most competitive green city among 289 cities in China. In 2016, Shenzhen Municipal People's Government and the Ministry of Ecology and Environment jointly established the Belt and Road Environmental Technology Exchange and Transfer Center (Shenzhen). Under the framework of BRIGC, Shenzhen held three sessions of BRI Green Innovation Conference, completed BRI environmental policy studies, built up a chain of services for international technology transfer, established cooperation partnerships with over 300 businesses, and successfully promoted a series of projects to "go global".

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### Chen Weimin

**Counsel and Chief Engineer, Beijing Municipal Ecology and Environment Bureau**

As the capital city of China, Beijing has identified green development as a major component of its urban development strategy, with the goal of building a modern capital city featuring the harmonious coexistence of humans and nature. Beijing has achieved great success in air pollution management, which was hailed by the United National Environment Program as the "Beijing Miracle". Today, green has become a defining feature of the high-quality development of Beijing. We are willing to share our experiences and practices in ecological civilization construction and eco-environmental protection with the rest of the world through BRIGC. To do so, we will engage in research projects of BRIGC and share cases, experience and practices in green development and ecological civilization construction on BRIGC platforms and contribute to the high-quality development of Beijing.



### Mustafa Hyder Sayed

**Executive Director of Pakistan-China Institute**



The establishment of BRIGC is of great significance. I would like to propose three recommendations for the future green development of the BRI. First, BRIGC should pay attention to the green development of cities, build "small and beautiful" green projects and promote champion projects on the city level to attract green investment and facilitate green energy transition and green innovation. Second, as a flagship project of the BRI, China-Pakistan Economic Corridor should, under the support of multilateral financial institutions, promote the development of more high-quality green projects. Third, the energy transition mechanism needs to see how we can address the transition from coal so that we can have a win-win solution of having the coal power plants transition into green projects without adversely affecting the investors of these coal power plants.



## Zhang Jieqing

### China Country Director, Natural Resources Defense Council (NRDC)

The opening of the General Assembly marks the start of a new chapter for BRIGC. The Natural Resources Defense Council (NRDC) has carried out the study on the ASEAN green and low-carbon transition in collaboration with BRIGC and ASEAN partners to ensure that the research outcomes can bring real benefits to ASEAN Member States. Looking ahead, we hope that BRIGC could become a platform facilitating dialogues and mutual understanding among stakeholders; a platform helping to provide and implement solutions for green transition; and a platform sharing stories about green and inclusive transition with the rest of the world. Finally, it is hoped that BRIGC could make full use of its extended partnerships to promote constructive dialogues between China and BRI participating countries at all levels and facilitate the green transition in BRI participating countries.



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## Adriana Lobo

### Managing Director for Global Presence and National Action, WRI



As the world's largest renewable energy market, investor and solar PV manufacturer, China has great potentials in supporting renewable energy development and investment in BRI participating countries. In developing countries, China could actively participate in retiring coal power plants earlier than their planned operational period, build a resilient supply chain through international cooperation to ensure universal access to affordable, reliable, sustainable energy, accelerate the decoupling of economic growth from fossil fuel consumption, and achieve zero emissions.

To strengthen cooperation on green infrastructure, green energy and green finance, we need top-level green investment principles, policies and multilateral cooperation platforms. It's significant to improve the BRIGC to make green a defining feature of China's overseas investment and cooperation.

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## Wu Huimin

### Managing Director, Executive Dean of China International Capital Corporation Limited (CICC) Global Institute

China's "1+N" policy system for carbon peak and carbon neutrality has made positive progress in promoting green development. The policy study reports released by BRIGC cover various areas of green development such as green transport, green cities and green energy. With major breakthroughs being made in areas related to green development, we are seeing a steady decline of green premium in all sectors.

The role of green finance is becoming increasingly important. Policy support for green finance in recent years has created a favorable market environment for financial institutions to engage in green investment and green financing, accelerating the pace of green development. A 2021 survey of UNCTAD showed that in the global capital market, the total value of investment products related to green and sustainable development has exceeded USD 3.2 trillion. The size of the market indicates huge potential for the development of green finance.



## James Thornton

**Advisor of BRIGC Advisory Committee; Founder and President of ClientEarth**



The world is facing increasing pressure from climate change and biodiversity loss. China, as a leader in green solutions, plays a key role in the green and low-carbon development of countries around the world. The establishment of BRIGC is a key milestone in the continuing effort to green BRI. As an important partner of BRIGC, ClientEarth has engaged in a series of joint research projects with BRIGC, and cooperated with financial institutions to strengthen environmental risk management. Looking to the future, ClientEarth will continue to work closely with BRIGC in joint research on environmental disclosure, public participation in overseas investment projects and green and low-carbon development in Southeast Asia.

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## Sze Ping Lo

**Program Director for China and Southeast Asia, Sequoia Climate Foundation**

This year marks the 10th anniversary of the BRI. Understanding and responding to the low-carbon development needs of BRI participating countries and encouraging and facilitating the high-quality development of overseas Chinese projects are very important, especially in the current economic and global situation. Most BRI participating countries are developing countries. Some of them have a weak basis for developing climate-friendly energy infrastructure. These countries not only need to promote economic growth, but also need to avoid the increase of GHG emissions while developing the economy. Therefore, accelerating the development of clean energy, meeting the demand for electricity at a reasonable cost and getting rid of the reliance on imported fossil energy are the challenges that need to be addressed for most developing countries. We are willing to enhance cooperation with all sides on the platform of BRIGC and support joint efforts in promoting the high-quality and green development of the Belt and Road.



# ***BRIGC Governing Board Members and Founding Members***

## **List of BRIGC Governing Board Members**

<b>Mr. Guo Jing</b>	President of BRIGC Governing Board, Former Director General of the Department of International Cooperation, Ministry of Ecology and Environment of China (MEE)
<b>Ms. Kate Hampton</b>	Vice President of the BRIGC Governing Board, Chief Executive Officer of Children’s Investment Fund Foundation (CIFF)
<b>Mr. Erik Solheim</b>	Vice President of the BRIGC Governing Board, Senior Advisor of World Resources Institute (WRI)
<b>Dr. Zhang Yujun</b>	Vice President of the BRIGC Governing Board, Director General of Foreign Environmental Cooperation Center (FECO) of Ministry of Ecology and Environment of China (MEE)
<b>Mr. Li Yonghong</b>	Executive Member of the BRIGC Governing Board, Deputy Director General of Foreign Environmental Cooperation Center (FECO) of MEE
<b>Ms. Cui Dandan</b>	Secretary-General of BRIGC, Associate Counsel (Deputy Director General Level) of the Department of International Cooperation of MEE
<b>Mr. Marco Lambertini</b>	Member of the BRIGC Governing Board, Special Envoy of World Wide Fund for Nature (WWF) International
<b>Mr. Li Shuisheng</b>	Member of the BRIGC Governing Board, Director General of Shenzhen Municipal Bureau of Ecology and Environment
<b>Ms. Chen Weimin</b>	Member of the BRIGC Governing Board, Counsel and Chief Engineer, Beijing Municipal Ecology and Environment Bureau
<b>Ms. Adriana Lobo</b>	Member of the BRIGC Governing Board, Managing Director of Global Presence and National Action, World Resources Institute (WRI)
<b>Mr. James Thornton</b>	Member of the BRIGC Governing Board, Founder and President of ClientEarth
<b>Mr. Xie Zhaoxu</b>	Member of the BRIGC Governing Board, Director General of China Quality Certification Center
<b>Mr. Wu Wei</b>	Member of the BRIGC Governing Board, Secretary General of Tanoto Foundation China

## Members of BRIGC (In alphabetic order)

1	All-China Environment Federation
2	Beijing Huanding Environmental Big Data Institute
3	Belt and Road Initiative Center, NDRC, China
4	C40 Cities Climate Leadership Group
5	CDP
6	Children's Investment Fund Foundation
7	China Association for NGO Cooperation (CANGO)
8	China Association of Environmental Protection Industry
9	China Civil Engineering Construction Corporation
10	China Construction Technology Consulting Co.,Ltd
11	China Ecological Civilization Research and Promotion Association
12	China Everbright International Limited
13	China Export and Credit Insurance Corporation
14	China Highway and Transportation Society
15	China International Capital Corporation Limited
16	China International Engineering Consulting Corporation
17	China Quality Certification Center
18	China Railway Construction Corporation
19	ClientEarth
20	Climate Bonds Initiative
21	Conservation International
22	Eco Foundation Global
23	Elion Group
24	Environmental Defense Fund
25	Esquel Group
26	Foreign Environmental Cooperation Center, Ministry of Ecology and Environment of China
27	International Council on Clean Transportation
28	Pakistan-China Institute
29	PICC Reinsurance Company, Ltd
30	Silk Road Legal Cooperation Network (Sri Lanka)
31	Suez Group
32	Sustainable Development Policy Institute (Pakistan)
33	Tanoto Foundation China
34	The Belt and Road Environmental Technology Exchange and Transfer Center (Shenzhen)
35	The Nature Conservancy
36	The Regional Environmental Centre for Central Asia
37	Transport Planning and Research Institute, Ministry of Transport of China
38	Wildlife Conservation Society
39	World Business Council for Sustainable Development
40	World Green Design Organization
41	World Resources Institute
42	World Wide Fund For Nature International



## 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 concredited 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/>

### Contact Us

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