

# The Swedish climate policy framework



In June 2017, Sweden's Riksdag decided by a large political majority to introduce a climate policy framework with a climate act for Sweden. This framework is the most important climate reform in Sweden's history and sets out implementation of the Paris Agreement in Sweden. By 2045, Sweden is to have zero net emissions of greenhouse gases into the atmosphere.

The framework contains new ambitious climate goals, a climate act and plans for a climate policy council. The framework aims to create order and stability in climate policy. It will provide business and society with the long-term conditions to implement the transition needed to address the challenge of climate change. For the first time, Sweden will also have an act under which each government has an obligation to pursue a climate policy based on the climate goals adopted by the Riksdag. Each government must provide clear reports on how work to achieve the goals is progressing,

and an independent climate policy council will review how well the overall policy meets the climate goals. The reform is a key component of Sweden's efforts to comply with the Paris Agreement.

## Climate Act

From 1 January 2018, the Climate Act establishes the following:

- The Government's climate policy must be based on the climate goals and how work is to be carried out.
- The Government is required to present a climate report every year in its Budget Bill.

- Every fourth year, the Government is required to draw up a climate policy action plan to describe how the climate goals are to be achieved.
- Climate policy goals and budget policy goals must work together.

## New climate goals

The framework contains several new climate goals for Sweden.

1. By 2045, Sweden is to have zero net emissions of greenhouse gases into the atmosphere and should thereafter achieve negative emissions. Negative emissions will mean that Sweden

overall helps to reduce the amount of greenhouse gases in the atmosphere. That is, the amount of greenhouse gases emitted by Sweden is less than the amount of greenhouse gases reduced through the natural ecocycle, or through climate projects pursued by Sweden abroad. However, emissions from activities in Sweden must be at least 85 per cent lower than in 1990. Based on current population forecasts for Sweden, this means that emissions in Sweden will be less than one tonne per person by 2045.



2. By 2030, emissions from domestic transport, excluding domestic aviation, will be reduced by at least 70 per cent compared with 2010.<sup>1</sup>
3. By 2030, emissions in Sweden in the sectors that will be covered by the EU Effort Sharing Regulation<sup>2</sup> should be at least 63 per cent lower than in 1990.
4. By 2040, emissions in Sweden in the sectors that will be covered by the EU Effort Sharing Regulation should be at least 75 per cent lower than in 1990.

These goals reflect Sweden's great international climate leadership, and

show that Sweden undertakes to achieve emission reductions that far exceed Sweden's required emission reductions under the coming EU Effort Sharing Regulation.

As for the goal of zero net emissions of greenhouse gases by 2045, it will also be possible to achieve parts of these goals by 2030 and 2040 through supplementary measures, such as increased uptake of carbon dioxide by forests or investments in various climate projects abroad. Such measures may be used to achieve a maximum of 8 and 2 percentage points, respectively, of the emission





reduction goals by 2030 and 2040. That is, by 2030 emissions from activities in Sweden should be at least 55 per cent lower than in 1990, and by 2040 at least 73 per cent lower than in 1990.

### Climate policy council

The third pillar of the framework is a climate policy council. The climate policy council will be tasked with supporting the Government by providing an independent assessment of how the overall policy presented by the Government is compatible with the climate goals. The council will evaluate whether the direction

of various policy areas will increase or reduce the likelihood of achieving the climate goals.

<sup>1</sup> The reason domestic aviation is not included in the goal is that domestic aviation is included in the European Union Emissions Trading System.

<sup>2</sup> The emissions covered are mainly from transport, machinery, small industrial and energy plants, housing and agriculture. These emissions are not included in the European Union Emissions Trading System, which covers most of the emissions from industry, electricity and district heating output, as well as flights departing from and arriving in the European Economic Area (EEA).

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