CO2 emissions by sector (except transport sector)

Dimension - Environment

Associated Key Factor:

Attitudes and implementation of principles relating to sustainable development

Data Source:

United Nations Framework Convention on Climate Change

ghg.unfccc.int

http://unfcccd.int

General Availability:

Reporting unit: gigagrams

Reporting level: country

Reporting period: annually

Data available from 1990 to 2000

Availability by country:

1990 - 2000: Austria
1990 - 2000: Belgium
1990 - 1999: Bulgaria
1990 - 2000: Czech Republic
1990 - 2000: Germany
1990 - 2000: Denmark
1990 - 2000: Estonia
1990 - 2000: Spain
1990 - 2000: EU-15
1990 - 2000: Finland
1990 - 2000: France
1990 - 2000: Greece
1990 - 2000: Hungary
1990 - 2000: Ireland
1990 - 2000: Italy
1990 - 2000: Latvia
1990 - 2000: Member States (EU-15)
1990 - 2000: Netherlands
1990 - 2000: Poland
1990 - 2000: Portugal
1990 - 1994: Romania
1990 - 2000: Sweden
1990 - 1990: Slovenia
1990 - 2000: Slovak Republic
1990 - 2000: United Kingdom
1995 - 1998: Lithuania
1999 - 2000: Luxembourg

The indicator:

Is part of the national greenhouse gas inventories in accordance to the Articles 4 an 12 of the Climate Change Convention; differentiated by the following sectors: agricultural, household and services, industry.

Description

Data available for different processes not necessarily differentiated by sector.

How is it measured?

Emission estimates are presented in accordance with the source categories of the Intergovernmental Panel on Climate Change Guidelines for National Greenhouse Gas Inventories (1996).

What are the advantages of the indicator?

Process related data.

What are the disadvantages of the Indicator?

It should be noted that the national total does not include emissions resulting from fuel sold to ships or aircraft engaged in international transport (international bunker fuel emissions. Moreover, the national total does not include emissions from biomass burning or emissions or removals from the land-use change and forestry sector.

What is the policy relevance of the indicator?

The Global Warming Potential (GWP) based of emissions is directly related to climate change policies (e.g. Kyoto Protocol).

The Indicator is relevant for the following pathways of the FORESIGHT FOR TRANSPORT excercise:

	Transport Impact	External Determining Variable	Intermediate Variable	Contextual Information
Environmental concerns	☐	☑	☐	☐
A reorientation of European transport policy	☐	☐	☐	☑
Trends regarding renewable energy source (RES) and rational use of energy (RUE)	☐	☑	☑	☐
Technological improvements and alternative fuels	☐	☑	☑	☐
Conflicts on land-use	☐	☐	☐	☑
Increase of trade and infrastructure needs	☐	☐	☑	☐
Growth of transport demand	☐	☐	☑	☑