

NDC targets

This document classifies different NDC targets and provides examples so as to identify preparatory steps and activities in order to be able to track their progress.

GHG targets

GHG targets are quantified in GHG terms/metrics and can be expressed as an **absolute** reduction in net emissions (fixed value) or reduction in GHG **intensity** per unit (e.g. GDP/population) or reduction **range** (range value). For the scope of the BTR roadmap, targets have been classified according to their relative value of comparison:

- Base year
 - A base year is a reference point in the past with which current emissions can be compared. An example: a country intends to reduce 60 percent of net greenhouse gas emissions (or 200 MtCO₂eq) by 2030 as compared to 1990 levels.
- Baseline or business-as-usual targets/trajectory target
 - These targets have a reference point in the future, that implies knowledge of the emissions projection that would have occurred in the absence of regulations. An example: a country intends to keep net GHG emissions between 350 and 550 MtCO₂eq between 2025 and 2030. In particular, the trajectory target expresses the path of future GHG emissions, which can include a “peak, plateau, and decline”. An example: a country target expresses that GHG emissions trajectory range includes a peak between 2020 and 2025, a plateauing of emissions for around a decade and a decline in absolute emissions thereafter.

Non-GHG targets

Non-GHG targets are expressed in non-GHG terms (e.g. hectares of land, percentage of total area). An example: a country intends to increase forest cover to 45 percent by 2040 or generate 40 percent of all electricity from renewables. However, it is worth noting that in most cases a non-GHG target can be converted into a GHG target.

Mitigation actions

Mitigation actions are qualitative actions, projects, activities, or processes taken to reduce GHG emissions. An example: a country intends to provide financial incentives and regulations in the agriculture sector for improved land management, maintaining soil carbon content, efficient use of fertilisers and irrigation or to invest in attractive public transport facilities and non-motorised forms of transport.