Danish Energy Agency

# Denmark's Global Climate Impact

## Summary of the Global Report 2025

This is the translated version of the summary of the Global Report of 2025.

For the full version, see the report on the Danish website.

If you have questions, please see the contact information at the bottom of the webpage.

# Summary

Denmark's Global Climate Impact – Global Report 2025 (GR25) is an analysis of how Danish consumers, businesses, and public authorities contribute to greenhouse gas emissions outside Denmark's territorial borders.

GR25 consists of this main report as well as a range of datasets available on the Danish Energy Agency's website. The main report presents findings from several analyses that explore Denmark's global climate impact from multiple perspectives.

Several of the estimates, including the estimate of the climate footprint of consumption, are subject to considerable uncertainties regarding data inputs and granularity. Further information is available in the methodology notes on the Danish Energy Agency's website.

The climate footprint of consumption is an estimate of the greenhouse gas emissions linked to Danish consumption that occur inside as well as outside Denmark's territorial borders.

In 2023, Denmark's consumption-based climate footprint was approximately 60 million tonnes $CO_2e$ – around 10 tonnes $CO_2e$ per Dane – and represents a decrease compared with 2022.

The estimate shows that 60% of emissions related to Danish consumption occur abroad, primarily in Europe. Consumption-based emissions within Denmark have halved between 1990 and 2023, largely due to significant reductions in the climate impact of the Danish energy sector.

In 2023, household consumption accounted for 60% of the consumption-based emissions. The majority of these emissions relate to transport and food and beverages.The transport-related emissions include fuel for vehicles, vehicle purchases, as well as air and rail travel.

Key consumption indicators present a range of figures for areas of consumption with a significant climate footprint.

In the most recent data year, consumption of meat and electronics declined. Total passenger-kilometres travelled by train, bus, bicycle and car increased in 2023, primarily driven by passenger car transport.[1]

From 2023 to 2024, sales of electric vehicles increased by approximately 40%, while sales of petrol and diesel cars fell. Danish households used slightly more energy for

[1] In a previous version of GR25, data on passenger air transport was included. This has been removed in the current version, updated on 4 June 2025, due to an error in the calculation method.

electricity and heating in 2023 compared to 2022, but the share from renewable energy sources also increased.

The climate footprint of Danish public procurement estimates the greenhouse gas emissions associated with purchases made by the state, regions and municipalities.

In 2023, the climate footprint of Danish public procurement has been estimated at approximately 12.2 million tonnes of $CO_2e$ – an 11% decrease compared to 2022. However, projections indicate emissions will rise to around 15.1 million tonnes $CO_2e$ by 2030. In 2023, municipalities accounted for 46% of total public procurement emissions, while the state and regions accounted for 28% and 26%, respectively. The high municipal share reflects both the nature of municipal responsibilities and the larger procurement volume. In 2023, building and construction accounted for the largest share of emissions from public procurement.

Electricity trade outlines emissions related to Denmark's import and export of electricity.

The estimate shows that Denmark's electricity imports in 2023 led to 0.8 million tonnes of $CO_2e$ emissions abroad – a slight increase compared to 2021 and 2022. In addition, the estimate shows that Denmark's electricity exports in 2023 resulted in 0.6 million tonnes of $CO_2e$ emissions within Denmark, while at the same time reducing $CO_2e$ emissions abroad by 0.7 million tonnes.

The electricity Denmark imported from abroad in 2023 was associated with lower $CO_2e$ emissions than the Danish-produced electricity that was exported.

Even though electricity production abroad is expected to include a larger share of renewables in the future, Danish electricity exports are still projected to reduce emissions foreign emissions by 2035, due to increased renewable energy capacity in Denmark.

International transport reports on emissions from international aviation and shipping associated with Denmark.

Emissions from international flights to and from Denmark increased between 2022 and 2023, driven by rising demand for transport services. The number of passengers on flights to and from Denmark has grown, although the 2023 level remains below that of 2019. The greenhouse gas intensity per passenger-kilometre flown has decreased again and is now at its lowest level throughout the entire 2009-2023 period.

Emissions from fuel bunkering by Danish-operated ships abroad amounted to 39 million tonnes $CO_2e$ in 2022 – a significant decrease from 2021.

Global climate ambitions outline Denmark's role at annual COP negotiations and other international forums, including bilateral and multilateral partnerships and global initiatives.

At COP29, countries agreed to mobilise at least USD 300 billion annually by 2035 from public and private sources to support climate efforts in developing countries. Furthermore, a broader call was made to scale up total climate finance to at least USD 1.3 trillion annually from all sources by 2035. Denmark also announced an additional contribution of DKK 35 million to the NDC Partnership. Collaboration with the private sector –crucial to ensuring Danish green solutions contribute to the global transition – was strengthened in 2024, and the new export programme Energy Governance Partnership (EGP) 2025-2028 was launched.

Climate finance for developing countries highlights Denmark's climate aid and mobilised climate financing. Climate aid to developing countries under §6.3 of the Finance Act amounted to approximately DKK 2.9 billion in 2023, along with an additional approximately DKK 0.7 billion through multilateral development banks. The Investment Fund for Developing Countries (IFU) mobilised DKK 0.7 billion in climate finance for developing countries in 2023. Of the climate aid mobilised through multilateral development banks in 2023, DKK 4.0 billion was attributable to Denmark, as was DKK 0.5 billion of climate aid through the EU's global instruments.

In 2024, Denmark supported a range of mitigation and adaptation efforts through its climate aid, including a commitment of DKK 300 million in funding to the World Bank's Energy Sector Management Assistance Program (ESMAP). Denmark continued its strong engagement in and expansion of the African-led Accelerated Partnership for Renewables in Africa (APRA). Furthermore, in 2024, Denmark contributed DKK 100 million to the Climate Adaptation Fund for the period 2024-2027, as well as DKK 129 million to the International Fund for Agricultural Development's (IFAD) special climate initiative, Additional Climate Contributions, for the same period. The Danish Tropical Forest Initiative, with a budget of DKK 1 billion for 2024-2027, also continues to support adaptation through forest conservation projects.

The climate footprint of public and private investments and financing globally illustrates the climate impact of Denmark's public investments and financing abroad through the state-owned funds Denmark's Export and Investment Fund (EIFO) and the Investment Fund for Developing Countries (IFU), as well as the climate footprint from the Danish financial sector's investments in non-Danish listed companies.[2]

The state financing fund EIFO has calculated the total climate footprint (scope 1, 2 and 3) from financing international projects at 2.1 million tonnes $CO_2e$ in 2024, representing

[2] The calculations for EIFO, IFU, and private investments are not directly comparable due to methodological differences. Furthermore, regarding private investments, it should be noted that the calculations do not cover all asset classes, meaning that the total climate footprint of the entire portfolio is not represented.

a decrease of 0.9 million tonnes compared to 2023. IFU reported a climate footprint (scope 1, 2 and 3) for its portfolio of approximately 0.57 million tonnes $CO_2e$ in 2023, down from 0.75 million tonnes $CO_2e$ in 2022. Danish insurance and pension companies, investment associations, and banks and mortgage-credit institutions collectively financed scope 1 and 2 emissions of around 11.1 million tonnes $CO_2e$ in 2024 through their investments in foreign-issued shares and corporate bonds, an increase of 1.3 million tonnes compared to 2023.

Bilateral energy partnerships help support the global green transition. Through the Danish Energy Agency, Denmark collaborates with 25 partner countries in the energy sector. The strategic work focuses on five areas: 1) Long-term energy planning, 2) Framework conditions for renewable energy, 3) Integration of renewable energy, 4) District heating, and 5) Energy efficiency.

The Danish Energy Agency has, among other initiatives, worked with Vietnam to set more ambitious targets for the share of renewable energy in the country's electricity production, and supported India in developing its first offshore wind tender, launched in 2024. In Kenya, the Danish Energy Agency has collaborated to improve the framework conditions within the energy system, which is a key prerequisite for better utilisation of renewable energy sources.

Delve into the figures on the Danish Energy Agency's website, where you can find a range of data on Denmark's global climate impact beyond the results presented in this report.