

ACHIEVING

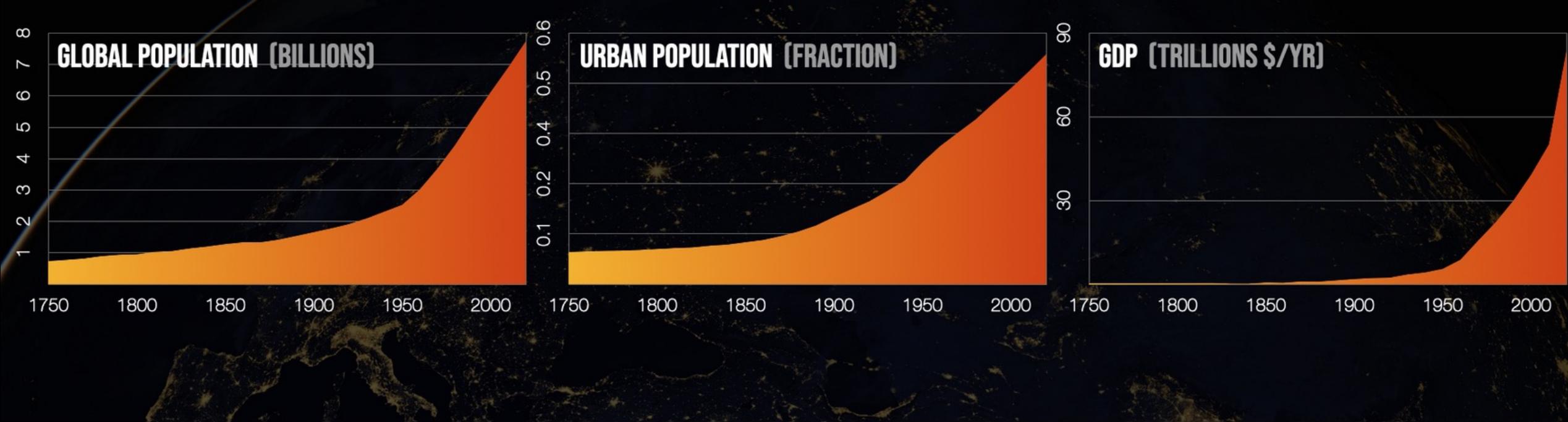
DRAWDOWN

Solutions to reverse global warming

João Pedro Gouveia, PhD, jplg@fct.unl.pt — [@joaopgouveia](https://twitter.com/joaopgouveia)

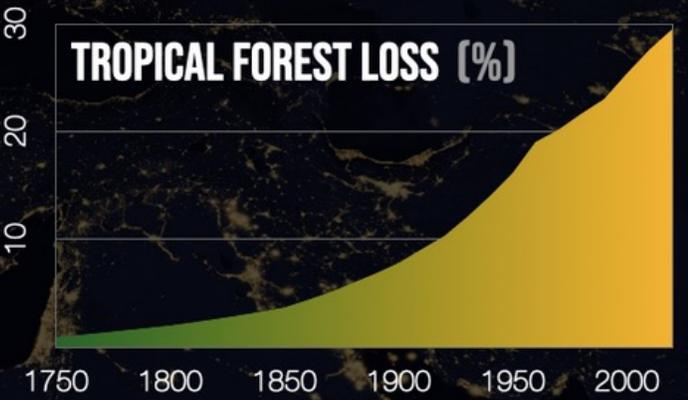
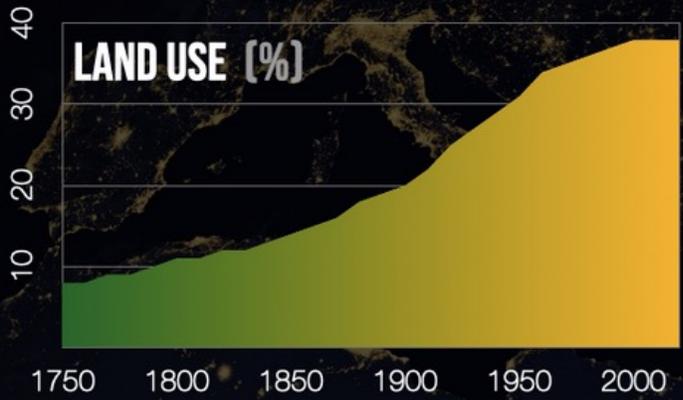
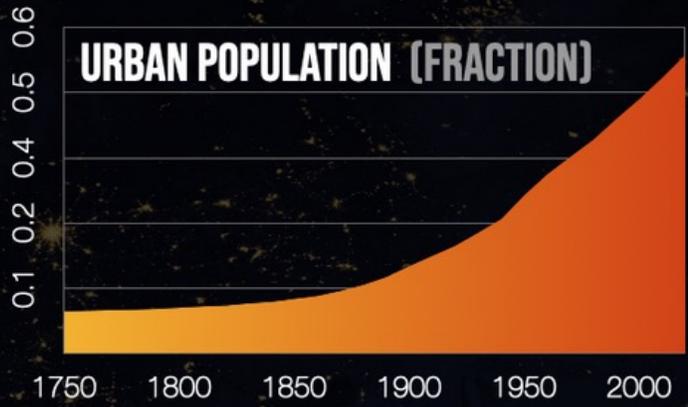
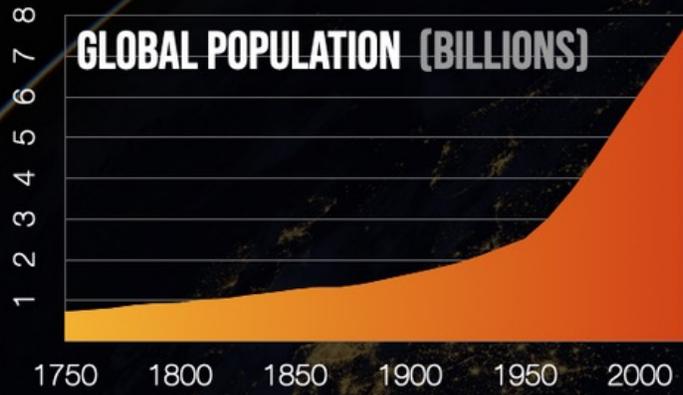
Senior Researcher CENSE, Invited Professor NOVA School of Science and Technology, NOVA University of Lisbon

Drawdown Europe Research Association (DERA)

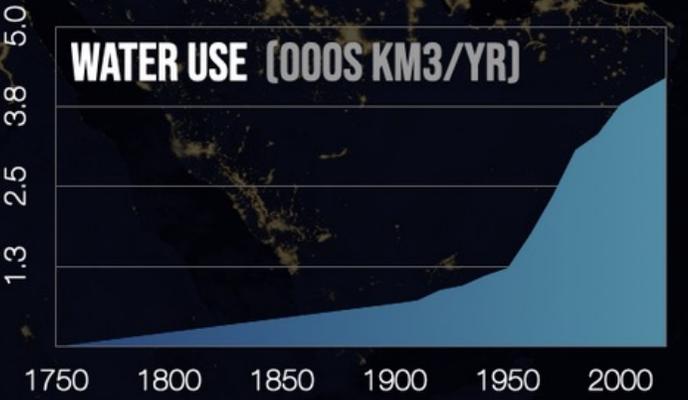
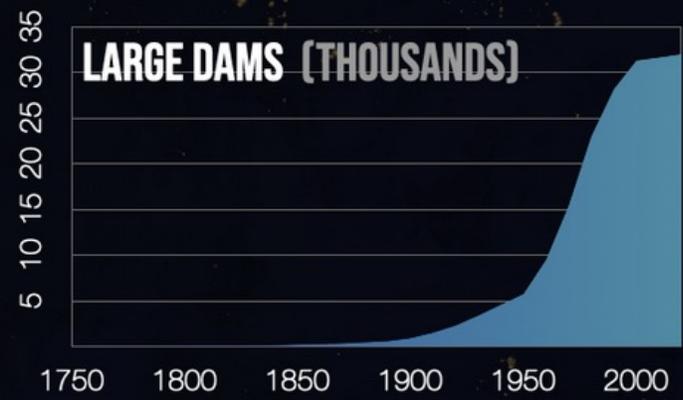


DURING THE LAST 50 YEARS

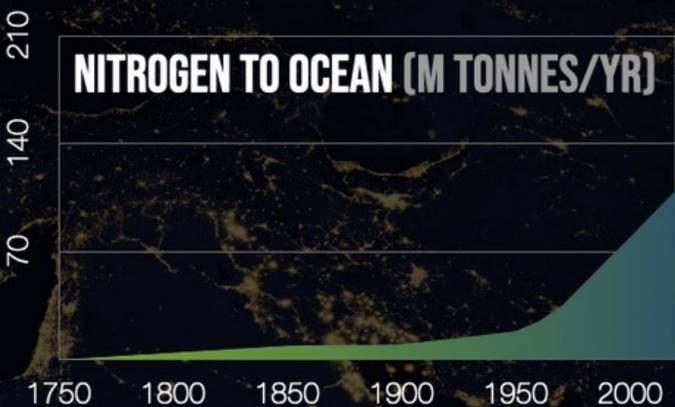
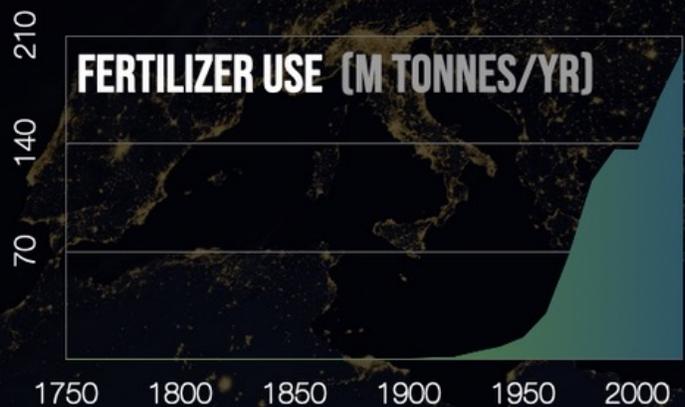
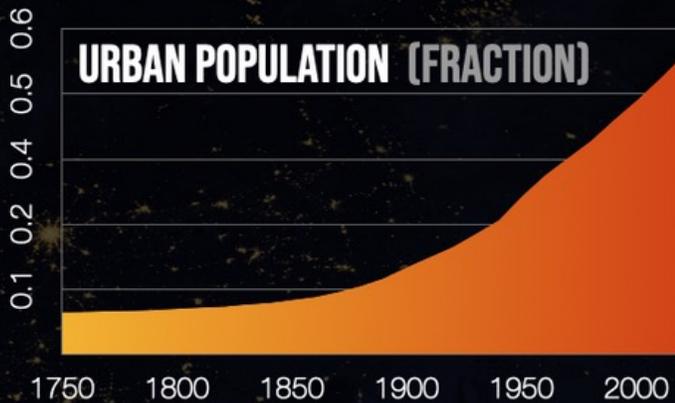
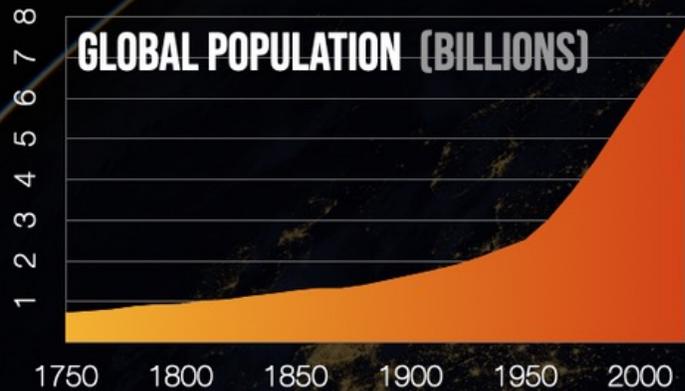
MORE CHANGES IN THE LAST 50 YEARS
THAN THE ENTIRE SUM OF HUMAN HISTORY



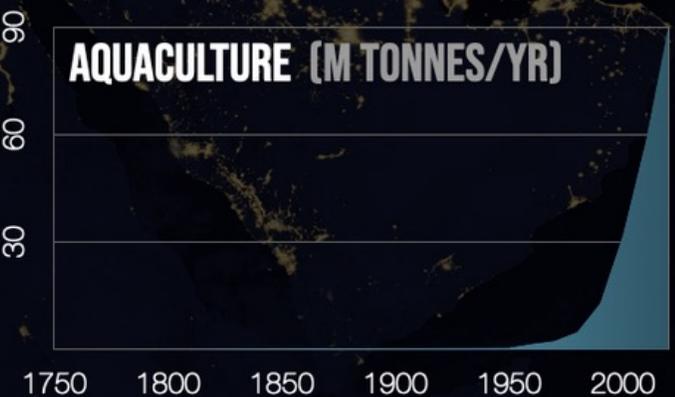
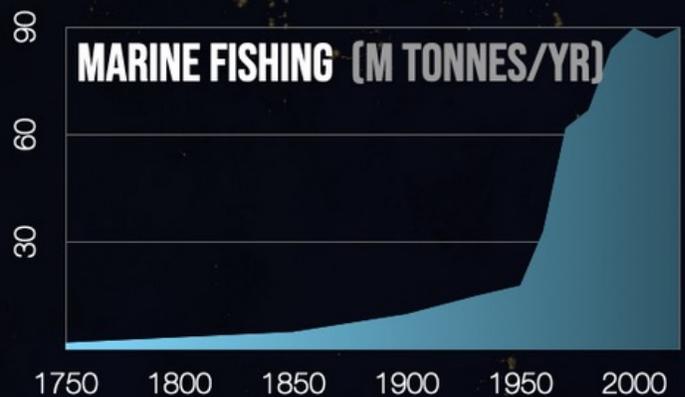
ECOSYSTEMS



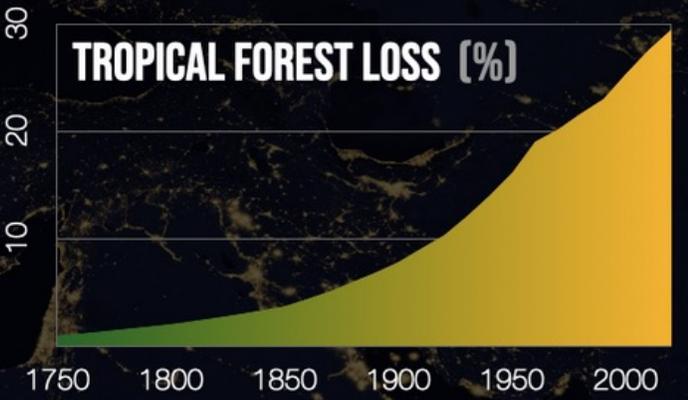
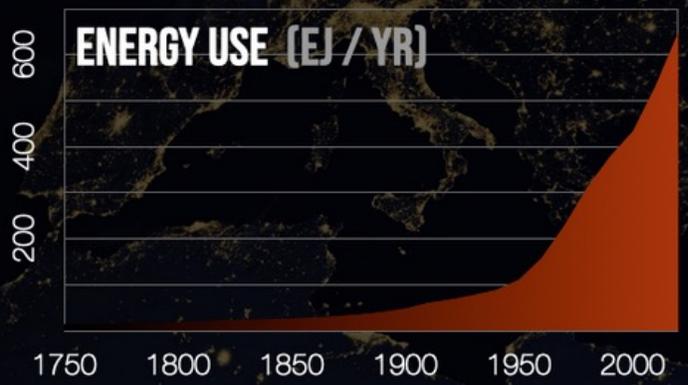
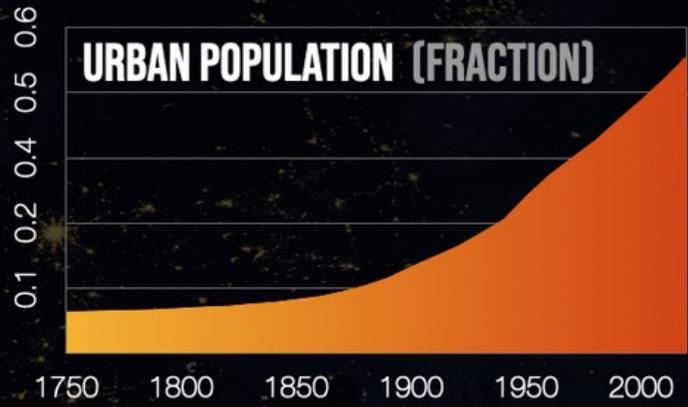
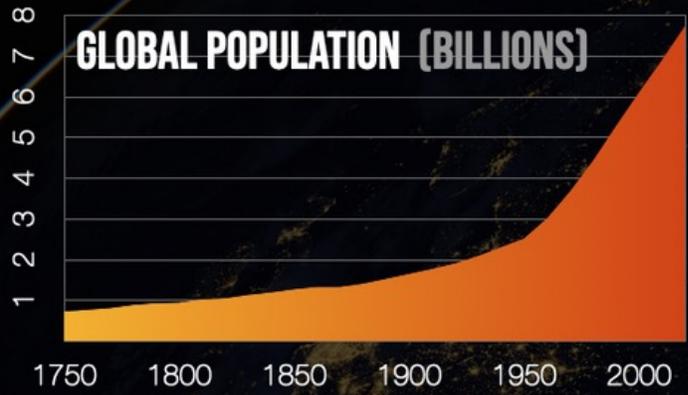
WATER USED



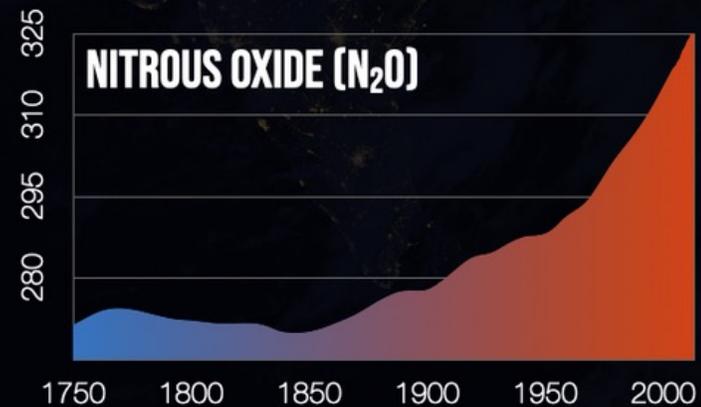
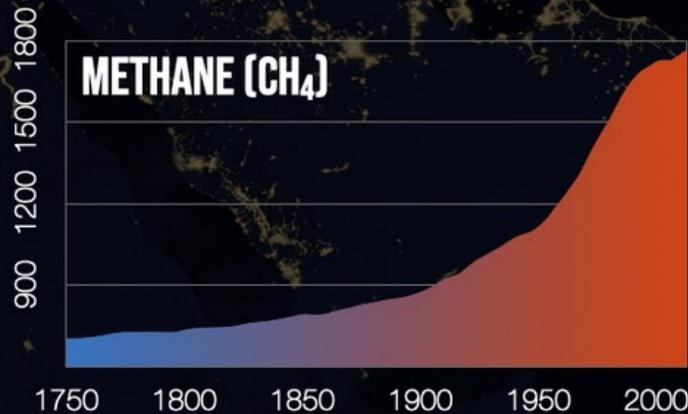
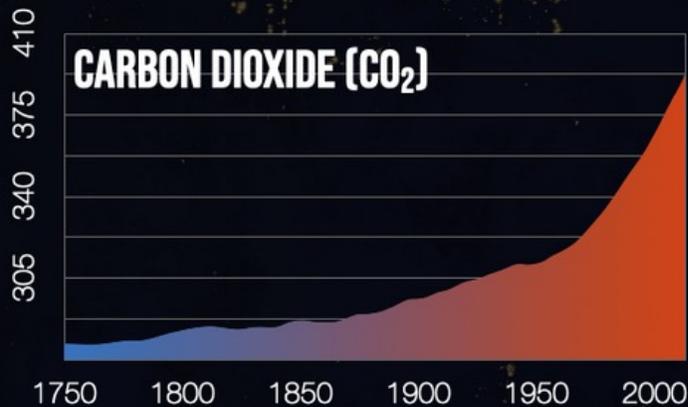
WATER QUALITY



OCEANS



CLIMATE



DISRUPTING ENTIRE PLANET



IMAGE: NASA

NASA

HARM THE MOST VULNERABLE

BURDEN FUTURE GENERATIONS



Baban Rafi deforestation, Niger

January 12, 1976 - February 2, 2007



WATER RESOURCES ARE COLLAPSING ACROSS THE GLOBE

Shrinking Aral Sea, central Asia
August 25, 2000 - August 19, 2014

A sunset scene over a mountain range. The sun is a bright yellow-orange disk on the horizon, partially obscured by a dark grey rectangular box containing the text 'CHANGING EARTH'S CLIMATE'. The sky is a gradient of orange and red, with some clouds. The mountains in the foreground are dark silhouettes, and the background shows more distant, hazy mountain peaks.

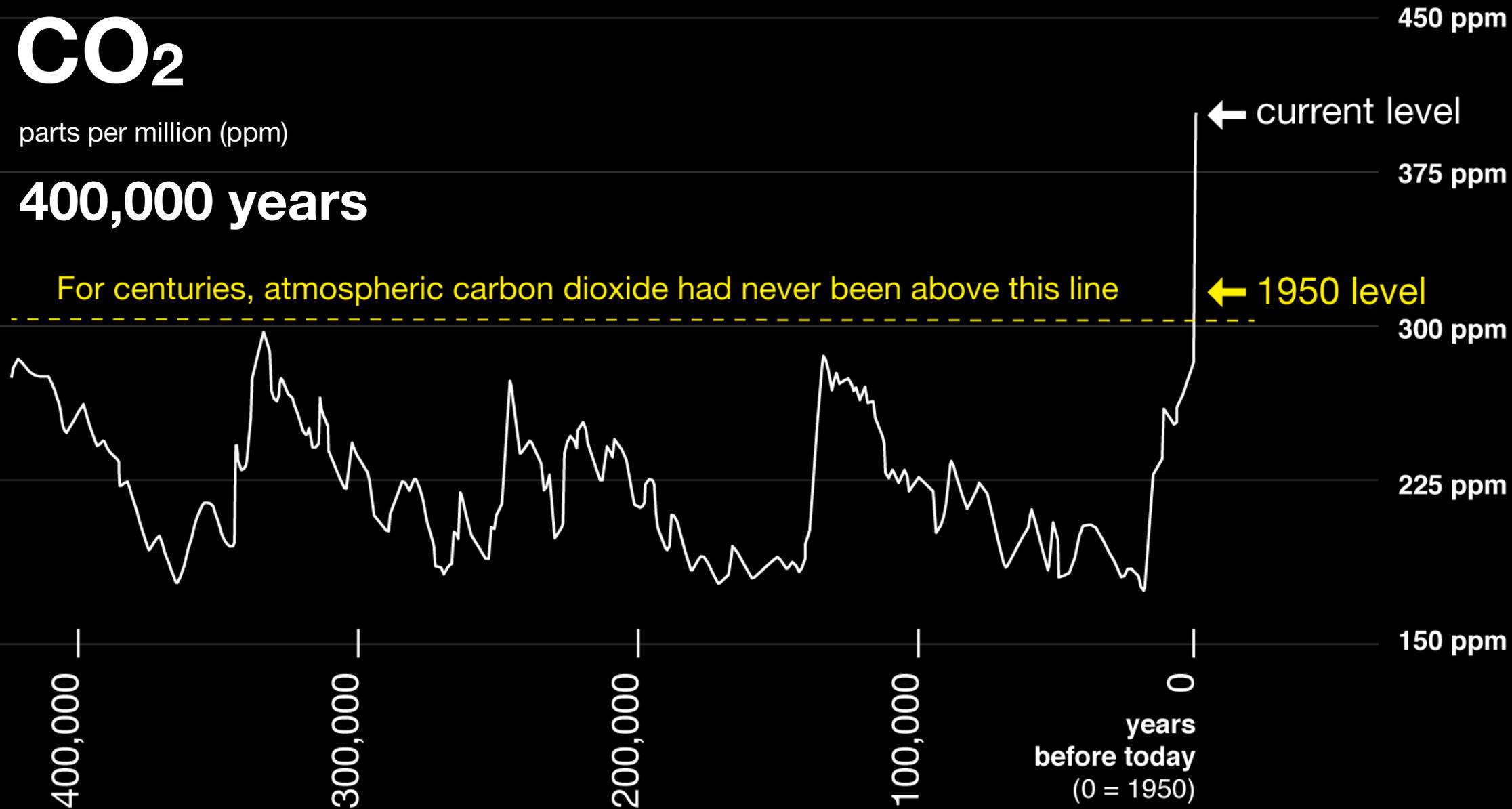
CHANGING EARTH'S CLIMATE

CO₂

parts per million (ppm)

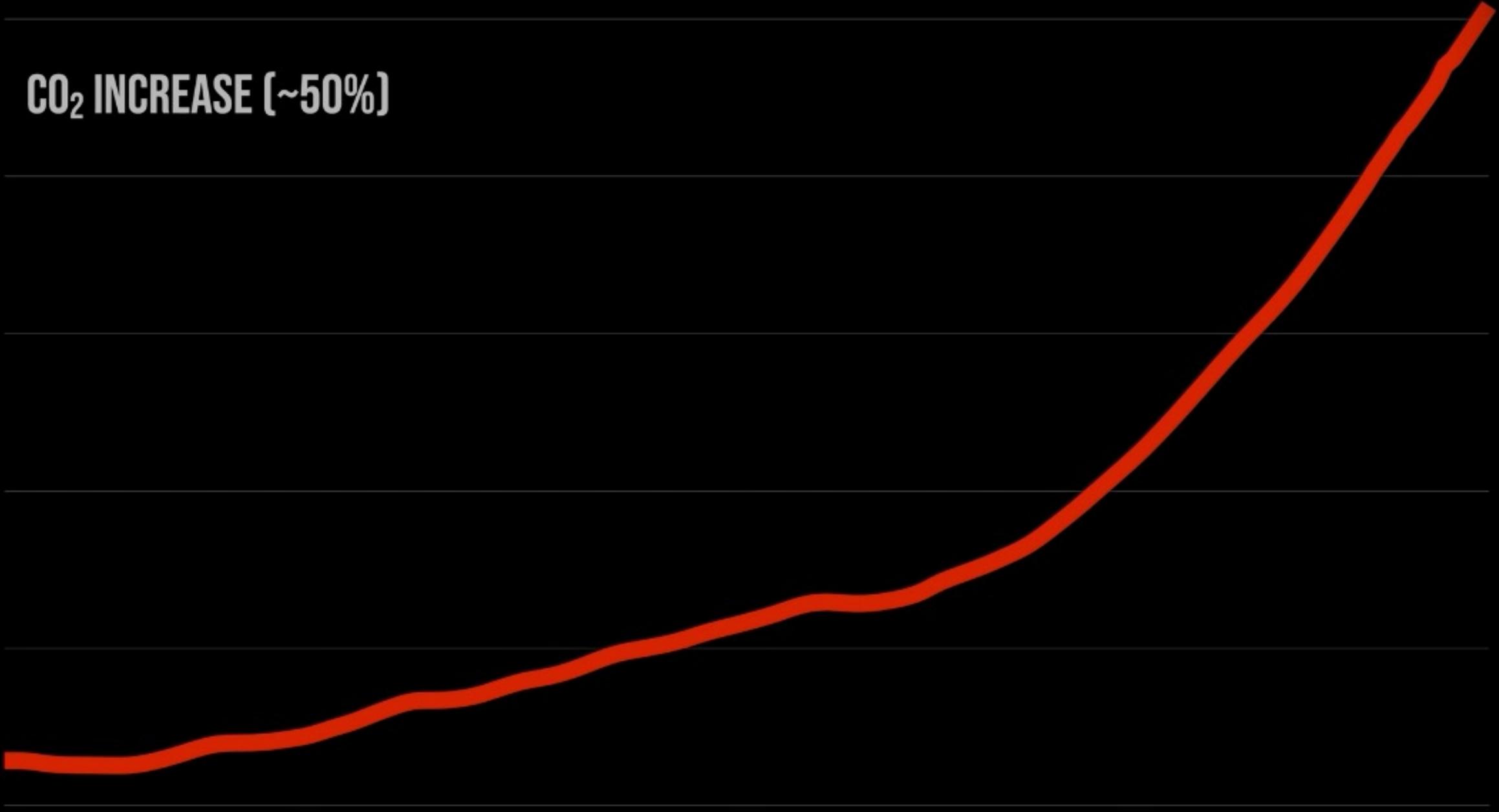
400,000 years

For centuries, atmospheric carbon dioxide had never been above this line



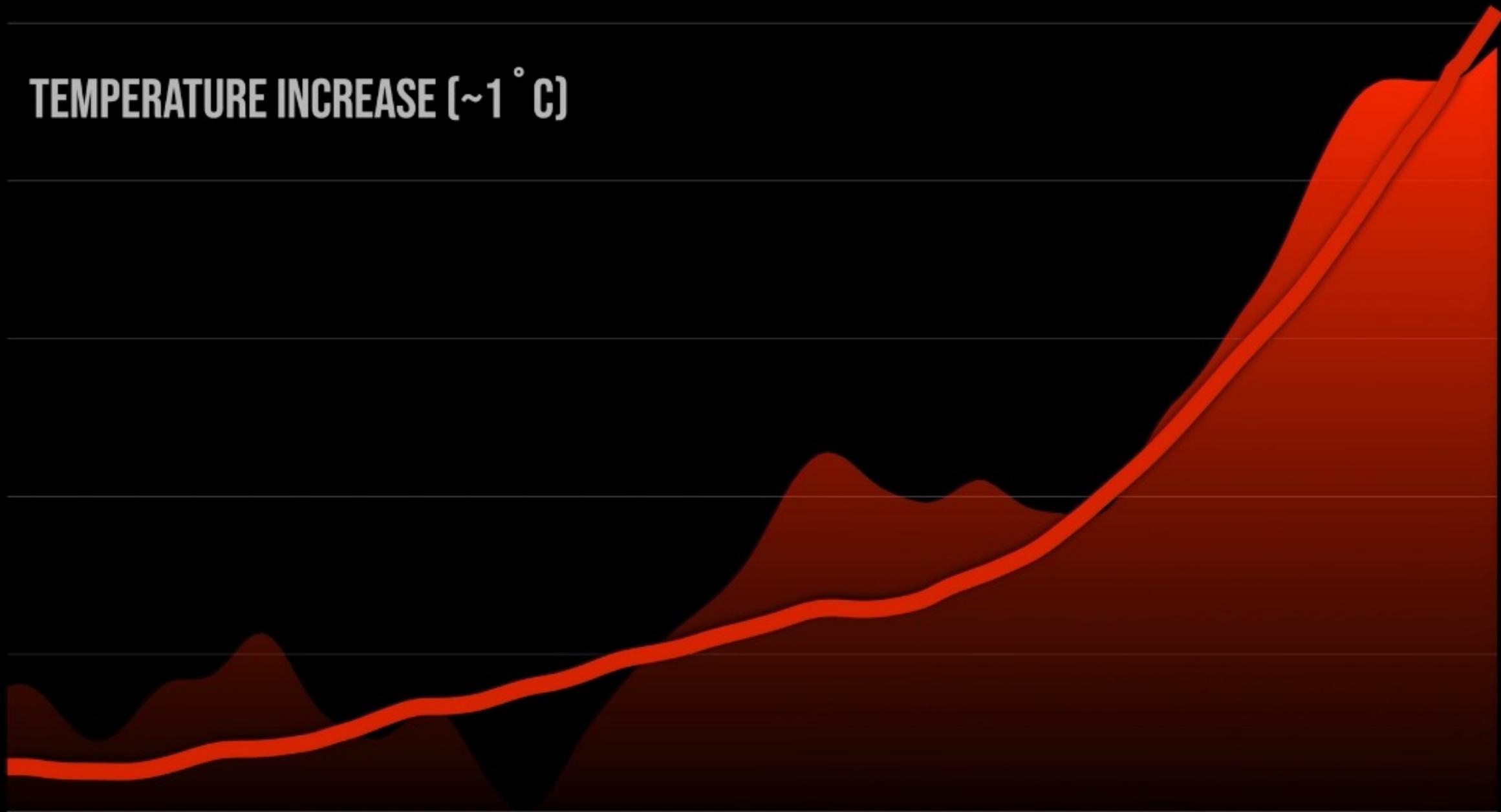
CO₂ INCREASE (~50%)

1850 1870 1890 1910 1930 1950 1970 1990 2010



TEMPERATURE INCREASE (~1 °C)

1850 1870 1890 1910 1930 1950 1970 1990 2010



How do we get the news
about global warming?

Global warming could wipe out millions in world's major cities with catastrophic 'THREE METRE sea level rise'

18:44, 18 MAY 2016

UPDATED 19:22, 18 MAY 2016

BY JESSICA HAWORTH , STEPHEN BEECH

London, New York and Hong Kong are among the cities which could be underwater if global warming continues

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'Potential Apocalypse': NYT Warns Of Global Warming Floods Of Biblical Proportions



MICHAEL BASTASCH

7:08 PM 05/20/2017

3013
 182

The New York Times has taken warnings about global warming to a whole new level, publishing a three-part series suggesting a “potential apocalypse” from melting ice sheets if humans keep pumping carbon dioxide into the atmosphere.

“If that ice sheet were to disintegrate, it could raise the level of the sea by more than 160 feet — a potential apocalypse, depending on exactly how fast it happened,” NYT reporter Justin Gillis wrote of what some scientists predict could happen to Antarctica.

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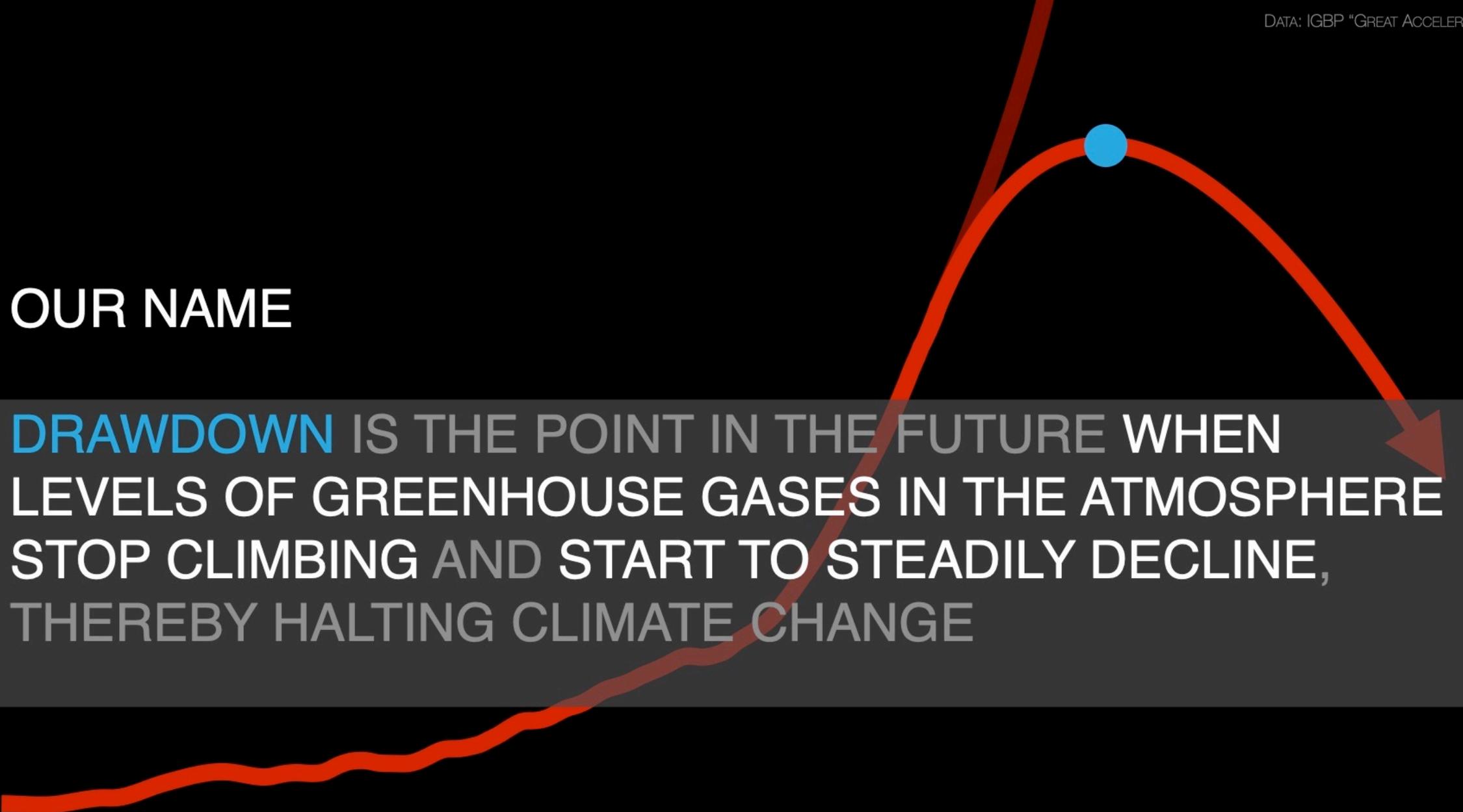
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CELEBRATE VICTORY

PROJECT DRAWDOWN

The World's Leading Resource for Climate Solutions

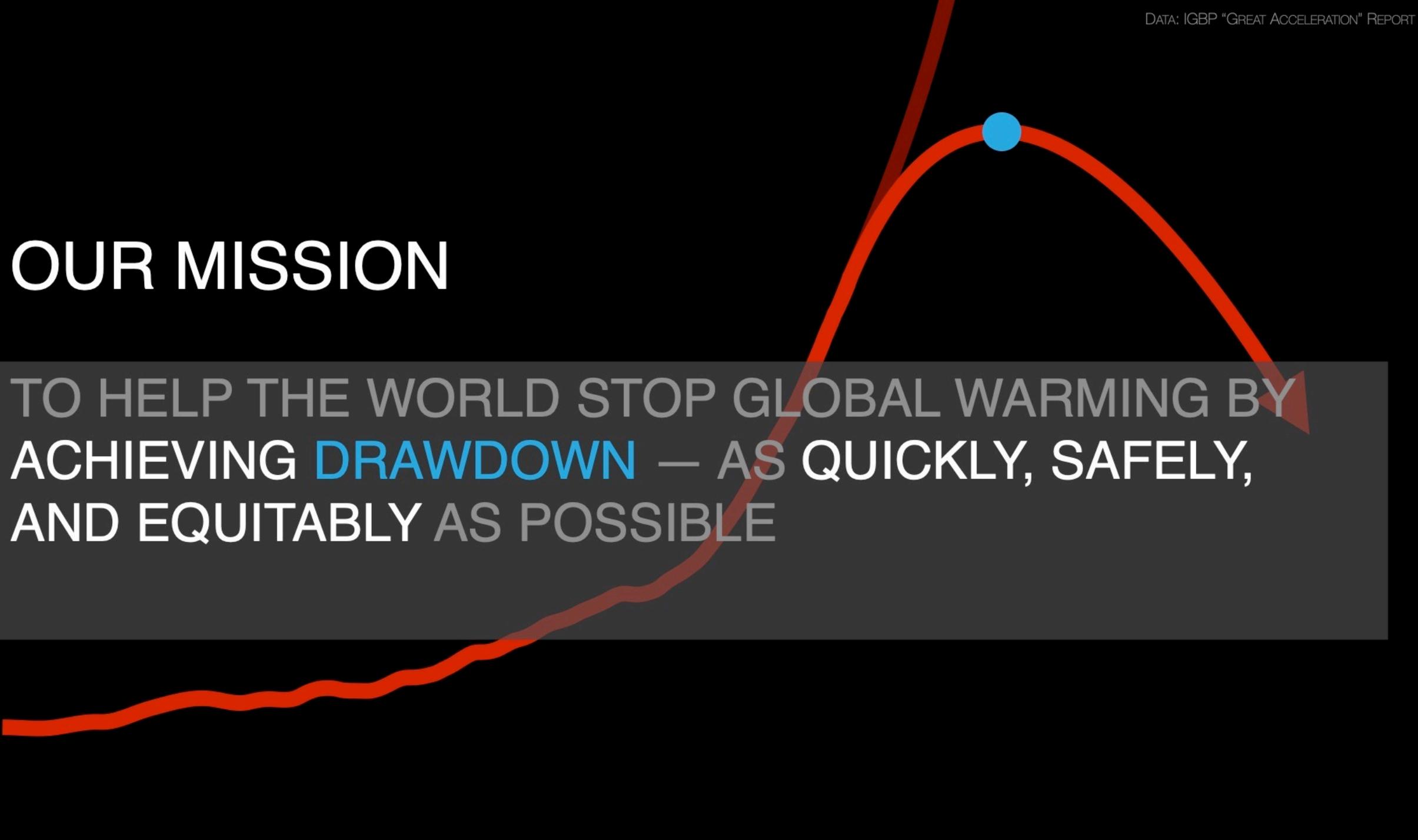
OUR NAME



DRAWDOWN IS THE POINT IN THE FUTURE WHEN LEVELS OF GREENHOUSE GASES IN THE ATMOSPHERE STOP CLIMBING AND START TO STEADILY DECLINE, THEREBY HALTING CLIMATE CHANGE

OUR MISSION

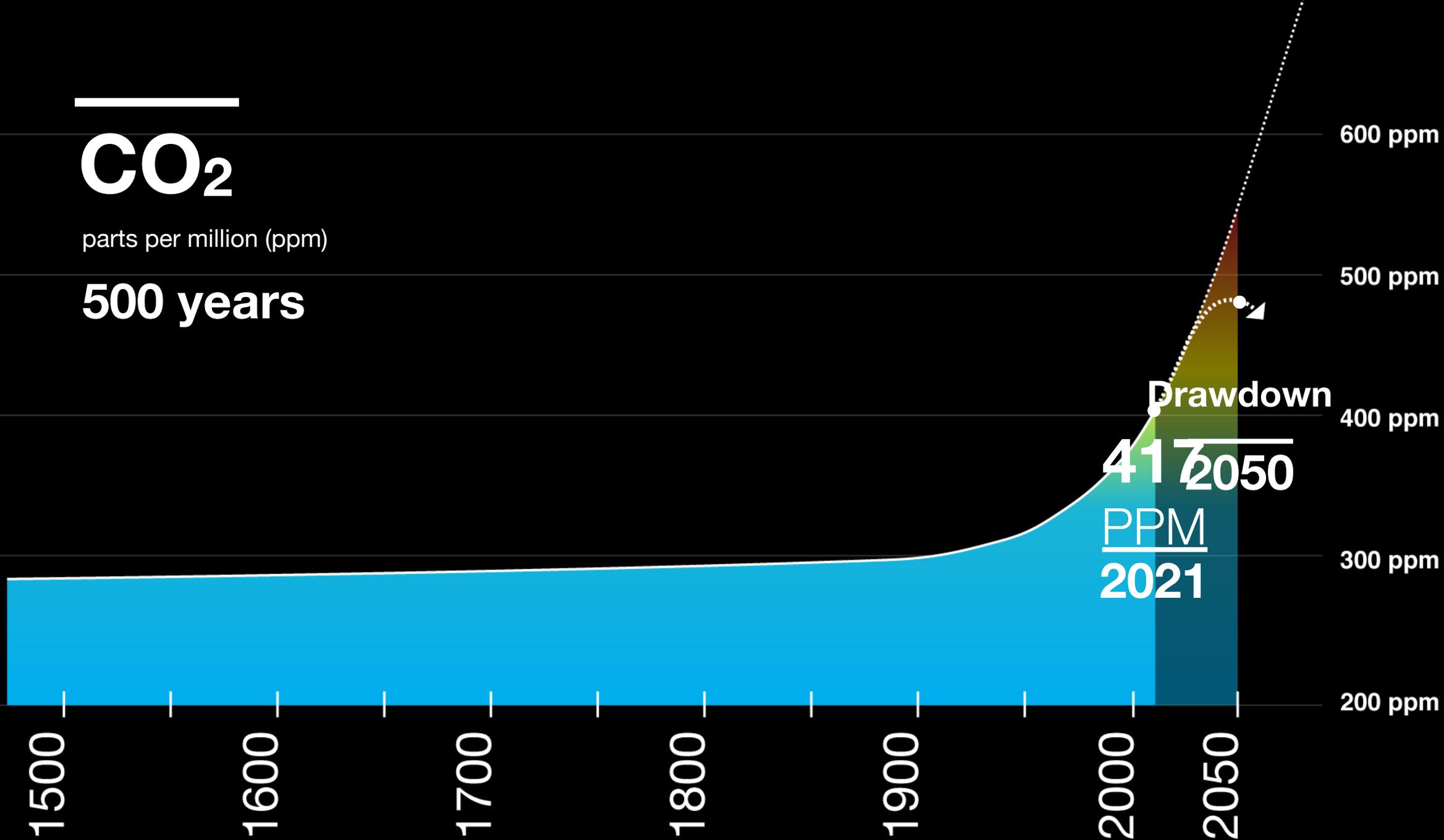
TO HELP THE WORLD STOP GLOBAL WARMING BY
ACHIEVING **DRAWDOWN** — AS QUICKLY, SAFELY,
AND EQUITABLY AS POSSIBLE



CO₂

parts per million (ppm)

500 years



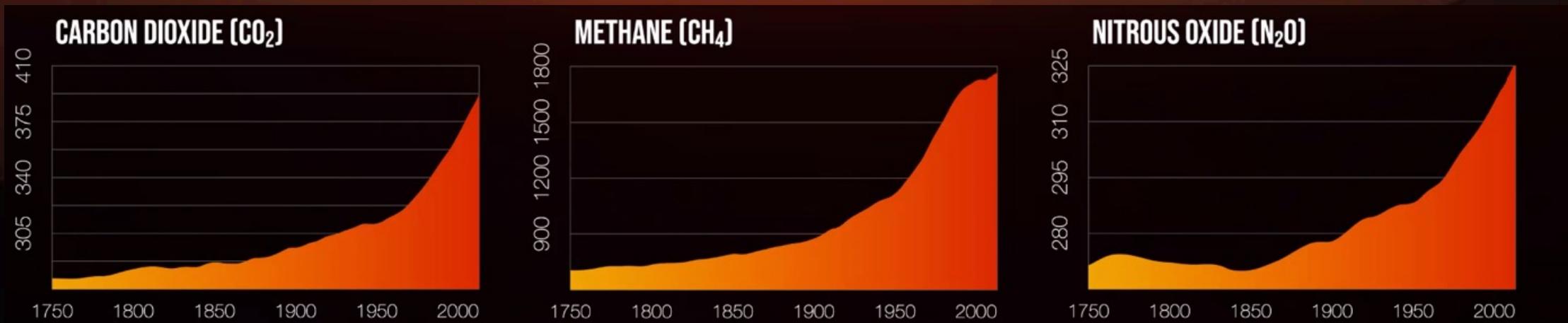
The Coalition

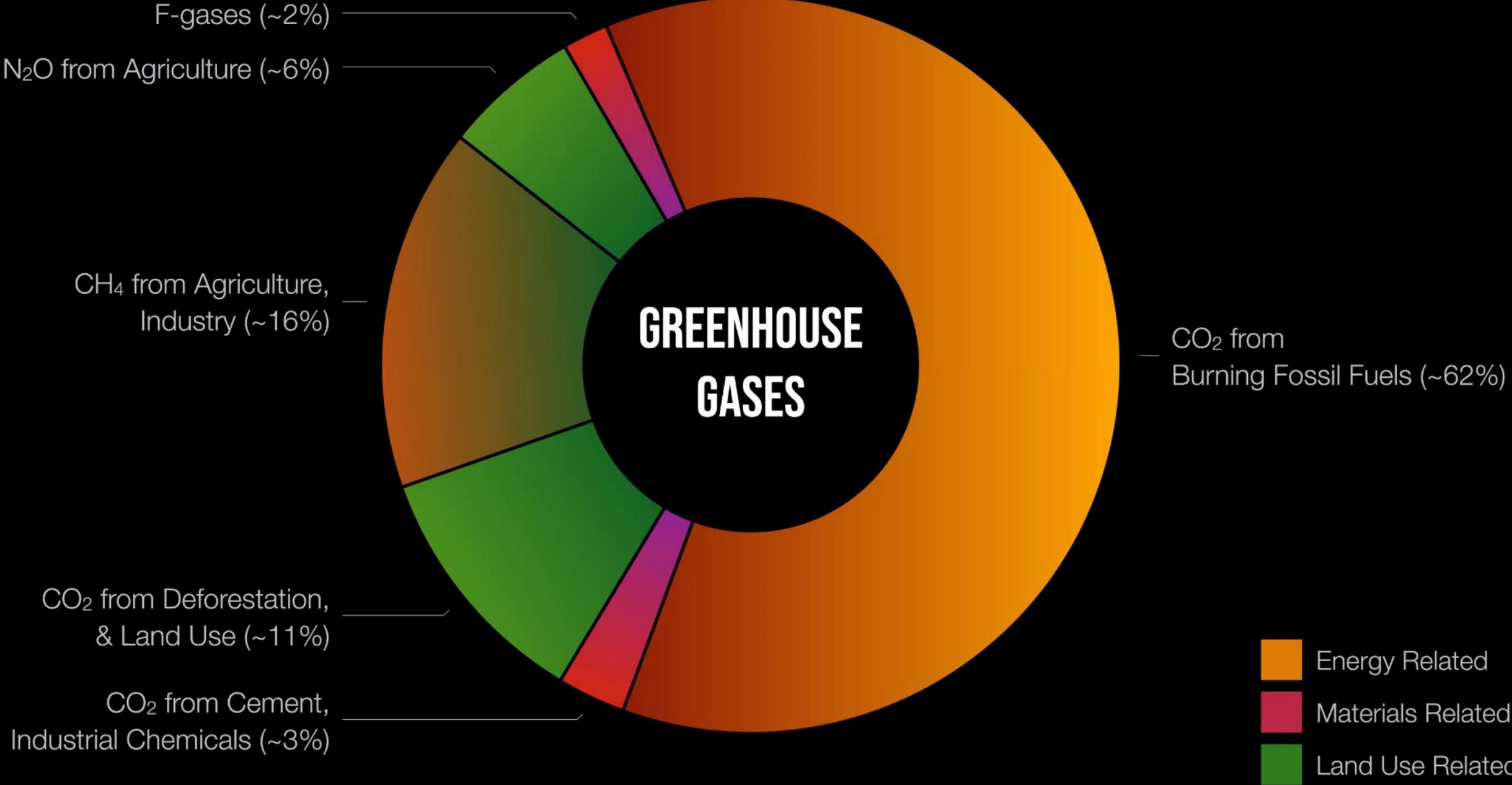




INCREDIBLE CHALLENGE

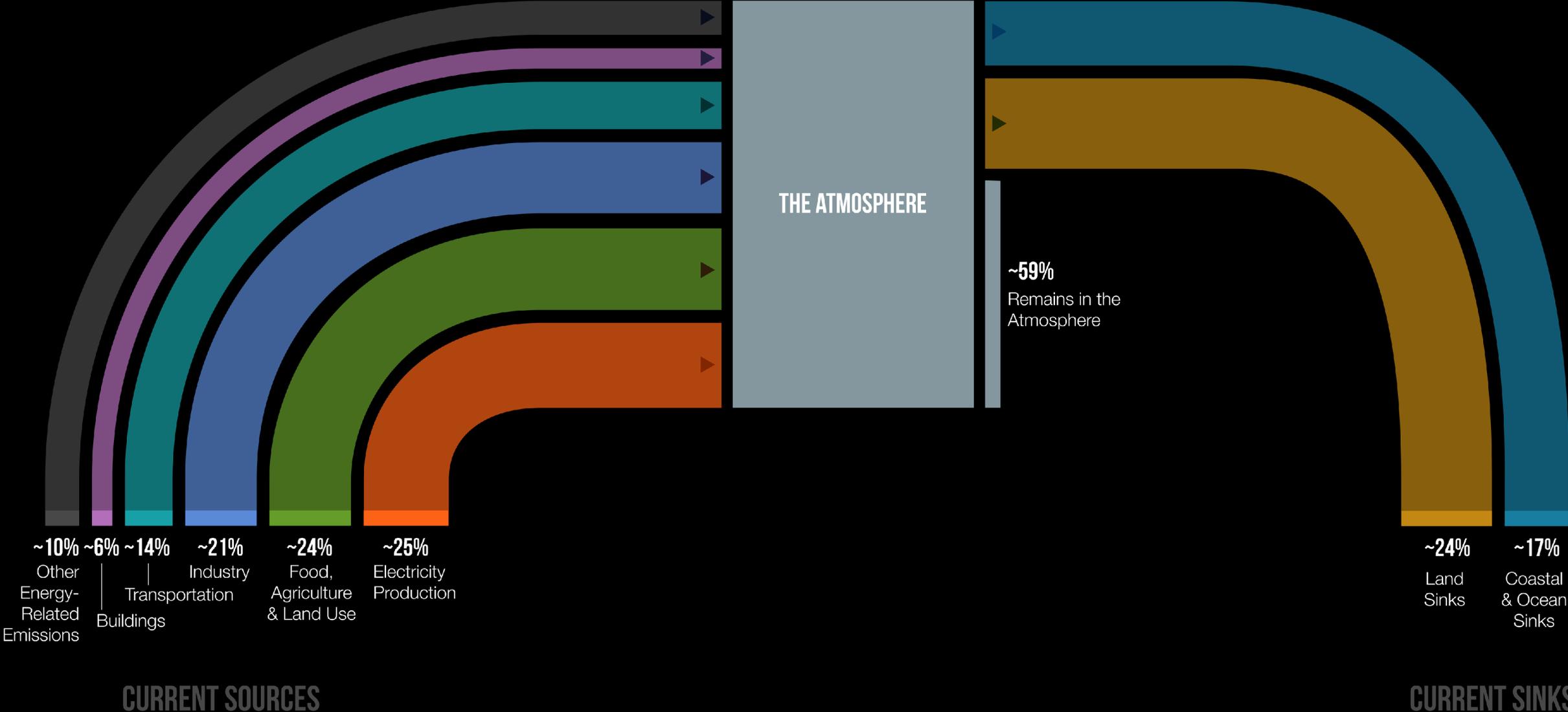
THE PROBLEM





BRINGS SOURCES TO ZERO

MAINTAIN NATURAL SINKS



DRAWDOWN

100 SOLUTIONS TO REVERSE GLOBAL WARMING BY 2050

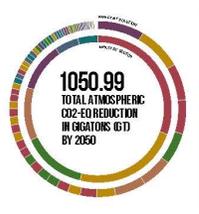
ranked by impact drawdown.org

Drawdown is that point in time when the concentration of greenhouse gases in the atmosphere begins to decline on a year-to-year basis.

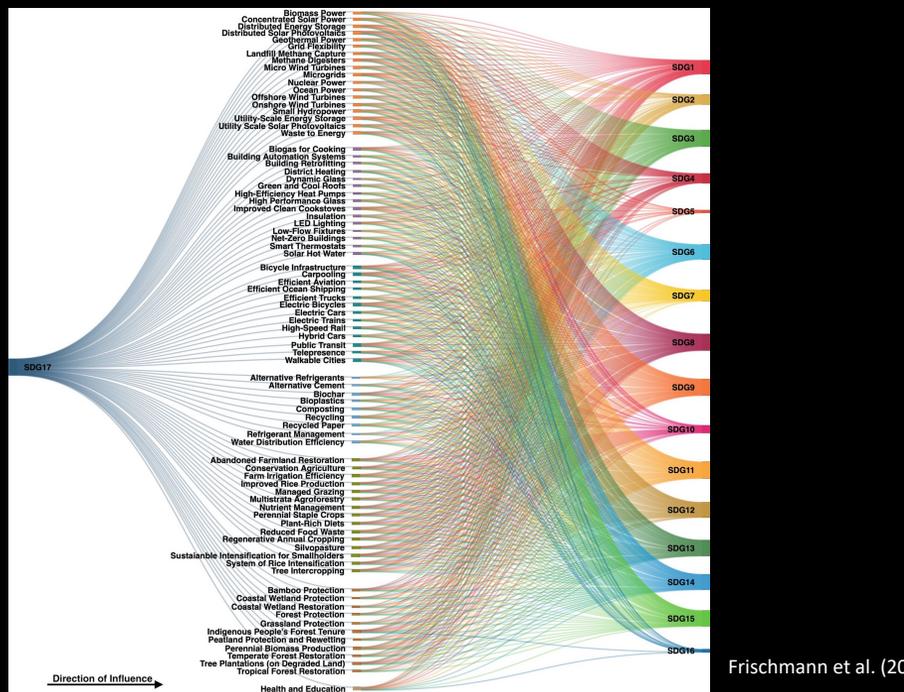


Project Drawdown is the most comprehensive plan ever proposed to reverse global warming. Our organization did not make or devise the plan—we found the plan because it already exists. We gathered a qualified and diverse group of researchers from around the world to identify, research, and model the 100 most sustainable, existing solutions to address climate change. What was uncovered is a path forward that can roll back global warming within thirty years. It is shown that humanity has the means at hand. Our work is to accelerate the knowledge and growth of what is possible. We chose the name Drawdown because if we do not name the goal, we are unlikely to achieve it.

Each solution requires greenhouse gases by adding emissions and/or by sequestering carbon dioxide already in the atmosphere.



15 AFFORESTATION Afforestation—planting forests where there were none before—removes CO2 from the atmosphere by storing carbon in vegetation and soil. 16.06 Gt CO2e reduction	16 BIODIESEL Biodiesel results from de-oiling vegetable oils from crops like rapeseed, soybean, and other oilseed crops. 0.61 Gt CO2e reduction	17 COAL TO GAS Power plants produce an electricity by burning coal. Gasification converts coal into a gas that can be burned in a power plant. 0.97 Gt CO2e reduction	18 COAL TO LIQUID Coal-to-liquid (CTL) is a process that converts coal into a liquid that can be used as a transport fuel. 0.97 Gt CO2e reduction	19 COAL TO METHANE Coal-to-methane (CTM) is a process that converts coal into methane gas, which can be used as a transport fuel. 0.97 Gt CO2e reduction	20 COAL TO SYNTHETIC NATURAL GAS Coal-to-synthetic natural gas (CT-SNG) is a process that converts coal into synthetic natural gas, which can be used as a transport fuel. 0.97 Gt CO2e reduction	21 COAL TO SYNTHETIC LIQUID Coal-to-synthetic liquid (CT-SL) is a process that converts coal into synthetic liquid, which can be used as a transport fuel. 0.97 Gt CO2e reduction	22 COAL TO SYNTHETIC GASOLINE Coal-to-synthetic gasoline (CT-SG) is a process that converts coal into synthetic gasoline, which can be used as a transport fuel. 0.97 Gt CO2e reduction	23 COAL TO SYNTHETIC DIESEL Coal-to-synthetic diesel (CT-SD) is a process that converts coal into synthetic diesel, which can be used as a transport fuel. 0.97 Gt CO2e reduction	24 COAL TO SYNTHETIC KEROSENE Coal-to-synthetic kerosene (CT-SK) is a process that converts coal into synthetic kerosene, which can be used as a transport fuel. 0.97 Gt CO2e reduction	25 COAL TO SYNTHETIC AVIATION FUEL Coal-to-synthetic aviation fuel (CT-SAF) is a process that converts coal into synthetic aviation fuel, which can be used as a transport fuel. 0.97 Gt CO2e reduction	26 COAL TO SYNTHETIC PETROL Coal-to-synthetic petrol (CT-SP) is a process that converts coal into synthetic petrol, which can be used as a transport fuel. 0.97 Gt CO2e reduction	27 COAL TO SYNTHETIC TURBOJET FUEL Coal-to-synthetic turbojet fuel (CT-STF) is a process that converts coal into synthetic turbojet fuel, which can be used as a transport fuel. 0.97 Gt CO2e reduction	28 COAL TO SYNTHETIC JET FUEL Coal-to-synthetic jet fuel (CT-SJF) is a process that converts coal into synthetic jet fuel, which can be used as a transport fuel. 0.97 Gt CO2e reduction	29 COAL TO SYNTHETIC MARINE DIESEL Coal-to-synthetic marine diesel (CT-SMD) is a process that converts coal into synthetic marine diesel, which can be used as a transport fuel. 0.97 Gt CO2e reduction	30 COAL TO SYNTHETIC MARINE GAS OIL Coal-to-synthetic marine gas oil (CT-SMGO) is a process that converts coal into synthetic marine gas oil, which can be used as a transport fuel. 0.97 Gt CO2e reduction	31 COAL TO SYNTHETIC MARINE FUEL OIL Coal-to-synthetic marine fuel oil (CT-SMFO) is a process that converts coal into synthetic marine fuel oil, which can be used as a transport fuel. 0.97 Gt CO2e reduction	32 COAL TO SYNTHETIC MARINE RESIDUE Coal-to-synthetic marine residue (CT-SMR) is a process that converts coal into synthetic marine residue, which can be used as a transport fuel. 0.97 Gt CO2e reduction	33 COAL TO SYNTHETIC MARINE BITUMEN Coal-to-synthetic marine bitumen (CT-SMB) is a process that converts coal into synthetic marine bitumen, which can be used as a transport fuel. 0.97 Gt CO2e reduction	34 COAL TO SYNTHETIC MARINE ASPHALT Coal-to-synthetic marine asphalt (CT-SMA) is a process that converts coal into synthetic marine asphalt, which can be used as a transport fuel. 0.97 Gt CO2e reduction	35 COAL TO SYNTHETIC MARINE GRAVEL Coal-to-synthetic marine gravel (CT-SMG) is a process that converts coal into synthetic marine gravel, which can be used as a transport fuel. 0.97 Gt CO2e reduction	36 COAL TO SYNTHETIC MARINE SAND Coal-to-synthetic marine sand (CT-SMS) is a process that converts coal into synthetic marine sand, which can be used as a transport fuel. 0.97 Gt CO2e reduction	37 COAL TO SYNTHETIC MARINE BRICKS Coal-to-synthetic marine bricks (CT-SMBR) is a process that converts coal into synthetic marine bricks, which can be used as a transport fuel. 0.97 Gt CO2e reduction	38 COAL TO SYNTHETIC MARINE CERAMICS Coal-to-synthetic marine ceramics (CT-SMC) is a process that converts coal into synthetic marine ceramics, which can be used as a transport fuel. 0.97 Gt CO2e reduction	39 COAL TO SYNTHETIC MARINE GLASS Coal-to-synthetic marine glass (CT-SMG) is a process that converts coal into synthetic marine glass, which can be used as a transport fuel. 0.97 Gt CO2e reduction	40 COAL TO SYNTHETIC MARINE PLASTICS Coal-to-synthetic marine plastics (CT-SMP) is a process that converts coal into synthetic marine plastics, which can be used as a transport fuel. 0.97 Gt CO2e reduction	41 COAL TO SYNTHETIC MARINE RUBBER Coal-to-synthetic marine rubber (CT-SMR) is a process that converts coal into synthetic marine rubber, which can be used as a transport fuel. 0.97 Gt CO2e reduction	42 COAL TO SYNTHETIC MARINE LEATHER Coal-to-synthetic marine leather (CT-SML) is a process that converts coal into synthetic marine leather, which can be used as a transport fuel. 0.97 Gt CO2e reduction	43 COAL TO SYNTHETIC MARINE TEXTILES Coal-to-synthetic marine textiles (CT-SMT) is a 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Graphene Coal-to-synthetic marine graphene (CT-SMG) is a process that converts coal into synthetic marine graphene, which can be used as a transport fuel. 0.97 Gt CO2e reduction	49 COAL TO SYNTHETIC MARINE Nanotubes Coal-to-synthetic marine nanotubes (CT-SMN) is a process that converts coal into synthetic marine nanotubes, which can be used as a transport fuel. 0.97 Gt CO2e reduction	50 COAL TO SYNTHETIC MARINE Nanowires Coal-to-synthetic marine nanowires (CT-SMNW) is a process that converts coal into synthetic marine nanowires, which can be used as a transport fuel. 0.97 Gt CO2e reduction	51 COAL TO SYNTHETIC MARINE Nanoparticles Coal-to-synthetic marine nanoparticles (CT-SMNP) is a process that converts coal into synthetic marine nanoparticles, which can be used as a transport fuel. 0.97 Gt CO2e reduction	52 COAL TO SYNTHETIC MARINE Nanofibers Coal-to-synthetic marine nanofibers (CT-SMNF) is a process that converts coal into synthetic marine nanofibers, which can be used as a transport fuel. 0.97 Gt CO2e reduction	53 COAL TO SYNTHETIC MARINE Nanocomposites Coal-to-synthetic marine nanocomposites (CT-SMNC) is a process that converts coal into synthetic marine nanocomposites, which can be used as a transport fuel. 0.97 Gt CO2e reduction	54 COAL TO SYNTHETIC MARINE Nanocoatings Coal-to-synthetic marine nanocoatings (CT-SMNC) is a process that converts coal into synthetic marine nanocoatings, which can be used as a transport fuel. 0.97 Gt CO2e reduction	55 COAL TO SYNTHETIC MARINE Nanopaints Coal-to-synthetic marine nanopaints (CT-SMNP) is a process that converts coal into synthetic marine nanopaints, which can be used as a transport fuel. 0.97 Gt CO2e reduction	56 COAL TO SYNTHETIC MARINE Nanopigments Coal-to-synthetic marine nanopigments (CT-SMNP) is a process that converts coal into synthetic marine nanopigments, which can be used as a transport fuel. 0.97 Gt CO2e reduction	57 COAL TO SYNTHETIC MARINE Nanodyes Coal-to-synthetic marine nanodyes (CT-SMND) is a process that converts coal into synthetic marine nanodyes, which can be used as a transport fuel. 0.97 Gt CO2e reduction	58 COAL TO SYNTHETIC MARINE Nanofilters Coal-to-synthetic marine nanofilters (CT-SMNF) is a process that converts coal into synthetic marine nanofilters, which can be used as a transport fuel. 0.97 Gt CO2e reduction	59 COAL TO SYNTHETIC MARINE Nanosensors Coal-to-synthetic marine nanosensors (CT-SMNS) is a process that converts coal into synthetic marine nanosensors, which can be used as a transport fuel. 0.97 Gt CO2e reduction	60 COAL TO SYNTHETIC MARINE Nanobatteries Coal-to-synthetic marine nanobatteries (CT-SMNB) is a process that converts coal into synthetic marine nanobatteries, which can be used as a transport fuel. 0.97 Gt CO2e reduction	61 COAL TO SYNTHETIC MARINE Nanocapacitors Coal-to-synthetic marine nanocapacitors (CT-SMNC) is a process that converts coal into synthetic marine nanocapacitors, which can be used as a transport fuel. 0.97 Gt CO2e reduction	62 COAL TO SYNTHETIC MARINE Nanotransistors Coal-to-synthetic marine nanotransistors (CT-SMNT) is a process that converts coal into synthetic marine nanotransistors, which can be used as a transport fuel. 0.97 Gt CO2e reduction	63 COAL TO SYNTHETIC MARINE Nanodiodes Coal-to-synthetic marine nanodiodes (CT-SMND) is a process that converts coal into synthetic marine nanodiodes, which can be used as a transport fuel. 0.97 Gt CO2e reduction	64 COAL TO SYNTHETIC MARINE Nanotubes Coal-to-synthetic marine nanotubes (CT-SMNT) is a process that converts coal into synthetic marine nanotubes, which can be used as a transport fuel. 0.97 Gt CO2e reduction	65 COAL TO SYNTHETIC MARINE Nanowires Coal-to-synthetic marine nanowires (CT-SMNW) is a process that converts coal into synthetic marine nanowires, which can be used as a transport fuel. 0.97 Gt CO2e reduction	66 COAL TO SYNTHETIC MARINE Nanoparticles Coal-to-synthetic marine nanoparticles (CT-SMNP) is a process that converts coal into synthetic marine nanoparticles, which can be used as a transport fuel. 0.97 Gt CO2e reduction	67 COAL TO SYNTHETIC MARINE Nanofibers Coal-to-synthetic marine nanofibers (CT-SMNF) is a process that converts coal into synthetic marine nanofibers, which can be used as a transport fuel. 0.97 Gt CO2e reduction	68 COAL TO SYNTHETIC MARINE Nanocomposites Coal-to-synthetic marine nanocomposites (CT-SMNC) is a process that converts coal into synthetic marine nanocomposites, which can be used as a transport fuel. 0.97 Gt CO2e reduction	69 COAL TO SYNTHETIC MARINE Nanocoatings Coal-to-synthetic marine nanocoatings (CT-SMNC) is a process that converts coal into synthetic marine nanocoatings, which can be used as a transport fuel. 0.97 Gt CO2e reduction	70 COAL TO SYNTHETIC MARINE Nanopaints Coal-to-synthetic marine nanopaints (CT-SMNP) is a process that converts coal into synthetic marine nanopaints, which can be used as a transport fuel. 0.97 Gt CO2e reduction	71 COAL TO SYNTHETIC MARINE Nanopigments Coal-to-synthetic marine nanopigments (CT-SMNP) is a process that converts coal into synthetic marine nanopigments, which can be used as a transport fuel. 0.97 Gt CO2e reduction	72 COAL TO SYNTHETIC MARINE Nanodyes Coal-to-synthetic marine nanodyes (CT-SMND) is a process that converts coal into synthetic marine nanodyes, which can be used as a transport fuel. 0.97 Gt CO2e reduction	73 COAL TO SYNTHETIC MARINE Nanofilters Coal-to-synthetic marine nanofilters (CT-SMNF) is a process that converts coal into synthetic marine nanofilters, which can be used as a transport fuel. 0.97 Gt CO2e reduction	74 COAL TO SYNTHETIC MARINE Nanosensors Coal-to-synthetic marine nanosensors (CT-SMNS) is a process that converts coal into synthetic marine nanosensors, which can be used as a transport fuel. 0.97 Gt CO2e reduction	75 COAL TO SYNTHETIC MARINE Nanobatteries Coal-to-synthetic marine nanobatteries (CT-SMNB) is a process that converts coal into synthetic marine nanobatteries, which can be used as a transport fuel. 0.97 Gt CO2e reduction	76 COAL TO SYNTHETIC MARINE Nanocapacitors Coal-to-synthetic marine nanocapacitors (CT-SMNC) is a process that converts coal into synthetic marine nanocapacitors, which can be used as a transport fuel. 0.97 Gt CO2e reduction	77 COAL TO SYNTHETIC MARINE Nanotransistors Coal-to-synthetic marine nanotransistors (CT-SMNT) is a process that converts coal into synthetic marine nanotransistors, which can be used as a transport fuel. 0.97 Gt CO2e reduction	78 COAL TO SYNTHETIC MARINE Nanodiodes Coal-to-synthetic marine nanodiodes (CT-SMND) is a process that converts coal into synthetic marine nanodiodes, which can be used as a transport fuel. 0.97 Gt CO2e reduction	79 COAL TO SYNTHETIC MARINE Nanotubes Coal-to-synthetic marine nanotubes (CT-SMNT) is a process that converts coal into synthetic marine nanotubes, which can be used as a transport fuel. 0.97 Gt CO2e reduction	80 COAL TO SYNTHETIC MARINE Nanowires Coal-to-synthetic marine nanowires (CT-SMNW) is a process that converts coal into synthetic marine nanowires, which can be used as a transport fuel. 0.97 Gt CO2e reduction	81 COAL TO SYNTHETIC MARINE Nanoparticles Coal-to-synthetic marine nanoparticles (CT-SMNP) is a process that converts coal into synthetic marine nanoparticles, which can be used as a transport fuel. 0.97 Gt CO2e reduction	82 COAL TO SYNTHETIC MARINE Nanofibers Coal-to-synthetic marine nanofibers (CT-SMNF) is a process that converts coal into synthetic marine nanofibers, which can be used as a transport fuel. 0.97 Gt CO2e reduction	83 COAL TO SYNTHETIC MARINE Nanocomposites Coal-to-synthetic marine nanocomposites (CT-SMNC) is a process that converts coal into synthetic marine nanocomposites, which can be used as a transport fuel. 0.97 Gt CO2e reduction	84 COAL TO SYNTHETIC MARINE Nanocoatings Coal-to-synthetic marine nanocoatings (CT-SMNC) is a process that converts coal into synthetic marine nanocoatings, which can be used as a transport fuel. 0.97 Gt CO2e reduction	85 COAL TO SYNTHETIC MARINE Nanopaints Coal-to-synthetic marine nanopaints (CT-SMNP) is a process that converts coal into synthetic marine nanopaints, which can be used as a transport fuel. 0.97 Gt CO2e reduction	86 COAL TO SYNTHETIC MARINE Nanopigments Coal-to-synthetic marine nanopigments (CT-SMNP) is a process that converts coal into synthetic marine nanopigments, which can be used as a transport fuel. 0.97 Gt CO2e reduction	87 COAL TO SYNTHETIC MARINE Nanodyes Coal-to-synthetic marine nanodyes (CT-SMND) is a process that converts coal into synthetic marine nanodyes, which can be used as a transport fuel. 0.97 Gt CO2e reduction	88 COAL TO SYNTHETIC MARINE Nanofilters Coal-to-synthetic marine nanofilters (CT-SMNF) is a process that converts coal into synthetic marine nanofilters, which can be used as a transport fuel. 0.97 Gt CO2e reduction	89 COAL TO SYNTHETIC MARINE Nanosensors Coal-to-synthetic marine nanosensors (CT-SMNS) is a process that converts coal into synthetic marine nanosensors, which can be used as a transport fuel. 0.97 Gt CO2e reduction	90 COAL TO SYNTHETIC MARINE Nanobatteries Coal-to-synthetic marine nanobatteries (CT-SMNB) is a process that converts coal into synthetic marine nanobatteries, which can be used as a transport fuel. 0.97 Gt CO2e reduction	91 COAL TO SYNTHETIC MARINE Nanocapacitors Coal-to-synthetic marine nanocapacitors (CT-SMNC) is a process that converts coal into synthetic marine nanocapacitors, which can be used as a transport fuel. 0.97 Gt CO2e reduction	92 COAL TO SYNTHETIC MARINE Nanotransistors Coal-to-synthetic marine nanotransistors (CT-SMNT) is a process that converts coal into synthetic marine nanotransistors, which can be used as a transport fuel. 0.97 Gt CO2e reduction	93 COAL TO SYNTHETIC MARINE Nanodiodes Coal-to-synthetic marine nanodiodes (CT-SMND) is a process that converts coal into synthetic marine nanodiodes, which can be used as a transport fuel. 0.97 Gt CO2e reduction	94 COAL TO SYNTHETIC MARINE Nanotubes Coal-to-synthetic marine nanotubes (CT-SMNT) is a process that converts coal into synthetic marine nanotubes, which can be used as a transport fuel. 0.97 Gt CO2e reduction	95 COAL TO SYNTHETIC MARINE Nanowires Coal-to-synthetic marine nanowires (CT-SMNW) is a process that converts coal into synthetic marine nanowires, which can be used as a transport fuel. 0.97 Gt CO2e reduction	96 COAL TO SYNTHETIC MARINE Nanoparticles Coal-to-synthetic marine nanoparticles (CT-SMNP) is a process that converts coal into synthetic marine nanoparticles, which can be used as a transport fuel. 0.97 Gt CO2e reduction	97 COAL TO SYNTHETIC MARINE Nanofibers Coal-to-synthetic marine nanofibers (CT-SMNF) is a process that converts coal into synthetic marine nanofibers, which can be used as a transport fuel. 0.97 Gt CO2e reduction	98 COAL TO SYNTHETIC MARINE Nanocomposites Coal-to-synthetic marine nanocomposites (CT-SMNC) is a process that converts coal into synthetic marine nanocomposites, which can be used as a transport fuel. 0.97 Gt CO2e reduction	99 COAL TO SYNTHETIC MARINE Nanocoatings Coal-to-synthetic marine nanocoatings (CT-SMNC) is a process that converts coal into synthetic marine nanocoatings, which can be used as a transport fuel. 0.97 Gt CO2e reduction	100 COAL TO SYNTHETIC MARINE Nanopaints Coal-to-synthetic marine nanopaints (CT-SMNP) is a process that converts coal into synthetic marine nanopaints, which can be used as a transport fuel. 0.97 Gt CO2e reduction
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ELECTRICITY



FOOD, AGRICULTURE, AND LAND USE



INDUSTRY



TRANSPORTATION



BUILDINGS



HEALTH AND EDUCATION



LAND SINKS



COASTAL AND OCEAN SINKS



ENGINEERED SINKS



Project Drawdown maps and models solutions

Principle 1

REDUCE SOURCES

BRINGING EMISSIONS TO ZERO

Principle 2

SUPPORT SINKS

UPLIFTING NATURE'S CARBON CYCLE

Principle 3

IMPROVE SOCIETY

FOSTERING EQUALITY FOR ALL



ELECTRICITY

DRAWDOWN 2020

ELECTRICITY

- Shift Production
- Enhance Efficiency
- Improve Electrical System

ONSHORE WIND TURBINES

#6

RANK BY 2050

47.2^{GT}

REDUCED CO₂-eq



DISTRIBUTED SOLAR PHOTOVOLTAICS

#10

RANK BY 2050

28.0GT

REDUCED CO2-eq



OFFSHORE WIND TURBINES

#26

RANK BY 2050

10.4GT

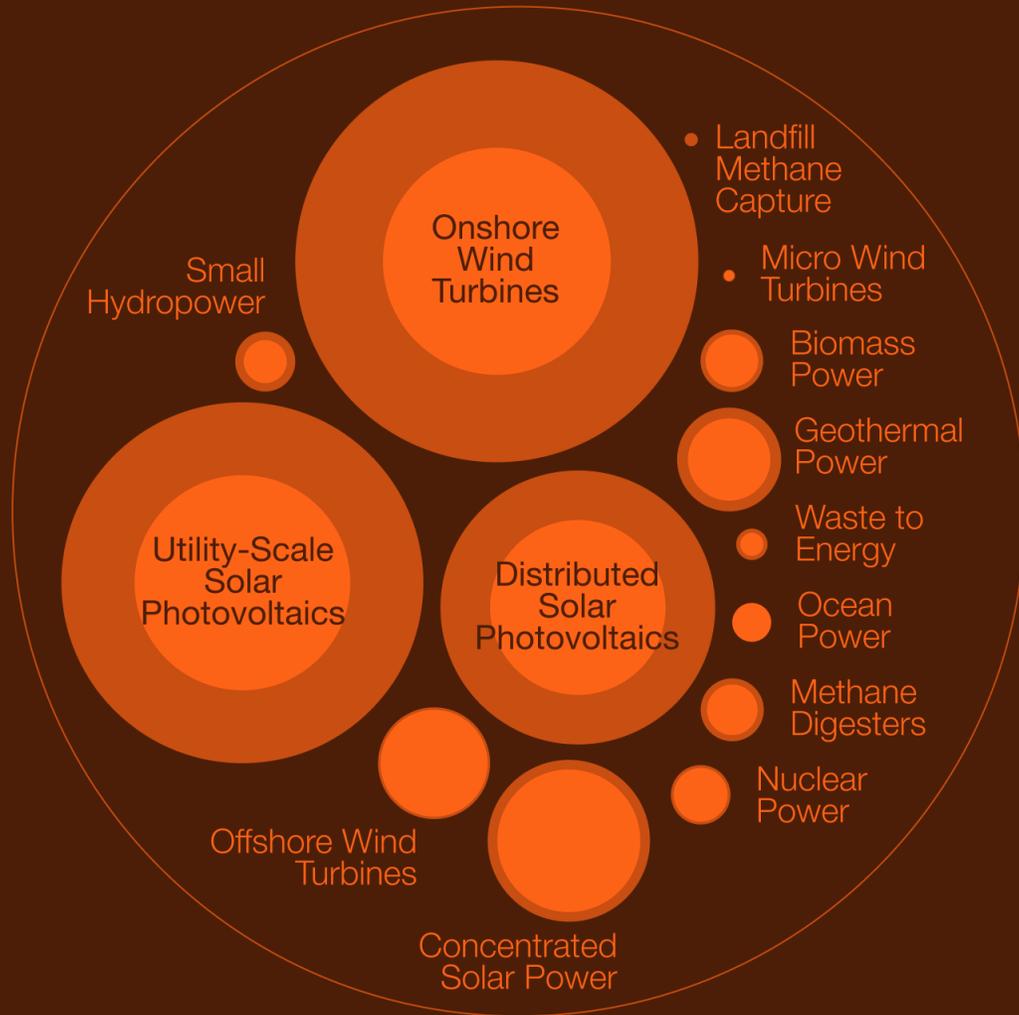
REDUCED CO2-eq

WATER DISTRIBUTION EFFICIENCY

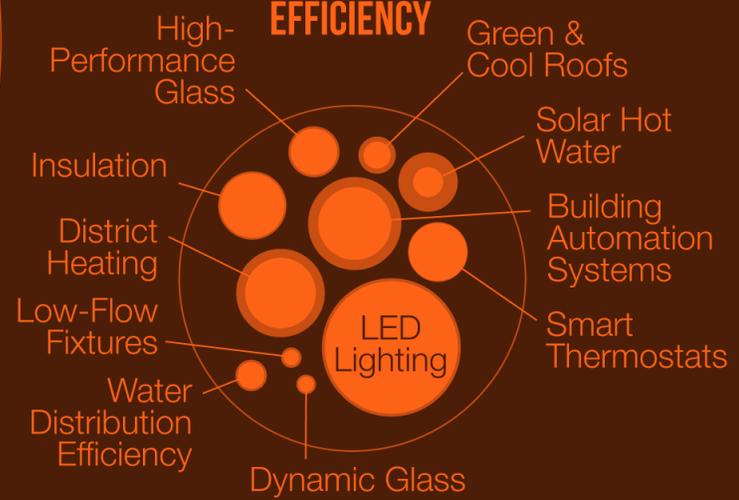
#72
RANK BY 2050

0.7 GT
REDUCED CO2

SHIFT PRODUCTION



ENHANCE EFFICIENCY



& Improve the System

ELECTRICITY



DRAWDOWN

**FOOD, AGRICULTURE,
AND LAND USE**

FOOD, AGRICULTURE, LAND USE

- Address Waste & Diets
- Protect Ecosystems
- Shift Agricultural Practices

REDUCED FOOD WASTE

#1

RANK BY 2050

87.4 GT

REDUCED CO2-eq





PLANT-RICH DIETS

#3

RANK BY 2050

65.0 GT

REDUCED CO₂-eq

IMPROVED RICE PRODUCTION

#29

RANK BY 2050

9.4 GT

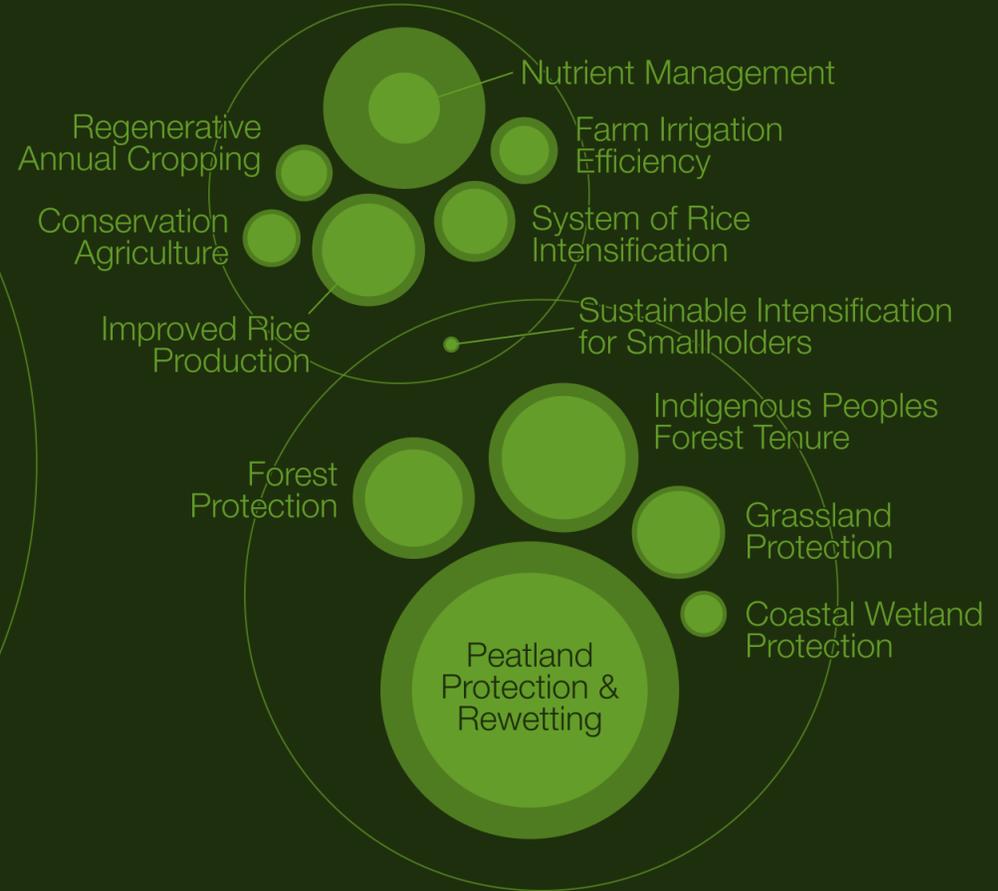
REDUCED CO₂-eq



ADDRESS WASTE & DIETS



SHIFT AGRICULTURE PRACTICES



PROTECT ECOSYSTEMS

FOOD, AGRICULTURE & LAND USE



DRAWDOWN 2020

INDUSTRY

INDUSTRY

- Use Waste
- Address Refrigerants
- Improve Materials

REFRIGERANT MANAGEMENT

#4

RANK BY 2050

57.7 GT

REDUCED CO₂-eq



COMPOSTING

#57
RANK BY 2050

2.1 GT
REDUCED CO2



RECYCLED PAPER

#66
RANK BY 2050

1.0 GT
REDUCED CO₂-eq

BIOPLASTICS

#69

RANK BY 2050

1.0GT

REDUCED CO2-eq

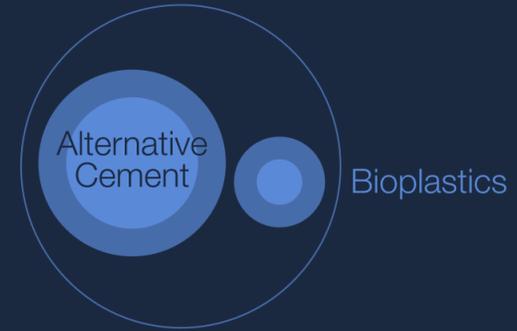




ADDRESS REFRIGERANTS



IMPROVE MATERIALS



INDUSTRY



TRANSPORTATION

DRAWDOWN 2020

TRANSPORTATION

- Shift to Alternatives
- Enhance Efficiency
- Electrify Vehicles



ELECTRIC CARS

#24
RANK BY 2050

11.8 GT
REDUCED CO₂-eq



PUBLIC TRANSIT

#35
RANK BY 2050

7.5GT
REDUCED CO2-eq

EFFICIENT OCEAN SHIPPING

#45

RANK BY 2050

4.3GT

REDUCED CO2-eq



BIKE INFRASTRUCTURE

#52
RANK BY 2050

2.5GT
REDUCED CO2-eq



WALKABLE CITIES

#60
RANK BY 2050

1.4GT
REDUCED CO2-eq



ELECTRIC BICYCLES

#63

RANK BY 2050

1.3GT

REDUCED CO2-eq



TELEPRESENCE



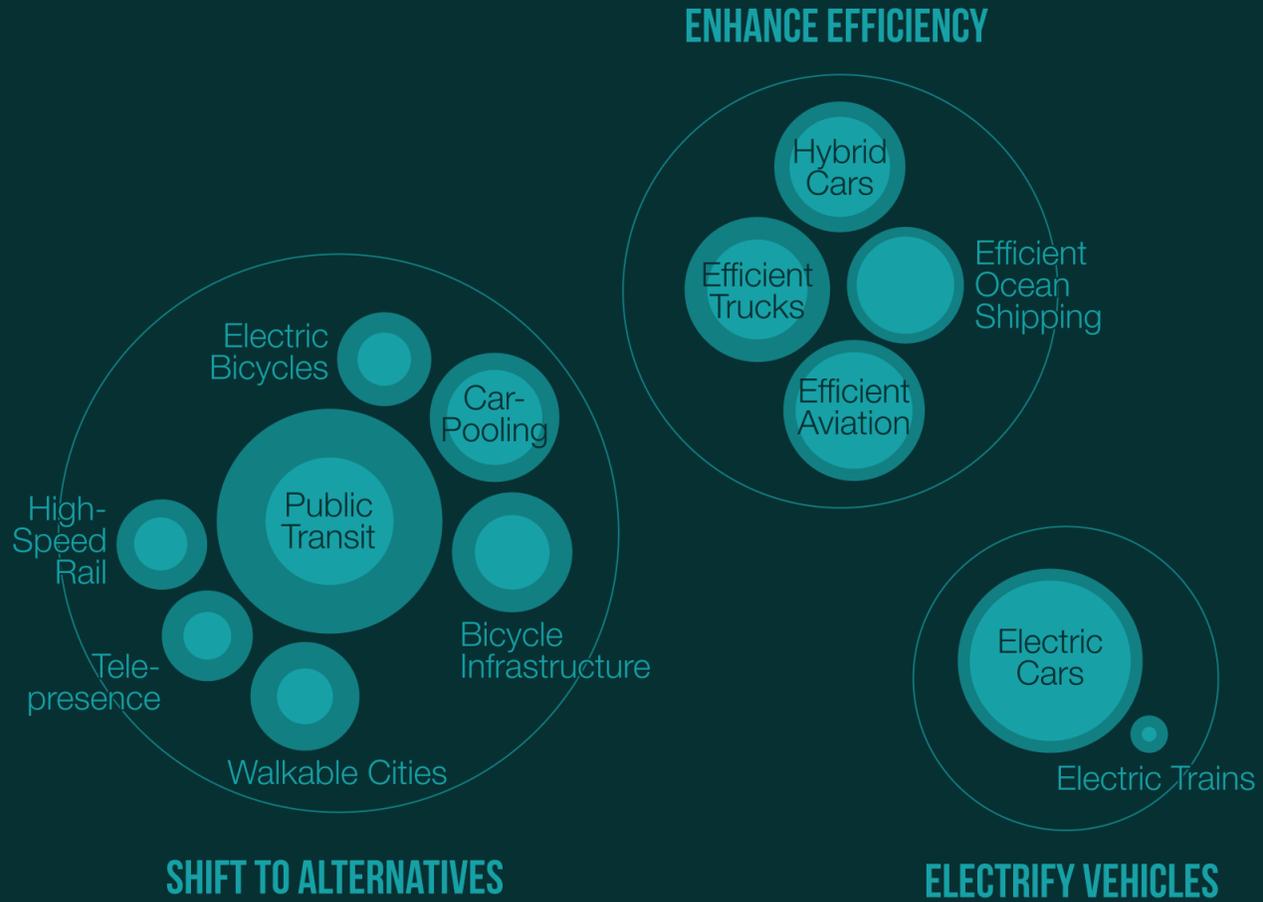
#67

RANK BY 2050

1.0 GT

REDUCED CO2-eq





TRANSPORT



BUILDINGS

DRAWDOWN 2020

BUILDINGS

- Shift to Alternatives
- Enhance Efficiency
- Address Refrigerants



INSULATION

#16
RANK BY 2050

17.0GT
REDUCED CO₂-eq



IMPROVED CLEAN COOKSTOVES

#9

RANK BY 2050

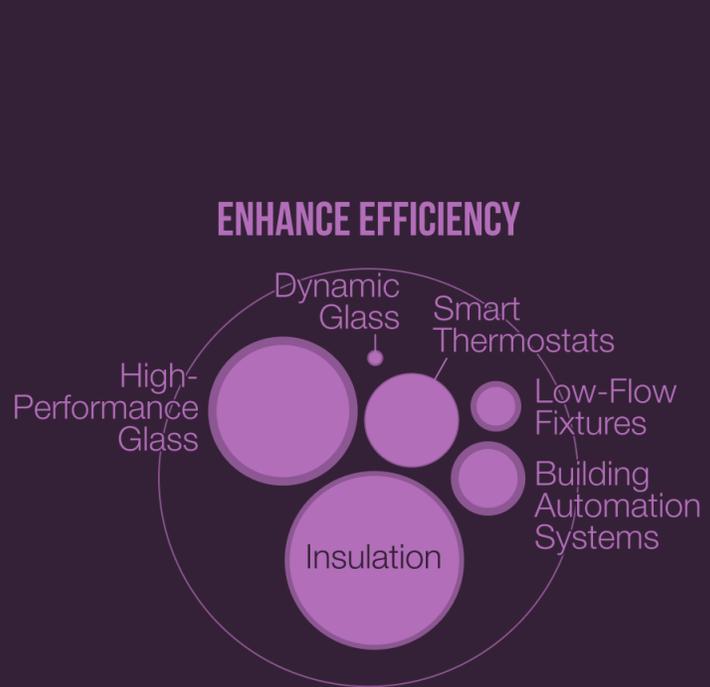
31.3 GT

REDUCED CO₂-eq

LOW-FLOW FIXTURES

#70
RANK BY 2050

0.9 GT
REDUCED CO₂-eq



SHIFT ENERGY SOURCES



& Address Refrigerants

BUILDINGS



DRAWDOWN 2020

LAND SINKS

LAND-BASED SINKS

- Shift Agricultural Practices
- Protect and Restore Ecosystems
- Use Degraded Land
- Address Waste and Diets

TROPICAL FOREST RESTORATION

#5

RANK BY 2050

54.4 GT

REDUCED CO₂-eq

TEMPERATE FOREST RESTORATION

#14

RANK BY 2050

19.4 GT

REDUCED CO2

MANAGED GRAZING

#17

RANK BY 2050

16.4 GT

REDUCED CO₂-eq



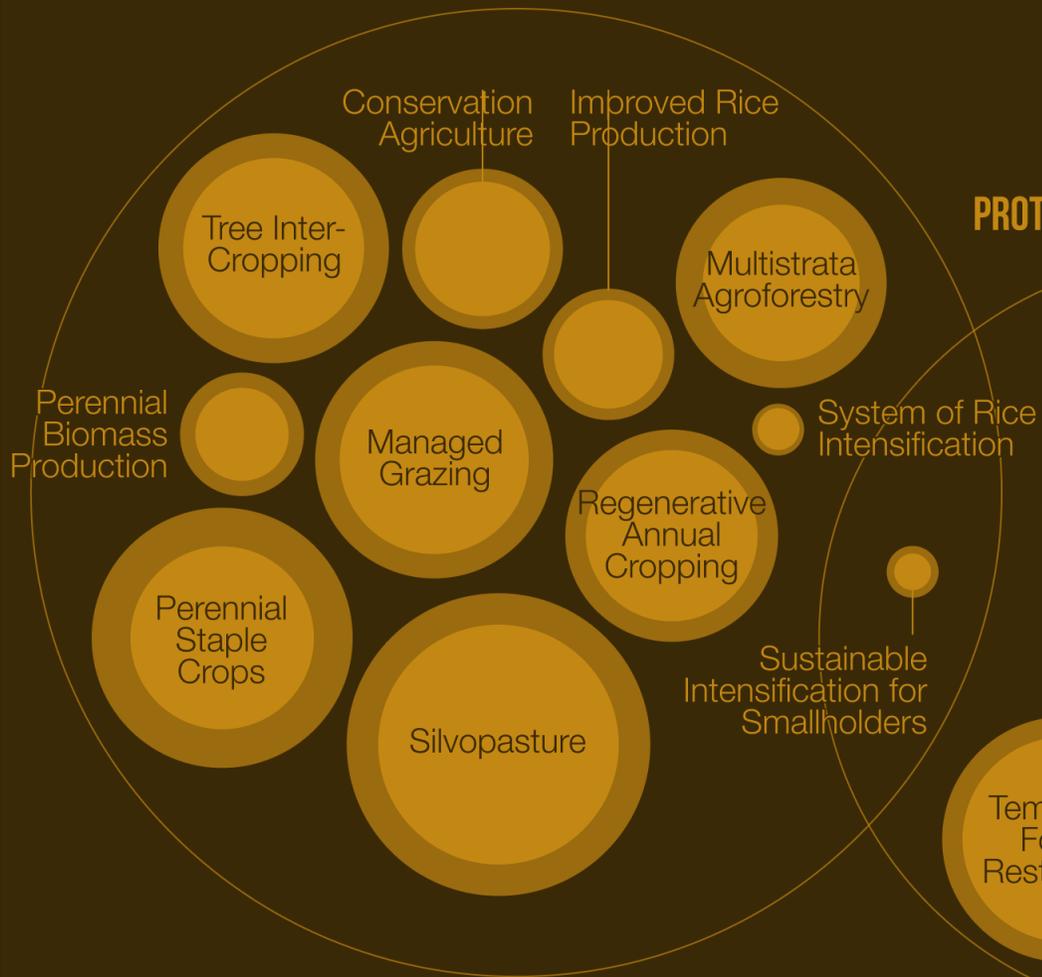
FOREST PROTECTION

#41
RANK BY 2050

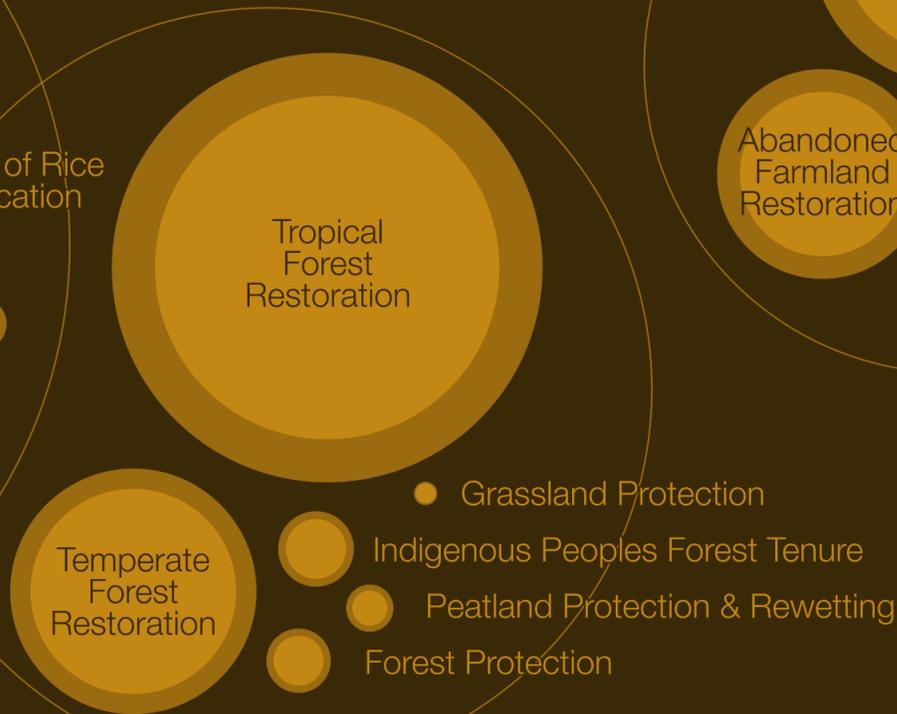
5.5 GT
REDUCED CO2-eq



SHIFT AGRICULTURE PRACTICES



PROTECT & RESTORE ECOSYSTEMS



USE DEGRADED LAND



ADDRESS WASTE & DIETS



LAND SINKS



DRAWDOWN 2020

**COASTAL AND
OCEAN SINKS**

COASTAL WETLAND RESTORATION

#71
RANK BY 2050

0.8 GT
REDUCED CO₂-eq

PROTECT & RESTORE ECOSYSTEMS



COASTAL & OCEAN SINKS



DRAWDOWN 2020

ENGINEERED SINKS

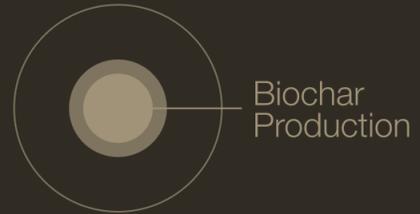
BIOCHAR PRODUCTION

#41
RANK BY 2050

2.2 GT
REDUCED CO2-eq



REMOVE & STORE CARBON



ENGINEERED SINKS



**HEALTH AND
EDUCATION**

DRAWDOWN 2020



HEALTH & EDUCATION

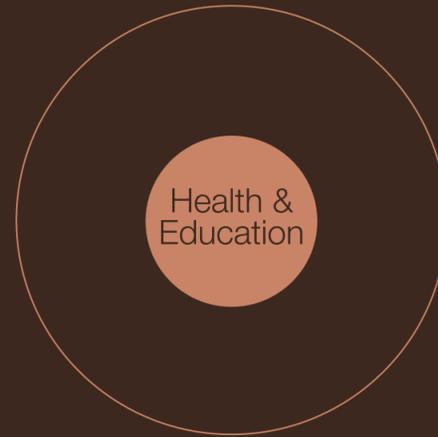
#2

RANK BY 2050

85.4 GT

REDUCED CO2-eq

HEALTH & EDUCATION



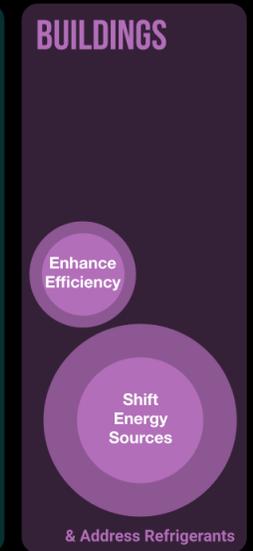
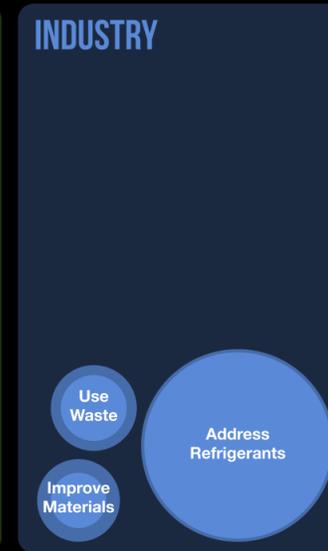
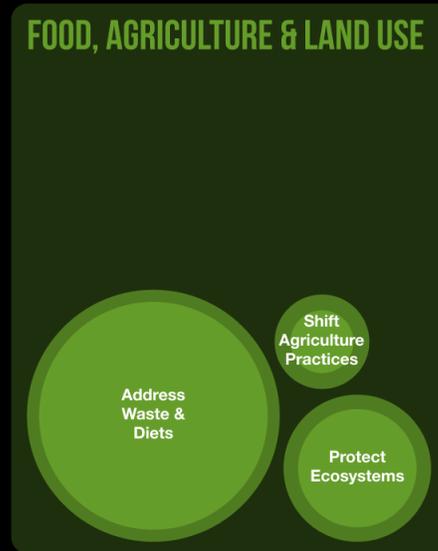
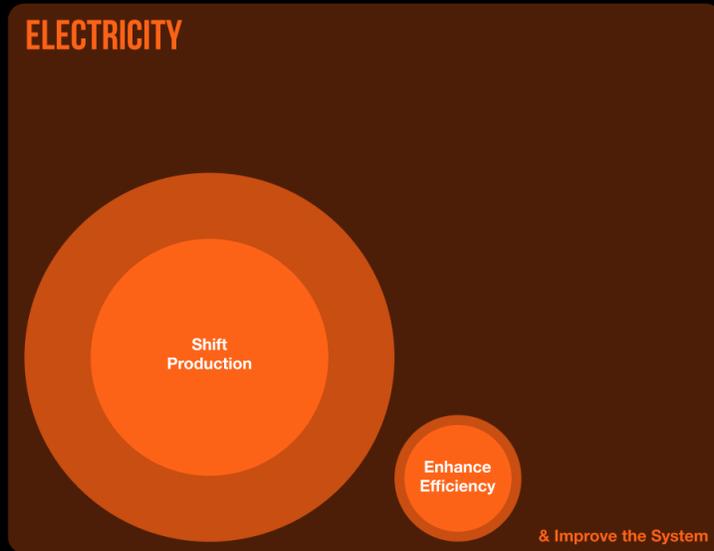
SOCIETY



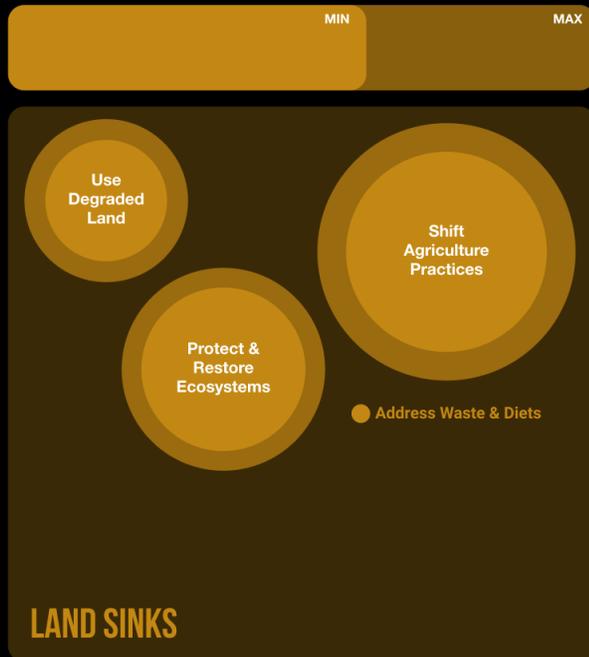
PUTTING IT TOGETHER

REACHING DRAWDOWN

1. REDUCE SOURCES



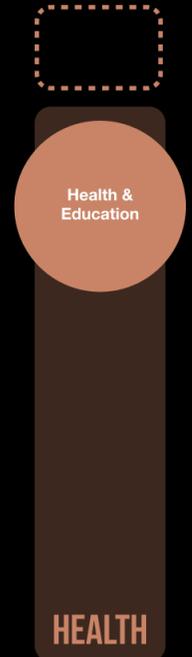
2. SUPPORT SINKS



COASTAL & OCEAN SINKS
Protect & Restore Ecosystems

ENGINEERED SINKS
Remove & Store Carbon

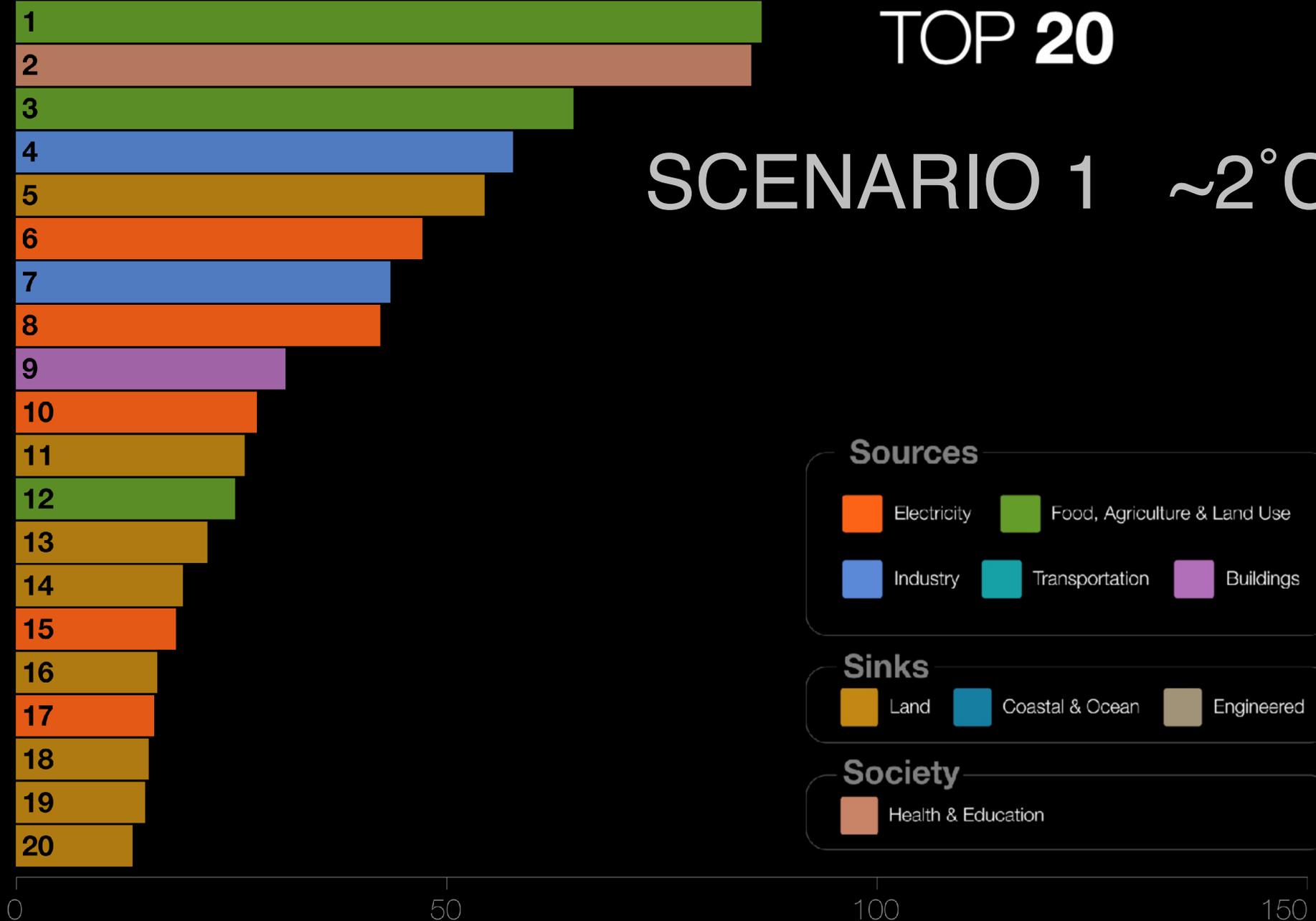
3. IMPROVE SOCIETY



TOP 20

SCENARIO 1 ~2°C

- 1 Reduced Food Waste
- 2 Health & Education
- 3 Plant-Rich Diets
- 4 Refrigerant Management
- 5 Tropical Forest Restoration
- 6 Onshore Wind Turbines
- 7 Alternative Refrigerants
- 8 Utility-Scale Solar Photovoltaics
- 9 Improved Clean Cookstoves
- 10 Distributed Solar Photovoltaics
- 11 Silvopasture
- 12 Peatland Protection & Rewetting
- 13 Tree Plantations (on Degraded Land)
- 14 Temperate Forest Restoration
- 15 Concentrated Solar Power
- 16 Managed Grazing
- 17 LED Lighting
- 18 Perennial Staple Crops
- 19 Tree Intercropping
- 20 Regenerative Annual Cropping



Sources

- Electricity
- Food, Agriculture & Land Use
- Industry
- Transportation
- Buildings

Sinks

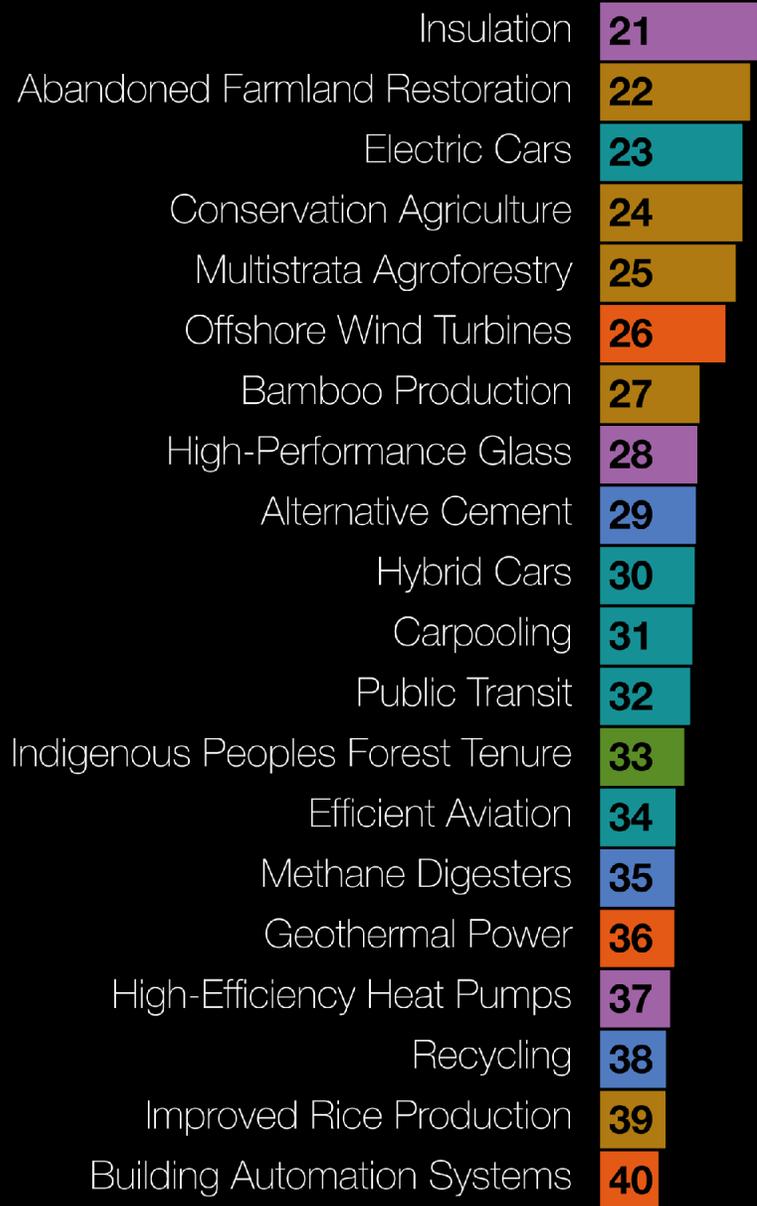
- Land
- Coastal & Ocean
- Engineered

Society

- Health & Education

Total Avoided CO2e (Gt)

SCENARIO 1 ~2°C



0 50 100 150

Total Avoided CO2e (Gt)

Sources

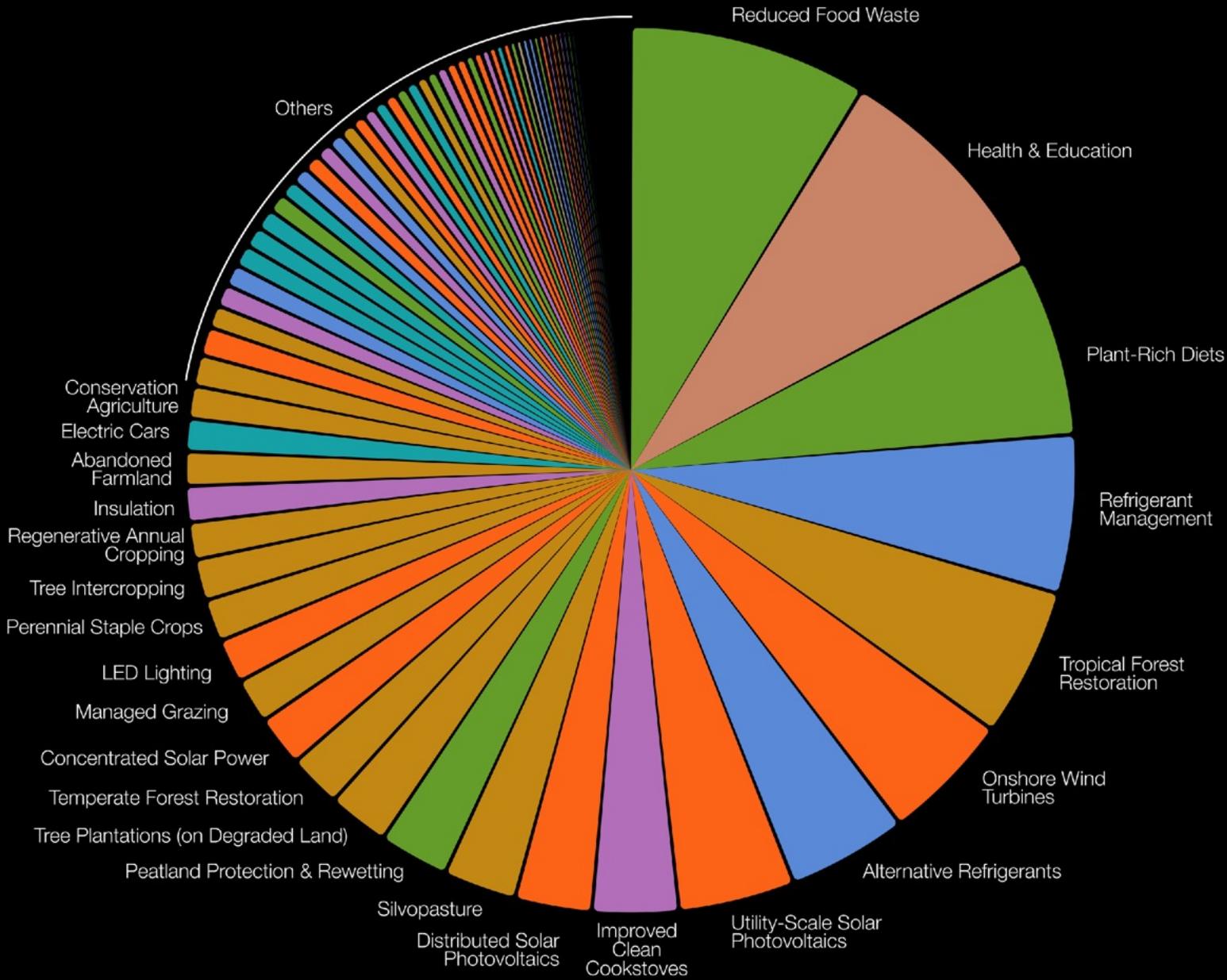


Sinks



Society





Sources

- Electricity
- Food, Agriculture & Land Use
- Industry
- Transportation
- Buildings

Sinks

- Land
- Coastal & Ocean
- Engineered

Society

- Health & Education

PREVENTS 993.8 GT-
CO₂

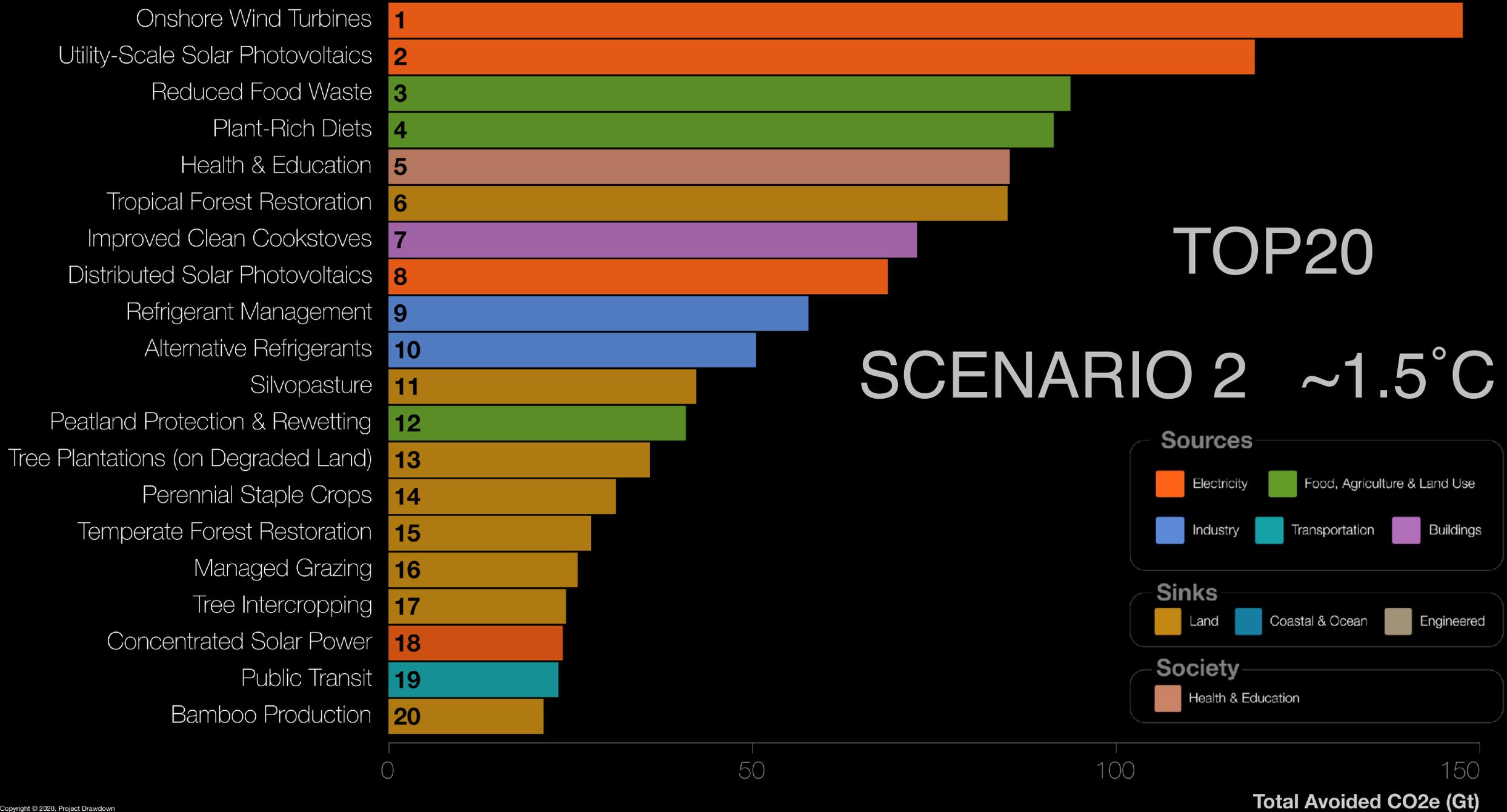
INITIAL COSTS \$22.5 TRILLION

TOTAL SAVINGS \$95.1 TRILLION

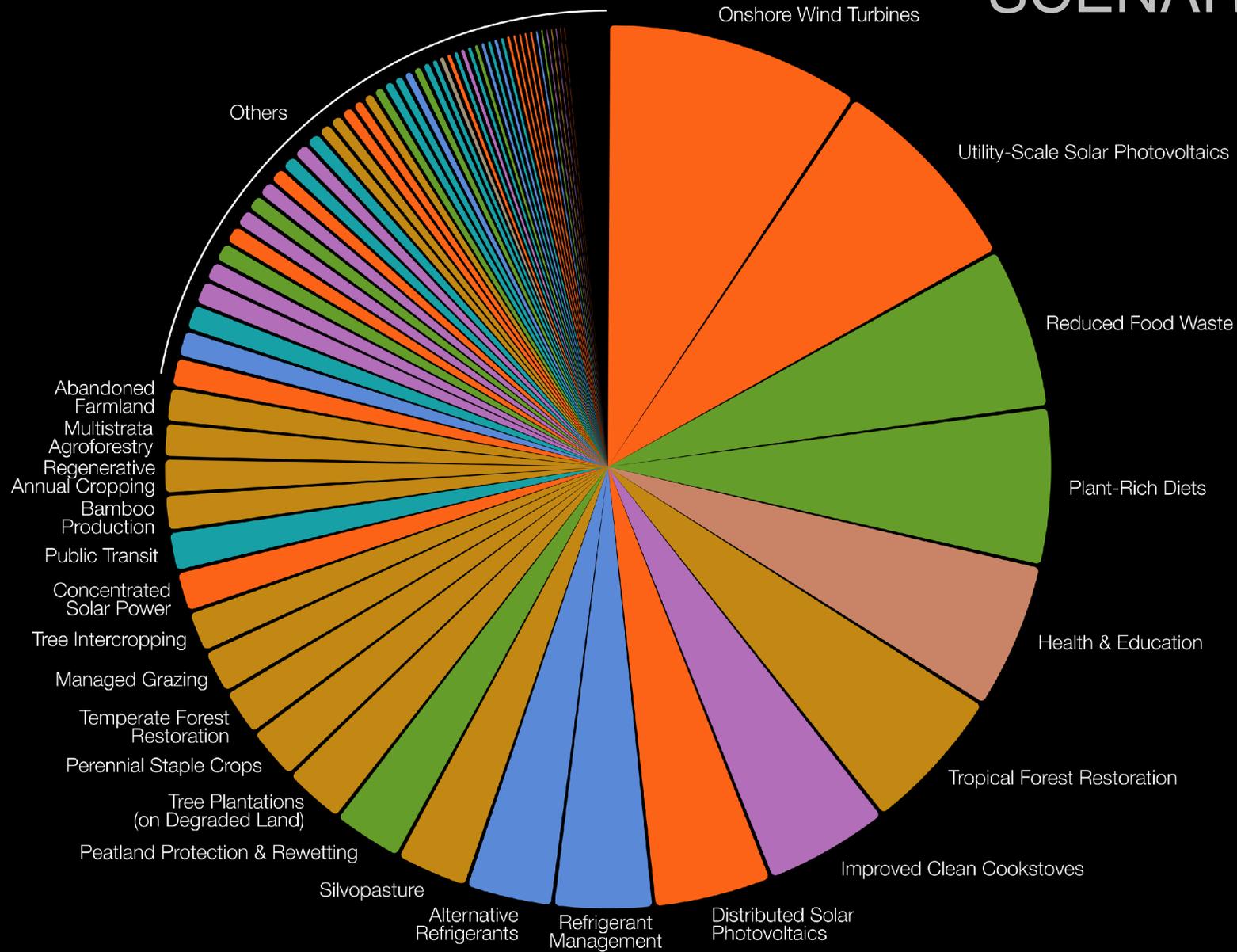
4.2X RETURN ON INVESTMENT

Is **Drawdown**
possible by 2050?

Only when we **challenge systems**



SCENARIO 2 ~1.5°C



Sources

- Electricity (Orange)
- Food, Agriculture & Land Use (Green)
- Industry (Blue)
- Transportation (Cyan)
- Buildings (Purple)

Sinks

- Land (Yellow)
- Coastal & Ocean (Cyan)
- Engineered (Grey)

Society

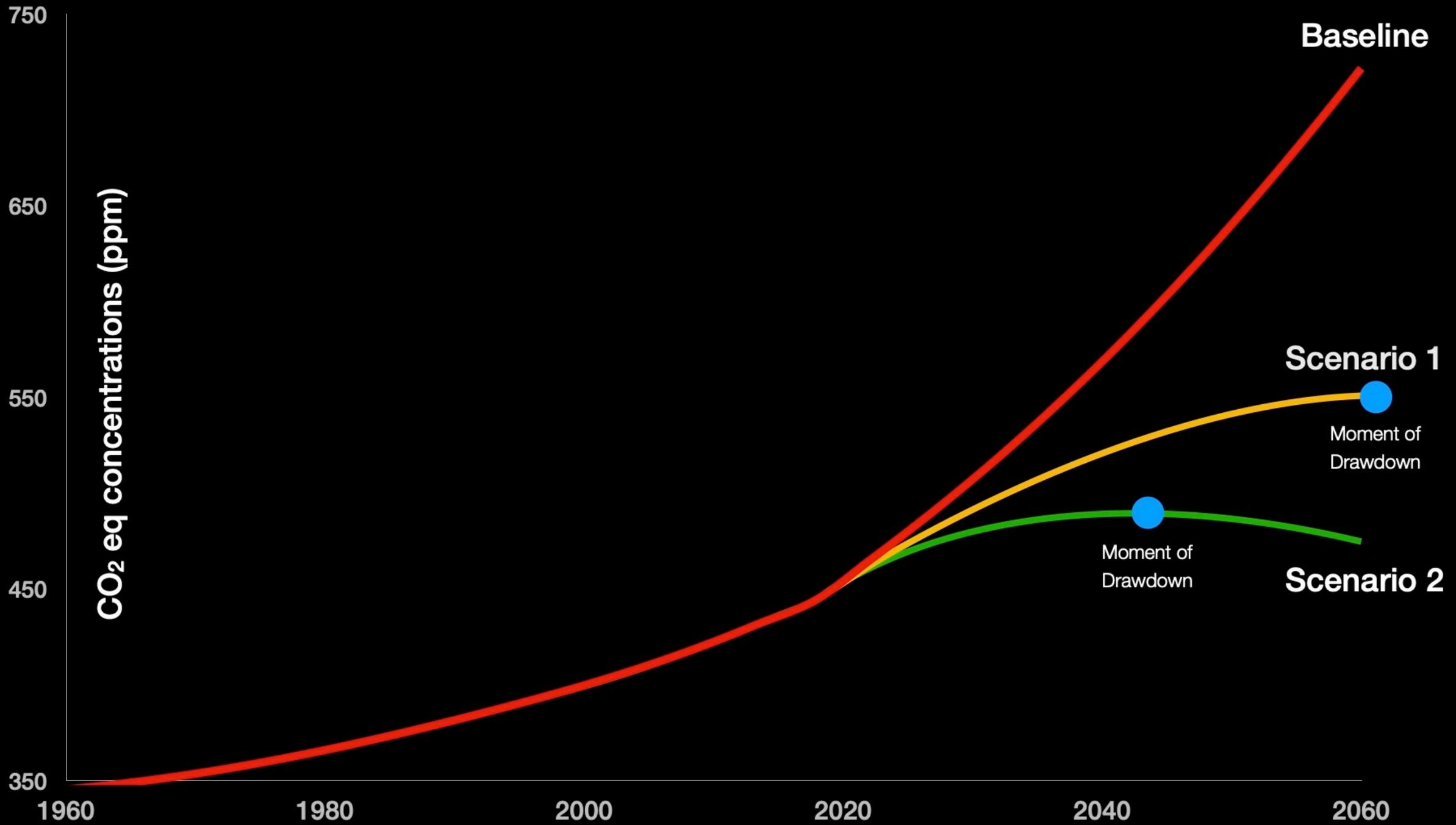
- Health & Education (Pink)

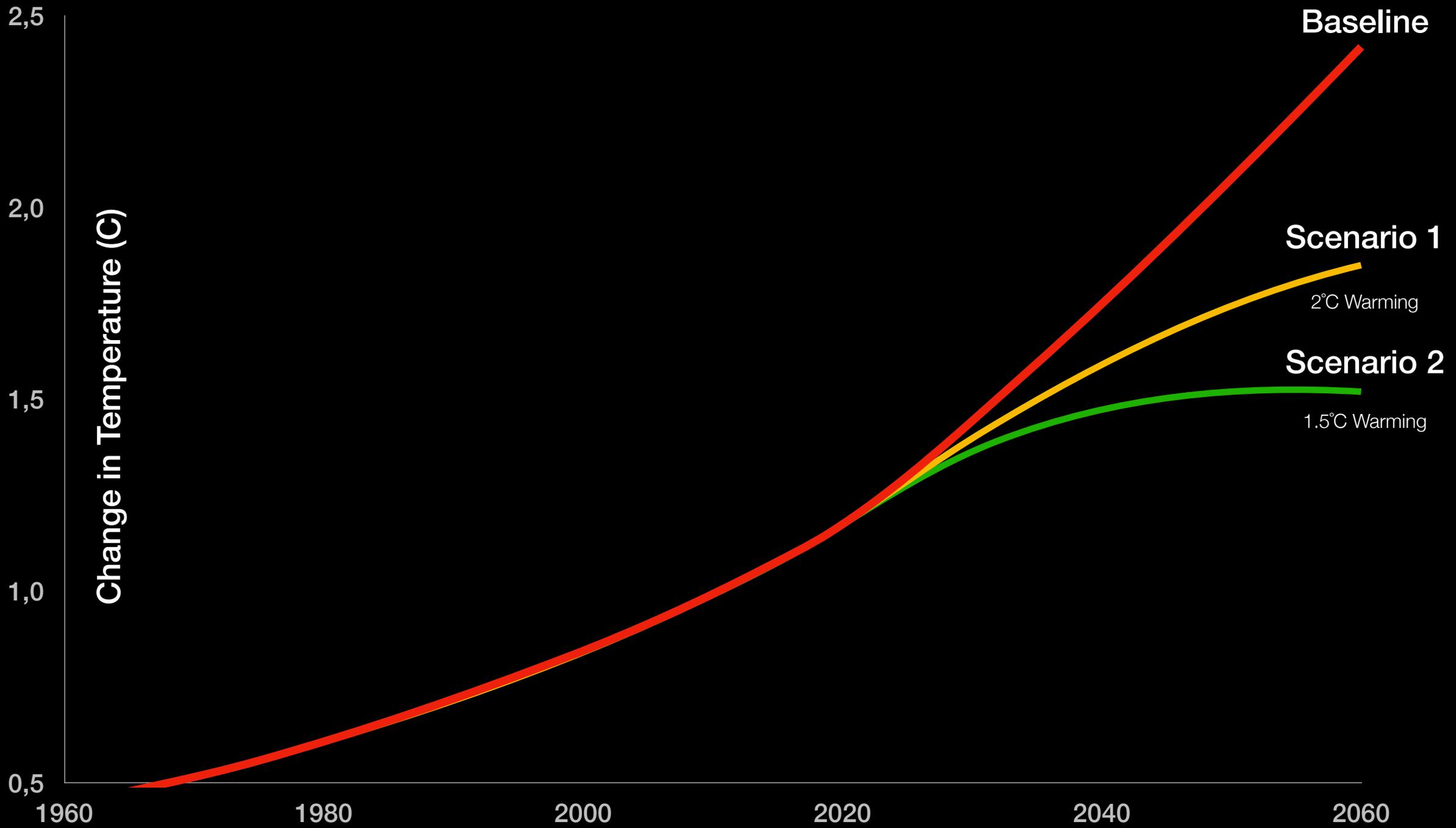
PREVENTS 1,580.4 GT-
CO₂

INITIAL COSTS \$28.4 TRILLION

TOTAL SAVINGS \$145.5 TRILLION

5.1X RETURN ON INVESTMENT





**WE HAVE ENOUGH SOLUTIONS
TO DO THE JOB**

**WE CAN REACH DRAWDOWN BY
MIDCENTURY IF WE SCALE SOLUTIONS
ALREADY IN HAND, TODAY**

**MORE SOLUTIONS ARE NEEDED, BUT
THE TOOLS WE NEED ARE IN HAND
NOW IS BETTER THAN NEW**



**MARINE
PERMACULTURE**

BUILDING WITH WOOD





**A COW WALKS
ONTO A BEACH**

ENERGY ROOFTOP SOLAR

RANKING AND RESULTS BY 2050

24.6 GIGATONS
REDUCED CO₂

\$453.1 BILLION
NET COST

\$3.46 TRILLION
NET SAVINGS

The year was 1884, when the first solar array appeared on a rooftop in New York City. Experimentalist Charles Fritts installed it after discovering that a thin layer of selenium on a metal plate could produce a current of electricity when exposed to light. How light could turn on lights, he and his solar-pioneering contemporaries did not know, for the mechanics were not understood until the early twentieth century when, among other breakthroughs, Albert Einstein published his revolutionary work on what are now called photons. Though the scientific establishment of Fritts's day believed power generation depended on heat, Fritts was convinced that "photoelectric" modules would wind up competing with coal-fired power plants. The first such plant had been brought online by Thomas Edison just two years earlier, also in New York City.

Today, solar is replacing electricity generated from coal as well as from natural gas. It is replacing kerosene lamps and diesel generators in places where people lack access to the power grid, true for more than a billion people around the world. While society grapples with electricity's pollution in some places and its absence in others, the mysterious waves and particles of the sun's light continuously strike the surface of the planet with an energy more than ten thousand times the world's total use. Small-scale photovoltaic systems, typically sited on rooftops, are playing a significant role in harnessing that light, the most abundant resource on earth. When photons strike the thin wafers of silicon crystal within a vacuum-sealed solar panel, they knock electrons loose and produce an electrical circuit. These subatomic particles are the only moving parts in a solar panel, which requires no fuel.

While solar photovoltaics (PV) provide less than 2 percent of the world's electricity at present, PV has seen exponential growth over the past decade. In 2015 distributed systems of less than 100 kilowatts accounted for roughly 30 percent of solar PV capacity installed worldwide. In Germany, one of the world's solar leaders, the majority of photovoltaic capacity is on rooftops, which don 1.5 million systems. In Bangladesh, population 157 million, more than 3.6 million home solar systems

have been installed. Fully 16 percent of Australian homes have them. Transforming a square meter of rooftop into a miniature power station is proving irresistible.

Roof modules are spreading around the world because of their affordability. Solar PV has benefited from a virtuous cycle of falling costs, driven by incentives to accelerate its development and implementation, economies of scale in manufacturing, advances in panel technology, and innovative approaches for end-user financing—such as the third-party ownership arrangements that have helped mainstream solar in the United States. As demand has grown and production has risen to meet it, prices have dropped; as prices have dropped, demand has grown further. A PV manufacturing boom in China has helped unleash a torrent of inexpensive panels around the world. But hard costs are only one side of the expense equation. The soft costs of financing, acquisition, permitting, and installation can be half the cost of a rooftop system and have not seen the same dip as panels themselves. That is part of the reason rooftop solar is more expensive than its utility-scale kin. Nonetheless, small-scale PV already generates electricity more cheaply than it can be brought from the grid in some parts of the United States, in many small island states, and in countries including Australia, Denmark, Germany, Italy, and Spain.

The advantages of rooftop solar extend far beyond price. While the production of PV panels, like any manufacturing process, involves emissions, they generate electricity without emitting greenhouse gases or air pollution—with the infinite resource of sunlight as their sole input. When placed on a grid-connected roof, they produce energy at the site of consumption, avoiding the inevitable losses of grid transmission. They can help utilities meet broader demand by feeding unused electricity into the grid, especially in summer, when solar is humming and electricity needs run high. This "net metering" arrangement, selling excess electricity back to the grid, can make solar panels financially feasible for homeowners, offsetting the electricity they buy at night or when the sun is not shining.

Numerous studies show that the financial benefit of rooftop PV runs both ways. By having it as part of an energy-generation portfolio, utilities can avoid the capital costs of additional coal or gas plants, for which their customers would otherwise have to pay, and broader society is spared the environmental and public health impacts. Added PV supply at times of highest electricity demand can also curb the use of expensive and polluting peak generators. Some utilities reject this proposition and posit contradictory claims of rooftop PV being a "free rider," as they aim to block the rise of distributed solar and its impact on their revenue and profitability. Others accept its inevitability and are trying to shift their business models accordingly. For all involved, the need for a grid "commons" continues, so utilities, regulators, and stakeholders of all stripes are evolving approaches to cover that cost.



The first solar array installed by Charles Fritts in 1884 in New York City. Fritts built the first solar panels in 1881, reporting that the current was "continuous, constant and of considerable force not only by exposure to sunlight but also to dim, diffused daylight, and even to lamplight."

Off the grid, rooftop panels can bring electricity to rural parts of low-income countries. Just as mobile phones leapfrogged installation of landlines and made communication more democratic, solar systems eliminate the need for large-scale, centralized power grids. High-income countries dominated investment in distributed solar until 2014, but now countries such as Chile, China, India, and South Africa have joined in. It means rooftop PV is accelerating access to affordable, clean electricity and thereby becoming a powerful tool for eliminating poverty. It is also creating jobs and energizing local economies. In Bangladesh alone, those 3.6 million home solar systems have generated 115,000 direct jobs and 50,000 more downstream.

Since the late nineteenth century, human beings in many places have relied on centralized plants that burn fossil fuels and send electricity out to a system of cables, towers, and poles. As households adopt rooftop solar (increasingly accompanied and enabled by distributed energy storage), they transform generation and its ownership, shifting away from utility monopolies and making power production their own. As electric vehicles also spread, "gassing up" can be done at home, supplanting oil companies. With producer and user as one, energy gets democratized. Charles Fritts had this vision in the 1880s, as he looked out over the roofscape of New York City. Today, that vision is increasingly coming to fruition. ●

IMPACT: Our analysis assumes rooftop solar PV can grow from .4 percent of electricity generation globally to 7 percent by 2050. That growth can avoid 24.6 gigatons of emissions. We assume an implementation cost of \$1,883 per kilowatt, dropping to \$627 per kilowatt by 2050. Over three decades, the technology could save \$3.4 trillion in home energy costs.

An Uros mother and her two daughters live on one of the 42 floating islands made of totora reeds on Lake Titicaca. Their delight upon receiving their first solar panel is infectious. Installed at an elevation of 12,507 feet, the panel will replace kerosene and provide electricity to her family for the first time. As high tech as solar may be, it is a perfect cultural match: The Uru People know themselves as Lupihagues, Sons of the Sun.

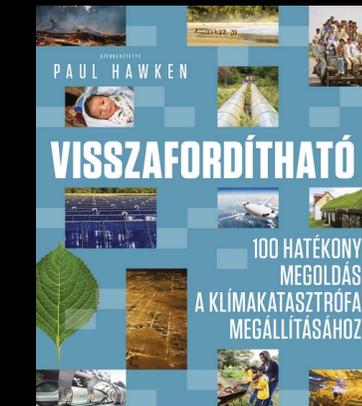
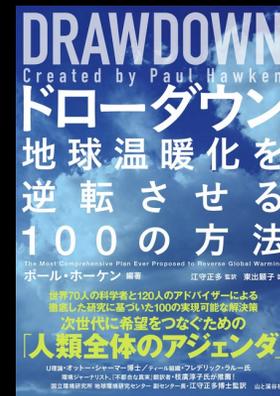
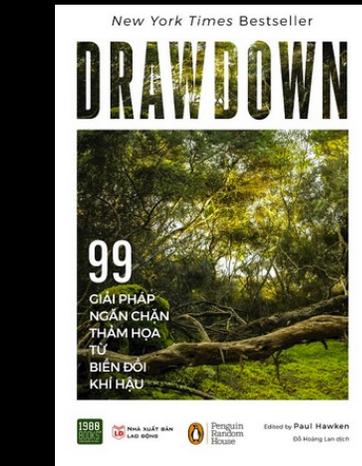
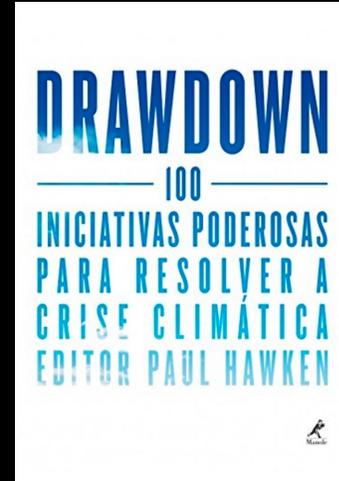
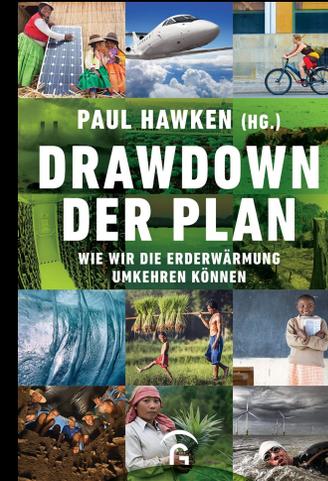
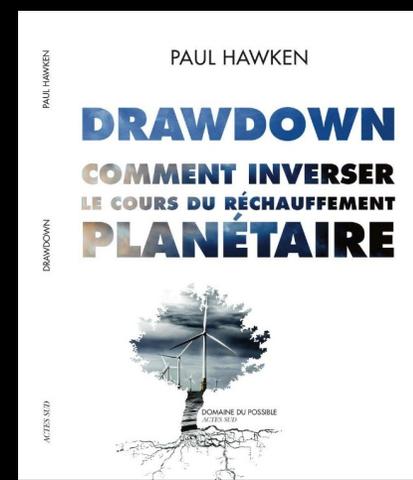
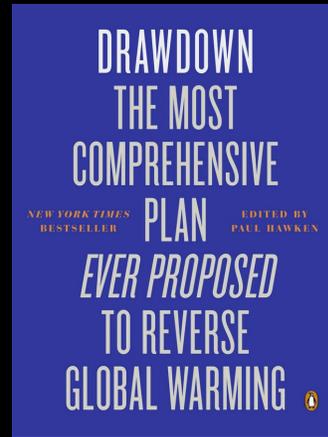


NEW YORK TIMES BESTSELLER

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THE MOST COMPREHENSIVE PLAN EVER PROPOSED TO REVERSE GLOBAL WARMING

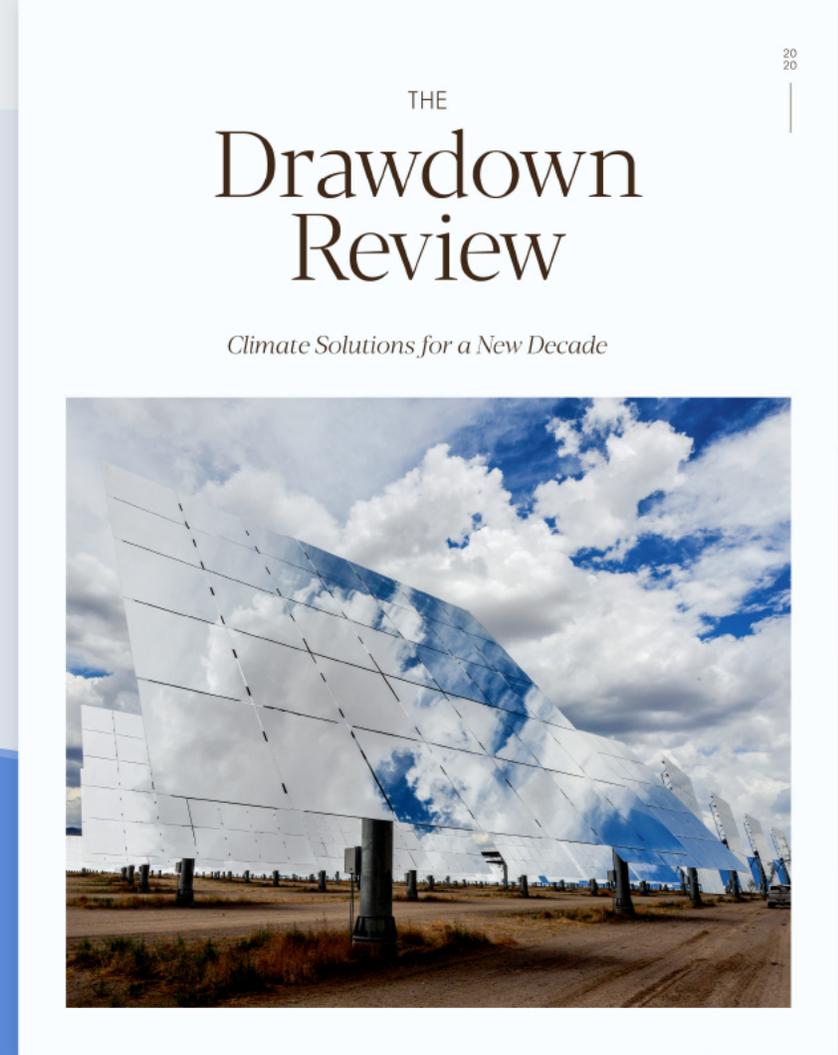
EDITED BY PAUL HAWKEN



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FARMING OUR WAY OUT OF THE CLIMATE CRISIS

Changing Our Land Use, Agricultural Practices, and Food System Offers
Numerous Opportunities to Reduce Greenhouse Gas Emissions, Sequester
Atmospheric Carbon, and Help Address Climate Change

DECEMBER 2020

“Farming Our Way Out of the Climate Crisis” details and quantifies the planet-healing potential of land use, agricultural practices, and food systems.

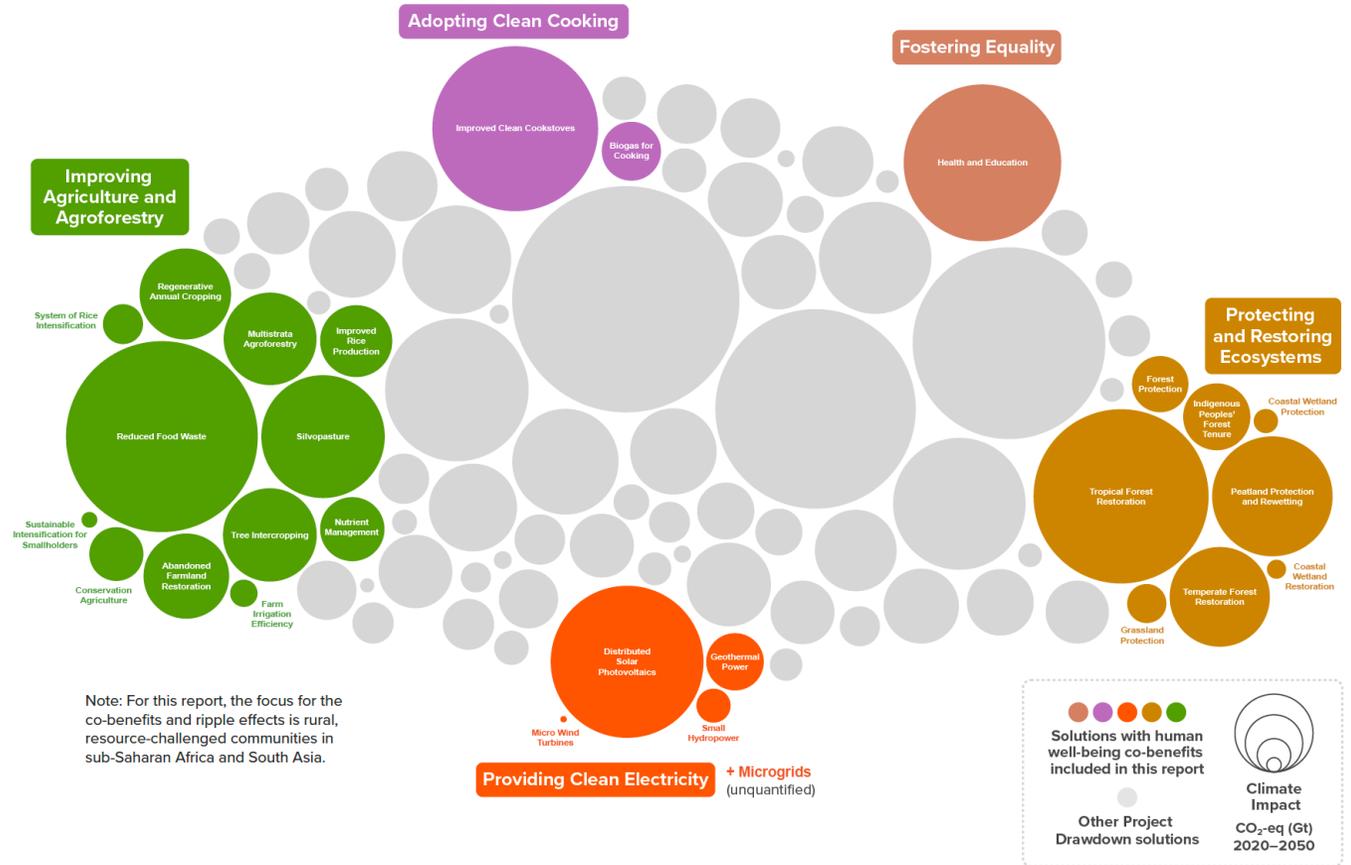


DRAWDOWN LIFT

CLIMATE—POVERTY CONNECTIONS: OPPORTUNITIES FOR SYNERGISTIC SOLUTIONS AT THE INTERSECTION OF PLANETARY AND HUMAN WELL-BEING

By Yusuf Jameel, Carissa M. Patrone, Kristen P. Patterson, and Paul C. West

MARCH 2022



Of the 80-plus solutions in the Project Drawdown framework, 28 have clear well-being co-benefits for rural populations in LMICs. See [Project Drawdown](#) for in-depth information and technical reports for each solution.

“Every job is a Climate job”

AN EMPLOYEE GUIDE TO DRAWDOWN-ALIGNED BUSINESS | SEPTEMBER 2021

PROJECT
DRAWDOWN.

CLIMATE SOLUTIONS

AT WORK

Unleashing your employee power ▶

THE DRAWDOWN-ALIGNED BUSINESS FRAMEWORK

This framework highlights key leverage points and climate actions that all businesses must tap to help the world achieve drawdown quickly, safely, and equitably. To be drawdown-aligned, companies must apply their social, political, financial, and employee power to scaling climate solutions we have in-hand today.



EMISSIONS REDUCTIONS

- Accelerate goals, include interim targets, and phase out use of offsets
- Use carbon removal technology as a last resort and only for unavoidable emissions
- Address supply chain and historical emissions
- Institutionalize emissions reduction efforts
- Embed climate justice



CLIMATE DISCLOSURES

- Publicly disclose climate-related risk and support mandatory disclosure standards

STAKEHOLDER ENGAGEMENT AND COLLABORATION

- Engage employees on climate action
- Create pathways for every job to be a climate job
- Ensure the board is climate-competent
- Engage and support local communities



CLIMATE POLICY ADVOCACY

- Use influence to advocate for climate policy at all levels of government
- Align political contributions
- Focus lobbying dollars on just climate solutions
- Push trade associations to align



PRODUCTS, PARTNERSHIPS, AND PROCUREMENT

- Ensure products and partnerships don't serve bad climate actors
- Require suppliers to adopt science-based emissions reductions targets
- Prioritize circularity and low carbon materials



BUSINESS MODEL TRANSFORMATION

- Embed climate considerations into every part of the business
- Focus business model on scaling climate solutions, phase out parts of the business that are incompatible

INVESTMENTS AND FINANCING

- Offer employees climate-friendly retirement plans and investment opportunities
- Push banks and asset managers to align investments with the Paris Agreement
- Pressure insurance companies to stop underwriting and investing in carbon-intensive projects



LONG-TERM THINKING

- Value long-term thinking over short-term profit and prioritize building a just climate future for all



WE ARE THE RE-GENERATION !



ACHIEVING

DRAWDOWN

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