



**MINISTERIUM
FÜR EIN
LEBENSWEERTES
ÖSTERREICH**

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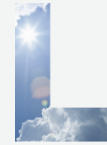
MULTILATERAL ASSESSMENT AUSTRIA



QUESTIONS SUBMITTED TO AUSTRIA

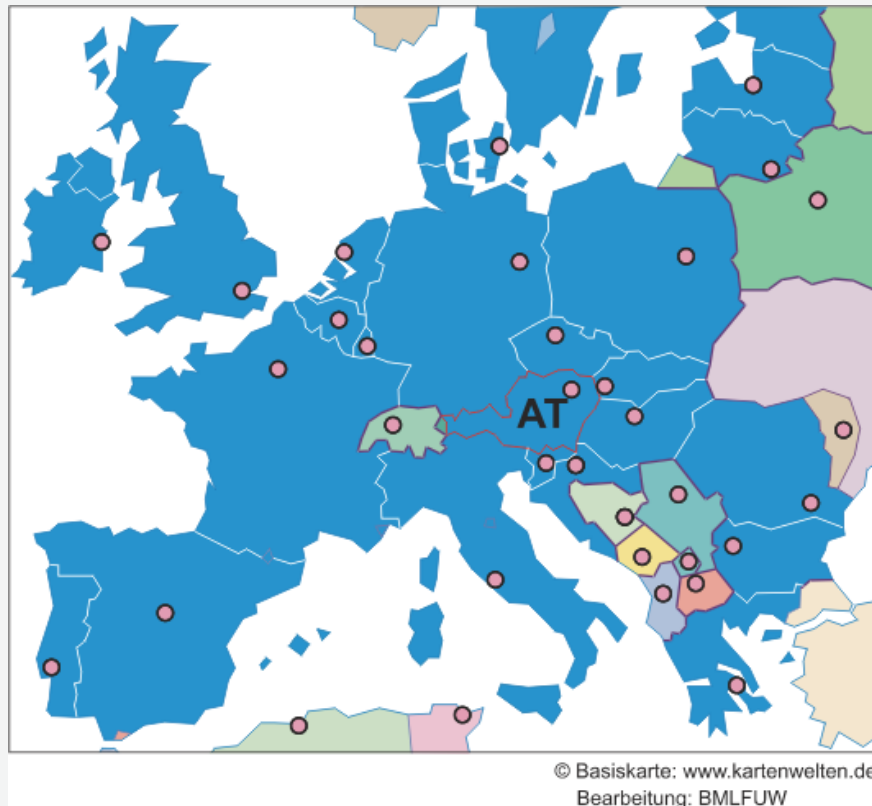
Saturday, 12 November 2016

- Details on feed-in tariffs for renewable energy (New Zealand)
- Current estimates of mitigation impacts (Brazil)
- Comparison of mitigation actions BR1 and BR2 (Brazil)
- Further information on planned measures under ESD (China)
- Drivers for the decrease of transport emissions (China)



NATIONAL CIRCUMSTANCES

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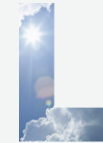


Austria: A small land-locked, mainly mountainous country in the heart of Europe.

Considerable increase of economic activities during the last decades.

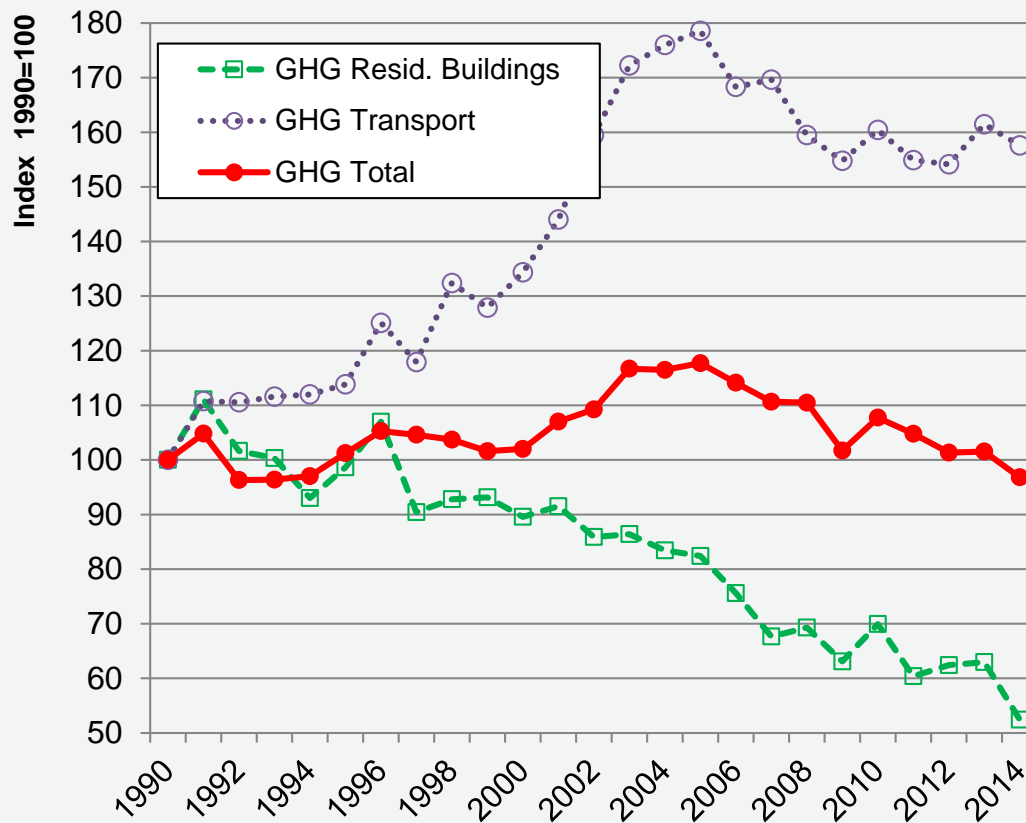
Transport (imports/exports) and transit traffic have strong influence on GHG emissions trend.

Only small share in global GHG emissions (< 0,2 %).

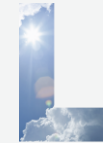


LONG-TERM GHG EMISSIONS TREND

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- Increase of Austrian total GHG emissions after 1990 until 2005, emissions from transport as main driver
- Emissions increase at considerably lower rate than GDP growth
- Emission trend reversed after 2005, in 2014 total emissions below 1990 level

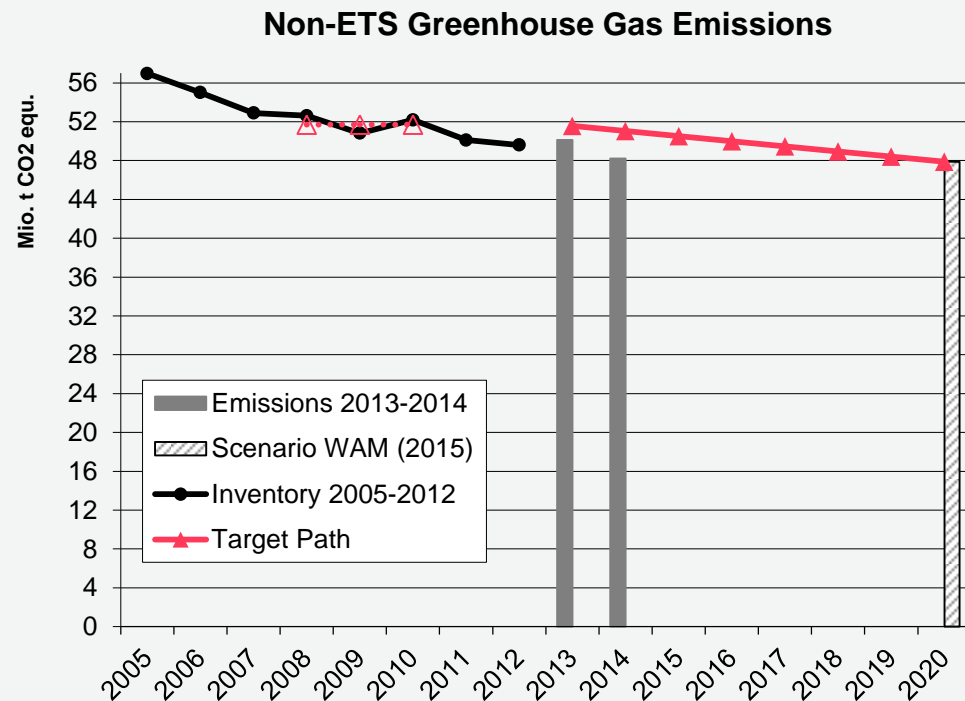


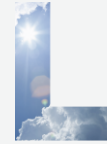
CONTRIBUTION TO EU TARGET 2020

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Quantified economy wide emission reduction target of the EU implemented at Member States level by Effort Sharing Directive (covering emissions outside the European Emissions Trading System).

- AT emissions 2013/14 clearly below pathway
- Emissions scenario WAM (as of March 2015) shows attainment of Austria's target in 2020
- New scenarios under development (first draft results indicate lower emissions compared to previous scenarios)



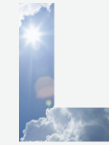


AUSTRIA'S PROGRESS (1)

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- Implementation of national mitigation measures as well as transposition of EU legislation
- Implementation of measures at different levels of administration (Federation, federal provinces, municipalities);
- Mitigation Programme 2015-2018 of Federation and Federal Provinces is under implementation;
- 2016/17: Preparation of Austrian Integrated Energy and Climate Strategy - joint undertaking of 4 federal ministries, with a view to emission reduction until 2030 (and 2050);

Effect: 2005-2014 decrease of non-ETS emissions by 15%

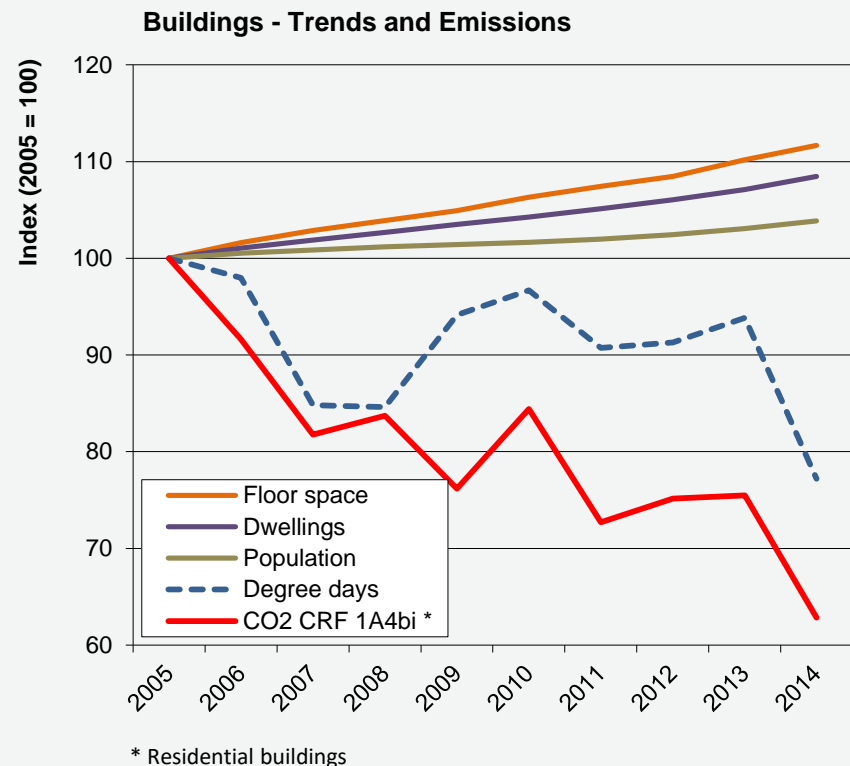


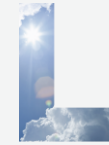
AUSTRIA'S PROGRESS (2)

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Energy efficient buildings and heating systems improved, in combination with renewable energy. Emissions have been reduced considerably.

- Legislation (mandatory Building Codes)
- Consulting service and financial support for energy efficient new construction and refurbishment of existing buildings
- Subsidies for domestic use of renewable energy (e.g. biomass heating systems, photovoltaics)



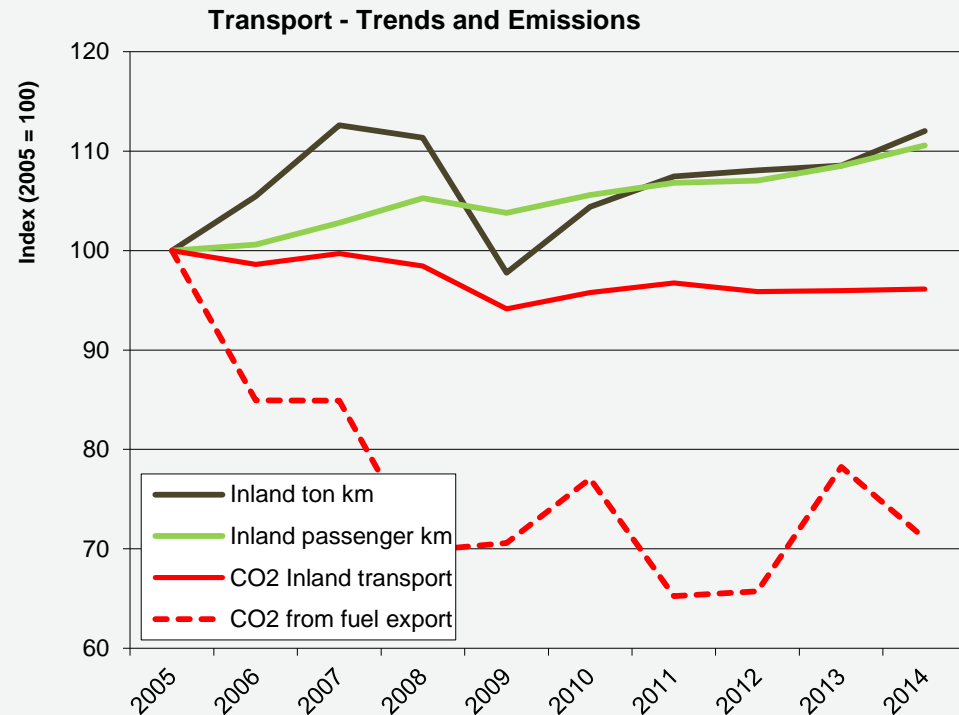


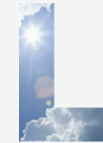
AUSTRIA'S PROGRESS (3)

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Shift to low emission transport modes and increase of efficiency of road transport. Decoupling of transport growth and emissions.

- Fiscal measures (mineral oil taxes) and incentives (staggered road toll for heavy duty vehicles).
- Blending of fossil fuels with biofuels.
- Mobility management and awareness raising.
- Subsidies for E-mobility.



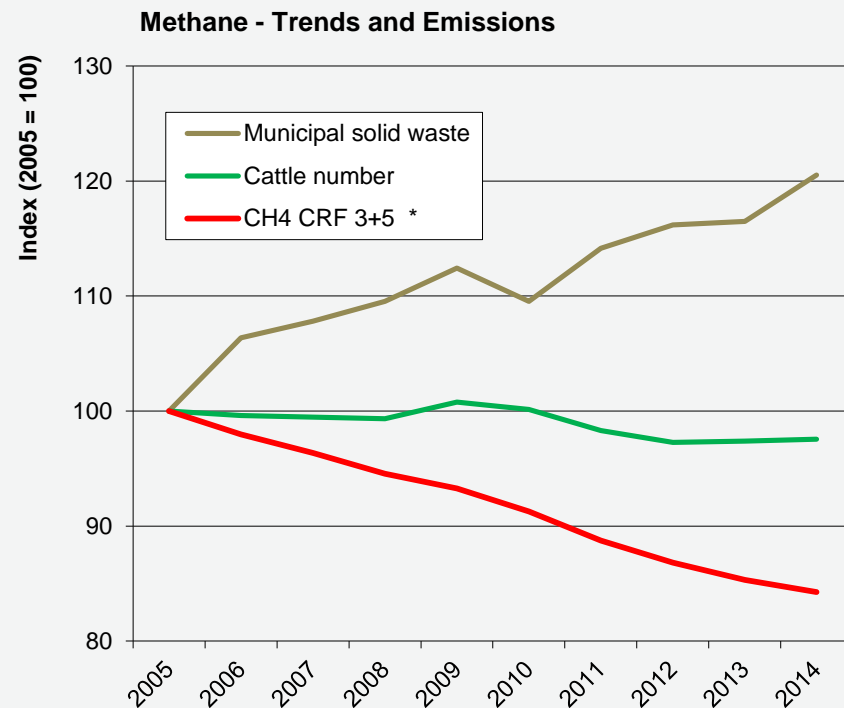


AUSTRIA'S PROGRESS (4)

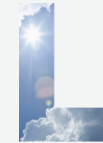
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Instruments for the reduction of methane emissions from waste treatment and agriculture have been implemented.

- No deposition of biodegradable waste on landfills.
- Improved management of old landfills.
- Agri-Environmental Programme supports instruments for decreasing emissions.
- High share of organic farming.



* Agriculture and waste

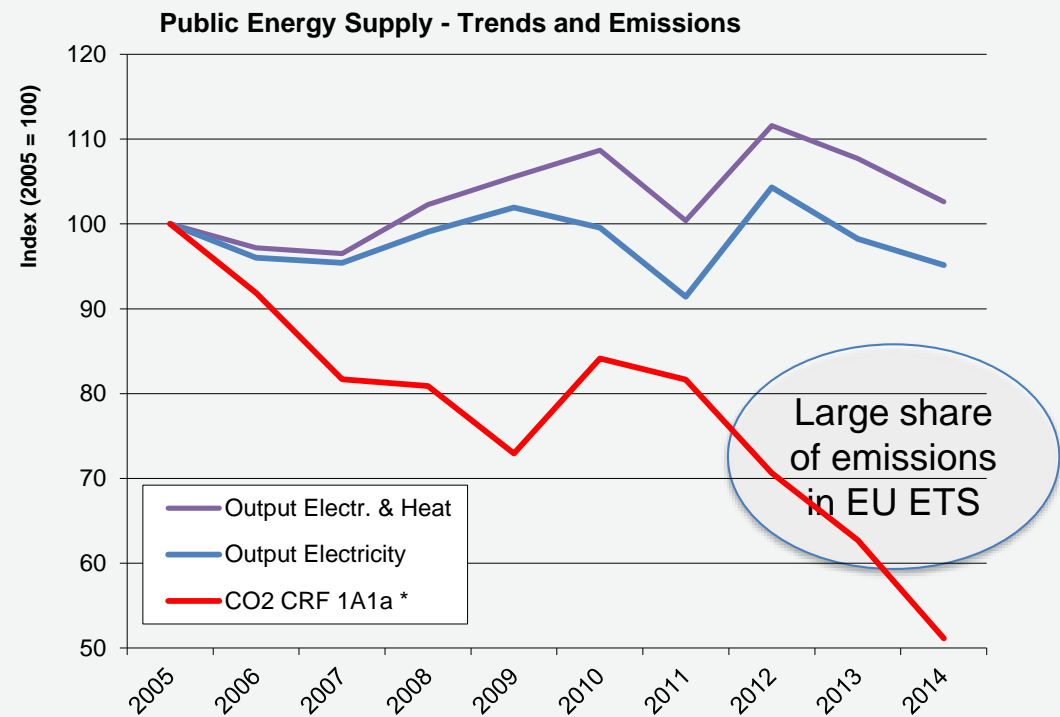


AUSTRIA'S PROGRESS (5)

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Share of renewable energy sources in energy supply increased, high carbon fuels reduced, efficiency improved

- Green electricity (feed-in tariffs for electricity from renewable sources, investment support for small scale hydro power).
- Support for biomass district heating systems.



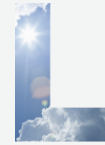
* Public electricity and heat production



CONCLUSION

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- Until 2005 considerable challenges regarding Austria's GHG emissions
- Very positive development after 2005
- Implementation of national and EU policies contribute to significant reduction of GHG emissions
- 2020 target under EU Effort Sharing Directive is expected to be met
- Transport remains as a main challenge, shift to public transport and e-mobility needs to be enhanced, especially with a view to 2030



THANK YOU VERY MUCH FOR YOUR ATTENTION !

Saturday, 12 November 2016

