Session SB65 (2026)

Session starts: 09-08-2026

Facilitative, Multilateral Consideration of Progress

A compilation of questions to – and answers by – **Bulgaria**
Exported on 13-10-2026 by the UNFCCC secretariat

Title: Assumptions regarding CCS promotion in "with additional measures scenario"

Question From Party: Japan

Question raised on: 08.09.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: Bulgaria has established a Geological Storage of Carbon Dioxide Act (GSCDA), and in the "Mitigation policies and measures" section of IP5, it anticipates extremely significant emission reductions of 2,950.32 Gg CO_2 through the promotion of CCS. When estimating this reduction effect, which specific energy-intensive industries in the country were assumed to implement CCS? Furthermore, what plans are in place for the development of CCS infrastructure and the mobilization of financing required to support its deployment during the implementation period of WAM scenario (2028-2050)?

Answer:

The emission reduction estimate of 2,950.32 Gg CO_2 reported in the BTR is based on the assumptions and modelling of Bulgaria's updated NECP. The WAM scenario considers CCS as an option for reducing emissions from energy-intensive and hard-to-abate industries. The estimate represents a modelled mitigation potential and is not based on a predefined list of specific industrial installations assumed to implement CCS.

Among the sectors, cement production is particularly suitable for CCS, as a significant share of its CO_2 emissions results from the calcination process and cannot be eliminated through energy efficiency or fuel switching alone. This is also consistent with the experience of the EU Innovation Fund, where cement and lime projects rely predominantly on CCS, while other hard-to-abate sectors such as iron and steel, chemicals and refineries use a combination of CCS/CCU, hydrogen, electrification, circular economy and process changes.

For the 2028–2050 period, the development of CCS is expected to depend on the preparation of viable projects, the availability of financing, including support from the EU Innovation Fund, and the development of the necessary capture, transport and storage infrastructure. The scale and timing of deployment will ultimately depend on the availability of these technical and financial conditions.

Title: Selection of parameters for sensitivity analysis and their incorporation into the model

Question From Party: Japan

Question raised on: 08.09.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: Sensitivity analysis is planned for the next round of scenario work; what parameters are you considering for this sensitivity analysis? Also, how do you plan to incorporate uncertainties and changes in those parameters into the model?

Answer:

Bulgaria plans to further develop the approach to sensitivity analysis as part of the preparation of the next projection scenarios. At this stage, the analysis is envisaged primarily for the Energy and IPPU sectors, where the availability of projection models and data provides a suitable basis for such an assessment.

The sensitivity analysis will focus on key parameters that have a significant influence on the projected emissions, including, where relevant, activity data, energy demand, fuel mix, energy prices, economic growth assumptions, emission factors and other sector-specific drivers. The specific parameters and their ranges of variation will be determined during the development of the next projection scenarios, taking into account available data, historical variability and expert assessment.

Bulgaria also plans to strengthen its technical capacity and methodological approach so that sensitivity analysis can gradually be extended to other sectors beyond Energy and IPPU.

Title: Methodology for estimating nitrous oxide emissions from agricultural soils

Question From Party: New Zealand

Question raised on: 08.09.2026 CEST

Question Category: National inventory report

Question: Bulgaria has identified nitrous oxide (N2O) from agricultural soils as a key category in its greenhouse gas inventory. The addendum to the technical expert review report of Bulgaria's first BTR notes that Bulgaria is currently using Tier 1 methodologies, but is considering development of country-specific (tier 2) methodologies for estimating N2O from agricultural soils. Could Bulgaria provide any updates on the plans and challenges with strengthening these methodologies?

Answer:

Despite the importance of N_2O emissions from agricultural soils as a key category, direct emissions are currently estimated using Tier 1 methodology, due to limited financial resources for developing a country-specific data.

The improvement of the methodology remains included among the planned inventory improvements. As a possible way forward, a comprehensive review of the scientific literature and available national data could be undertaken to identify parameters that may be determined at national level, following an approach similar to that used for $FRAC_{GASF}$. Further development will depend on the availability of resources and relevant scientific information.

Title: Transport mitigation

Question From Party: Australia

Question raised on: 09.09.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: Bulgaria's transport sector has an increasing emissions profile. Has Bulgaria undertaken analysis of the mitigation potential of the sector, and what measures are expected to deliver the largest emissions reductions through to 2030?

Answer:

Bulgaria has assessed the mitigation potential of the transport sector as part of its Integrated National Energy and Climate Plan (NECP) 2021–2030, using energy and emissions modelling under different policy scenarios.

The main measures include:

- the electrification of road transport and expansion of charging infrastructure;

- increased use of electric public transport;
- greater use of biofuels;
- modal shift from road to rail;
- improved transport efficiency and traffic management.

An important additional driver will be the EU ETS2, which is expected to become fully operational in 2028 and will cover CO_2 emissions from road transport and other sectors. By putting a carbon price on fossil fuels used in road transport, ETS2 is expected to strengthen the economic incentive for fuel switching, energy efficiency, public transport and zero- and low-emission mobility.

Overall, Bulgaria's approach to transport decarbonisation to 2030 combines electrification, renewable and low-carbon fuels, modal shift and efficiency measures, with ETS2 providing an additional economy-wide carbon-price signal from 2028.