

Climate Dialogues 2020

Session starts: 10-08-2020 00:00:00 [GMT+1]

Session ends: 03-11-2020 23:59:59 [GMT+1]



Multilateral Assessment

A compilation of questions to - and answers by –
Italy
exported on 05 November 2020
by the UNFCCC secretariat

Question by United States of America at Monday, 07 September 2020

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 07 September

Title: Agriculture sector emission reductions

Based on your Fourth Biennial Report to the UNFCCC, emissions from agriculture have decreased by about 11.4% from 1990. You indicate that these reductions are driven large decreases in enteric fermentation and manure management, owing to a reduction in animal populations. Could you elaborate on the drivers of the reductions in livestock populations – for example a result of decreased consumption/export of livestock products (meat, milk), increased efficiency of production (e.g., increased production per animal), increased imports, or biogas methane recovery from manure management which is noted as an increasing practice in recent years?

Answer by Italy

The reduction of the number of animals mainly concerns the cattle category, which contributes to enteric emissions with more than 80%, to methane emissions from manure management with 44%, to nitrous oxide emissions from manure management with about 60% and emissions from soils (spreading and grazing) with more than 50%. The number of cattle fell by 23% in 2017 and in particular dairy cows fell by 32% and other cattle by 19% compared to 1990, while pigs and poultry grow by 2 and 15% respectively. These reductions were determined by various factors, such as political strategies, the market (which affects production costs) and consumer choices. As for dairy cows (the most emissive category for the enteric), the number of heads has gone from 2.6 million head in 1990 to 1.8 million head in 2017, with a reduction of 32%, while the average production milk per head increased by about 80%, from 4,210 kg head⁻¹ year⁻¹ in 1990 to 7,563 kg head⁻¹ year⁻¹ in 2017. These trends were essentially determined by the milk quota system of the first pillar of the Common Agricultural Policy, which restricted the production of milk leading to a reduction in the number of heads and an increase in production efficiency. As regards the non-dairy cattle category, the annual consumption of beef decreased in 2018 compared to 1990, going from 26.6 to 16.8 kg/capita, while the consumption of white meat, in particular pork, increased (data from ISMEA – the Institute of Services for the Agricultural Food Market). As for biogas, the number of anaerobic digesters and the biogas produced through the anaerobic digestion of livestock manure and agro-industrial residues has increased considerably since the 1990s. This process should lead to a reduction in emissions from the storage of livestock manure and instead this has not happened. As we know, when livestock manure is "stored" in anaerobic digesters, the methane emissions resulting from the decomposition of organic matter are "collected" and used to produce energy. In this way, these emissions do not end up in the atmosphere, but are recovered and become "avoided" emissions. In the emission estimation methodology, these emissions are estimated and deducted from the national methane emissions deriving from the storage of manure. According to current estimates, the "avoided" emissions are very low (sometimes zero) since the quantity of livestock manure that is sent for anaerobic digestion is still too low and the fugitive losses of the plants are greater than the avoided methane emissions. For the near future, a significant greater diffusion of the use of livestock manure is expected, due to the incentive mechanism provided for by the national inter-ministerial decrees (of 2016 and 2018), which promote the use of biogas and

biomethane, establish that it must be reduced use of dedicated energy crops with a proportional increase in the contribution of livestock manure.

Question by United States of America at Monday, 07 September 2020

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 07 September

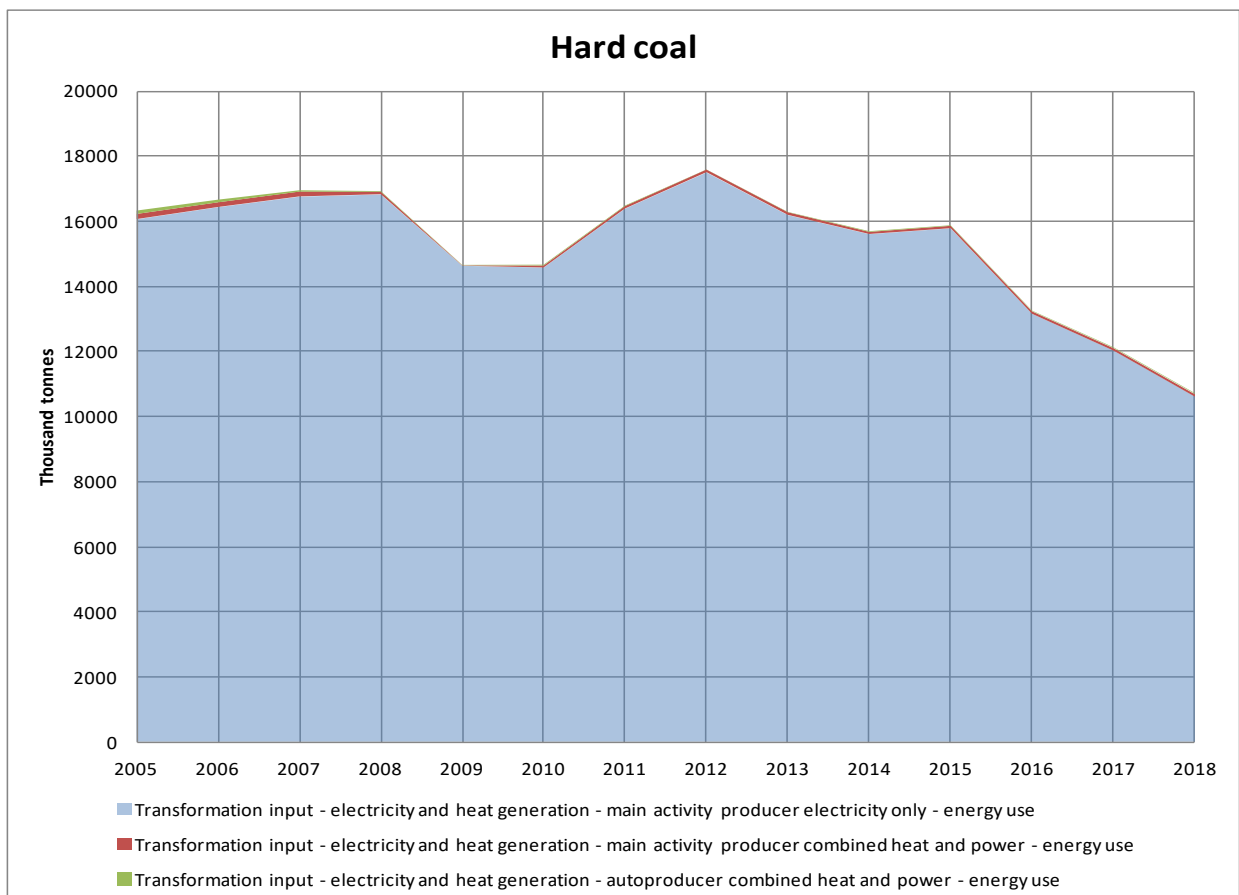
Title: Coal phase out

Could Italy please provide an update on the status of its gradual coal phase out by 2025?

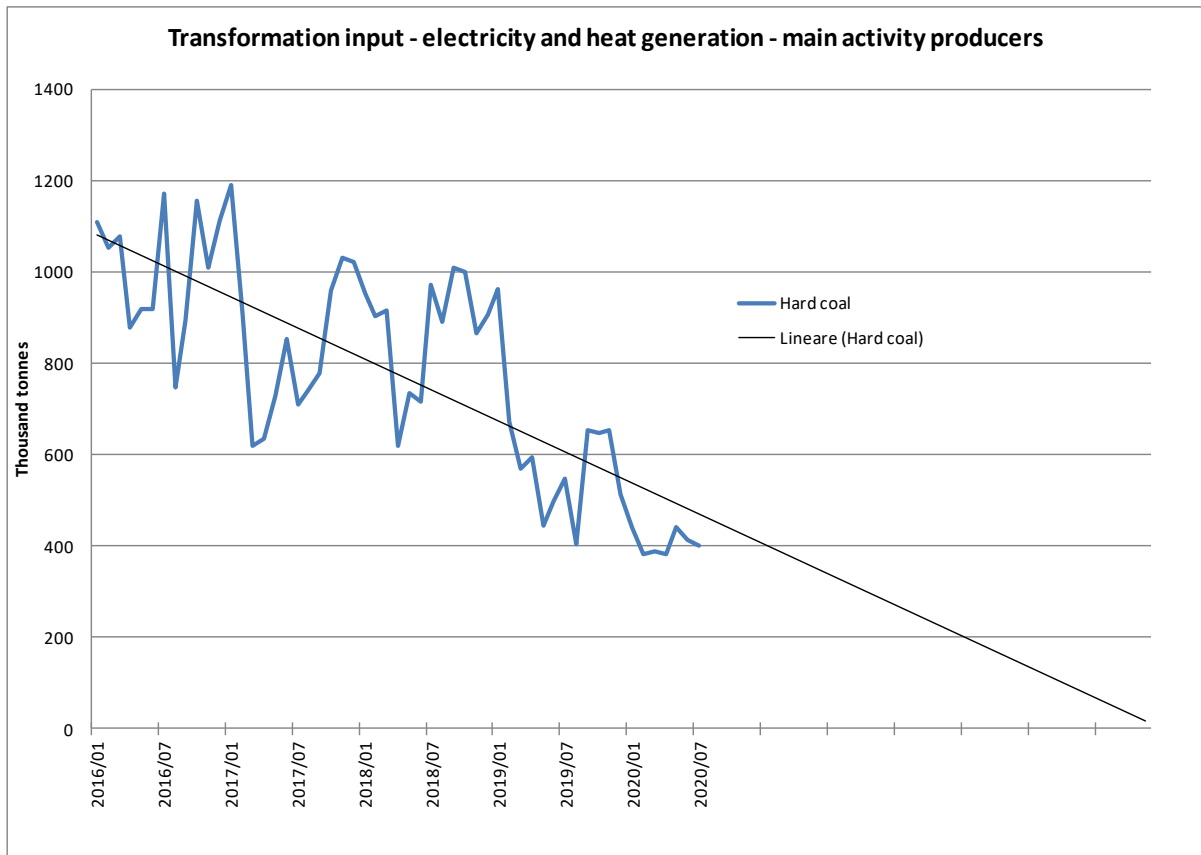
Answer by Italy

The amount of coal used for power generation has been declining since 2012, with the reduction been steeper since 2015.

The first graph shows the amount of solid fuels used for electricity and heat generation.



The second graph provides the monthly detail for the period January 2016 – July 2020 of hard coal input for electricity and heat production.



If the reduction trend will be constant the phase out could be achieved even before 2025.

Question by Republic of Korea at Monday, 07 September 2020

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 07 September

Title: Mitigation actions

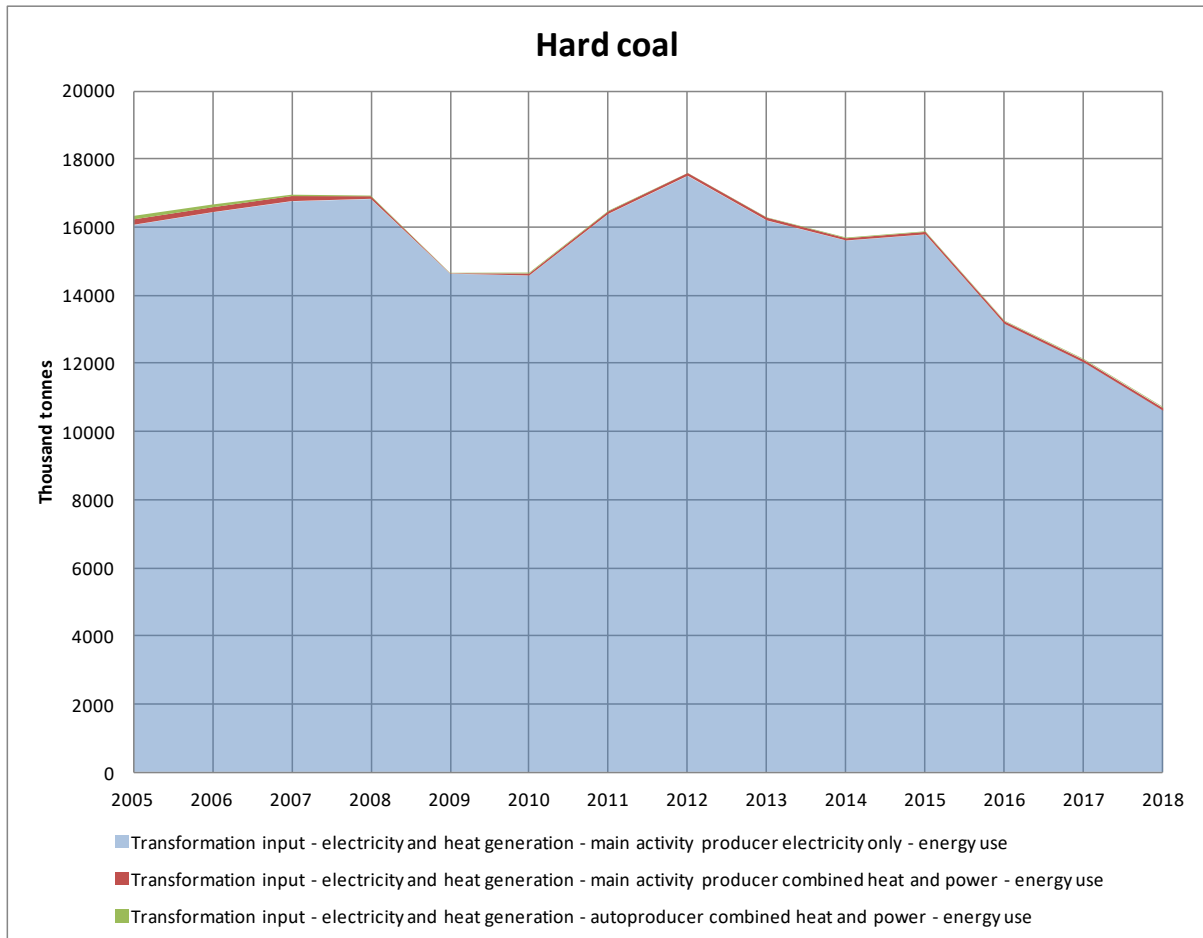
1. Italy has planned to ban coal use for electricity production from 2025, and implementation of the plan is expected to begin in 2020. Please explain the specific situation currently underway.
2. According to historic data of fuel mix, the share of natural gas has increased along with renewable energy, and it can be seen that the conversion of fossil fuels to natural gas has a clear effect on the reduction of greenhouse gases. What are the PaMs that led to the

increase in the share of natural gas, and how will Italy address for using natural gas to achieve carbon neutrality?

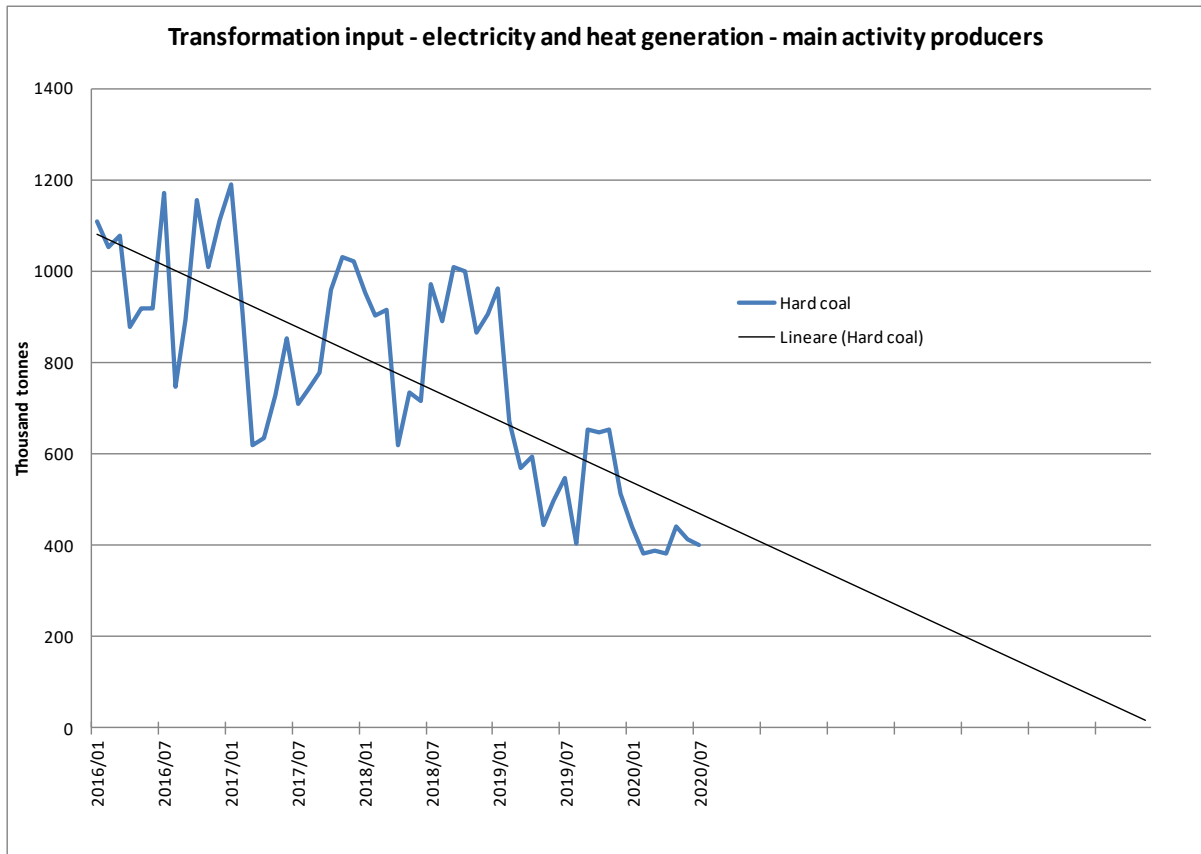
Answer by Italy

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The first graph shows the amount of solid fuels used for electricity and heat generation.



The second graph provides the monthly detail for the period January 2016 – July 2020 of hard coal input for electricity and heat production.



If the reduction trend will be constant the phase out could be achieved even before 2025

1. The share of NG in gross inland consumption grows since 1990 to 2018 from 26,3% to 37,9% along with the reduction of solid fuels, oil and petroleum products. In the same time the share of renewable in GIC grows from 4,4% to 18,7%. The energy consumption of NG in electricity and heat generation sector was 20,7% of GIC in 1990 and has more than doubled up to 2007 when it was 45,1%. After 2007 the share of NG respect to GIC in the power sector fluctuated around the average of 39,4%. As concerns the final consumption (industry, services, households, and transport) the share of NG respect to GIC decrease since 1990 to 2018 from 73,7% to 56,5% mainly driven by industry sector that pass from 33,3% to 14,5%, while service & households show fluctuations around 40%. Although transport sector still represent a marginal consumption of NG the sector has shown a fourfold increase since 1990.

Data shows clearly that power sector is the main driver for the increase of NG consumption. NG between fossil fuels has the lowest carbon content and, at the same time, has the higher efficiency so all PaMs that aim to decrease GHG emissions and increase of efficiency contribute to increase NG.

<i>Ktoe</i>	1990	1995	2000	2005	2010	2015	2016	2017	2018	<u>2018/1990</u>
Transformation (Power)	8.075	9.375	18.689	28.283	27.855	20.362	22.735	25.233	23.385	190%
Industry	12.971	14.795	16.625	13.862	10.350	8.273	8.362	8.871	8.649	-33%
Services and households	15.546	18.620	20.659	26.349	27.454	23.623	23.769	23.987	23.886	54%
Trasport	208	243	327	380	695	1.087	1.106	1.064	1.093	424%
Final consumption	28.725	33.657	37.611	40.590	38.499	32.984	33.237	33.921	33.629	17%
GIC	39.001	44.652	57.940	70.651	68.057	55.302	58.080	61.549	59.513	53%

Carbon neutrality cannot be achieved with NG. To address this target the power sector have to increase the renewable share and above all have to increase the production in order to increase the electrification of final consumption in those sectors that today consume fossil fuels.

Question by Australia at Monday, 07 September 2020

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 07 September

Title: Biofuels in the transport sector

In table 4.4 Italy notes plans to support and promote the use of biofuels in the transport sector. How will this be achieved and what measures are in place to support this?

Answer by Italy

As reported at pag. 47 of BR4, in the National Energy and Climate Plan the following measures have been identified to reach the bio-fuel target in the transport sector:

1. up to 2022, mandatory bio-fuel mixing rate
2. incentives to bio-methane and other advanced bio-fuels in order to reach the requested bio-fuel quota in the market, whose cost is charged on oil companies that release fossil fuels in the market for final consumption;
3. transposition of EU Renewable Energy Directive (RED II) which updates the mandatory mixing rate for bio-fuels and other renewables in the transport sector for the period 2022-2030;

Moreover, further support for the use of advanced bio-fuels is planned, by simplifying administrative procedures and promoting the advanced bio-ethanol segment.

The incentive system will cover the predicted demand for methane in road transport with bio-methane, corresponding to around 1.1 billion cubic metres a year.

As regards the obligation to use bio-fuels and other renewables descending from RED II directive (14% by 2030), the sector will likely overachieve the target up to a renewables share of 22.0%.

The fuels target should be met through the following expected mix of bio-fuels:

- First generation bio-fuels: a decrease for this category of bio-fuel is projected, in order to reach a contribution of approximately 3%, by 2030; the possibility of introducing lower limits for some types of fuel, especially those that could lead to an indirect change of end-use for the land, will be assessed.

- Advanced bio-fuels: the specific target identified by the Directive, equal to 3.5% by 2030, is expected to be surpassed through the incentivisation mechanism established for bio-methane and other advanced biofuels (by Ministerial Decree of 2 March 2018, and subsequent decrees) in order to attain a target of around 8%.

- 75% of the target for advanced bio-fuels shall be attained through the use of advanced bio-methane and 25% through the use of other advanced bio-fuels. For advanced biomethane from agricultural waste and the organic fraction of municipal solid waste (OFMSW), a target of at least 1.1 billion m3 by 2030 as been set.

- Bio-fuels from waste vegetable oils and animal fats: a quota of 2.5% should be reached using exhaust cooking oils – UCOs (with priority being given to UCOs collected in Italy), with due regard for the circular economy principle.

In the following table the amount of bio-fuels and renewables and their total share in the transport sector for the past and forthcoming years as reported in the National Energy and Climate Plan calculated according to RED II directive.

		Multiplication factor	2016	2017	2022	2025	2030
Numerator			2056	1665	3365	4152	6051
Advanced biofuels		2	9	7	394	695	1.057
	of which biomethane	2	0	0	277	511	793
	of which other biofuels	2	9	7	117	184	264
Non-advanced double-counted biofuels		2	765	350	672	630	570
Single-counted biofuels		1	265	703	710	655	710
Renewable share of electricity for road transport		4	2	2	55	126	404
Renewable share of electricity for rail transport		1.5	156	159	203	228	313
Denominator – Gross final consumption in the transport sector			31719	30352	30655	28851	27472
RES-T share (%) – RED II			6.5%	5.5%	11.0%	14.4%	22.0%

Finally, measures to promote the use of bio-fuels in railway, aviation and maritime are likely to be adopted in the next years.

[Question by Australia](#) at Monday, 07 September 2020

Category: All emissions and removals related to its quantified economy-wide emission reduction target

Type: Before 07 September

Title: Waste sector emissions

On page 6 of the report, it states that emissions from the waste sector have increased by 5.5% between 1990 and 2017. What were the drivers of this increase?

Answer by Italy

The trend is mainly driven by the increase in emissions from solid waste disposal (11.8%); emissions from landfills are influenced, apart from the amount of waste landfilled, also from waste composition and site conditions, as for each biodegradability class different parameters are used in the model. The production of biogas continues also when the landfill doesn't accept waste anymore. The total amount of waste disposed of into managed landfills increased until 2000 (in 2000 the landfilling of waste in unmanaged landfills has stopped too, but emissions still occur), then it decreased from 2000 to 2003, while from 2003 to 2008 it is quite stable. Since 2009, due to the increasing in collection and recycling, but also to the economic crisis, the amount of waste disposed of in landfills is significantly decreased. It is important to remind that the total amount of waste disposed of is the sum of municipal solid wastes (which have decreased due to the enforcement of the legislation), sludge and industrial waste (only those similar to the municipal ones), which are subjected to fluctuation.

Moreover the trend of biogas recovery also affect the trend of net emissions. The amount of biogas recovered for energy purposes strongly increased in the ninety years and is decreasing in the last years as a consequences of the decrease of total amount of waste landfilled.

Question by New Zealand

at Monday, 07 September 2020

Category: Assumptions, conditions and methodologies related to the attainment of its quantified economy-wide emission reduction target

Type: Before 07 September

Title: AAUs and international market-based mechanisms

According to page 28 of Italy's BR4, Italy does not plan to acquire AAUs for compliance purposes to achieve its target and will not use international market-based mechanisms to achieve its emission reduction target under the Convention.

What were the deciding factors in this exclusion? What alternative processes or measures is Italy implementing to manage carbon units on a national scale?

Answer by Italy

Italy already complies with the European Directives and Doha amendment targets with domestic policies and does not need the use of AAUs.

Question by New Zealand at Monday, 07 September 2020

Category: Assumptions, conditions and methodologies related to the attainment of its quantified economy-wide emission reduction target

Type: Before 07 September

Title: Emissions reductions during economic recession

Economic recession is noted as a factor influencing the emissions reductions (page 5 BR4), however, on page 80 the Without Measures (WOM) Scenario projects economic growth with average annual rate of 1.18 per cent for the period 2020-2025.

How will emissions reductions be maintained or increased during this period?

What processes have allowed Italy to continue to meet targets during the economic recession?

Answer by Italy

On page 80 of BR4 the economic growth with average annual rate of 1.18 per cent for the period 2020-2025 is referred to the WEM (with existing measure) scenario, not for the without measure scenario. So the emissions projections depend by PaMs implemented or adopted up to the end of 2016.

Question by New Zealand at Monday, 07 September 2020

Category: All emissions and removals related to its quantified economy-wide emission reduction target

Type: Before 07 September

Title: Building sector and minimum energy performance requirements

What is the scale of existing buildings undergoing major renovations that are subject to the minimum energy performance requirements? Have these been cost-effective, or cost-prohibitive as a emissions abatement option?

Answer by Italy

As reported in the Integrated National Energy and Climate Plan (https://www.mise.gov.it/images/stories/documenti/it_final_necp_main_en.pdfhttps://www.mise.gov.it/images/stories/documenti/it_final_necp_main_en.pdf) the virtual deep renovation rate (VDRR) of Italy's building stock can be estimated with reference to different types of intervention and technological solution, starting with the data relating to tax deductions for energy efficiency initiatives (known as the 'Ecobonus'). Ecobonus estimates indicate that in 2014-2018 over 1.7 million projects were carried out, of which more than 334,000 in 2018. Of these, about 140,000 applications were for replacement window and/or door frames, 90,000 for replacement winter heating systems

and over 70,000 for solar shading systems. Door and/or window replacements accounted for 33% of the savings obtained in 2018 and the insulation of under-roof spaces and vertical closures for 28%, with other savings from work on winter heating systems. The annual VDRR for Italy's building stock, estimated using the average energy saving in kWh/m² achieved in 2014-2018 through initiatives related to paragraph 333 of the Ecobonus provision (overall refurbishment), is about 0.26%. All renovations are subject to the minimum energy performance requirements. It's not clear what it means cost-prohibitive. This measure has a very high costs and these costs have to be address by household.

Question by New Zealand at Monday, 07 September 2020

Category: All emissions and removals related to its quantified economy-wide emission reduction target

Type: Before 07 September

Title: Uptake of biofuels for transport sector

What policies does Italy have that support the uptake of biofuels into the transport sector, to help meet the sectoral target?

Answer by Italy

As reported at pag. 47 of BR4, in the National Energy and Climate Plan the following measures have been identified to reach the bio-fuel target in the transport sector:

1. up to 2022, mandatory bio-fuel mixing rate
2. incentives to bio-methane and other advanced bio-fuels in order to reach the requested bio-fuel quota in the market, whose cost is charged on oil companies that release fossil fuels in the market for final consumption;
3. transposition of EU Renewable Energy Directive (RED II) which updates the mandatory mixing rate for bio-fuels and other renewables in the transport sector for the period 2022-2030;

Moreover further support for the use of advanced bio-fuels is planned, by simplifying administrative procedures and promoting the advanced bio-ethanol segment.

The incentive system will cover the predicted demand for methane in road transport with bio-methane, corresponding to around 1.1 billion cubic metres a year.

As regards the obligation to use bio-fuels and other renewables descending from RED II directive (14% by 2030), the sector will likely overachieve the target up to a renewables share of 22.0%.

The fuels target should be met through the following expected mix of bio-fuels:

- First generation bio-fuels: a decrease for this category of bio-fuel is projected, in order to reach a contribution of approximately 3%, by 2030; the possibility of introducing lower limits for some types of fuel, especially those that could lead to an indirect change of end-use for the land, will be assessed.

- Advanced bio-fuels: the specific target identified by the Directive, equal to 3.5% by 2030, is expected to be surpassed through the incentivisation mechanism established for bio-methane and other advanced biofuels (by Ministerial Decree of 2 March 2018, and subsequent decrees) in order to attain a target of around 8%.

- 75% of the target for advanced bio-fuels shall be attained through the use of advanced bio-methane and 25% through the use of other advanced bio-fuels. For advanced biomethane from agricultural waste and the organic fraction of municipal solid waste (OFMSW), a target of at least 1.1 billion m³ by 2030 as been set.

- Bio-fuels from waste vegetable oils and animal fats: a quota of 2.5% should be reached using exhaust cooking oils – UCOs (with priority being given to UCOs collected in Italy), with due regard for the circular economy principle.

In the following table the amount of bio-fuels and renewables and their total share in the transport sector for the past and forthcoming years as reported in the National Energy and Climate Plan calculated according to RED II directive.

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Finally, measures to promote the use of bio-fuels in railway, aviation and maritime are likely to be adopted in the next years.

[Question by New Zealand](#) at Monday, 07 September 2020

Category: All emissions and removals related to its quantified economy-wide emission reduction target

Type: Before 07 September

Title: Emissions reduction ambitions for agricultural sector

As part of their national contribution to the Effort Sharing Decision, has Italy adopted any

specific reduction ambitions for the agricultural sector, or for emissions of gases associated with agricultural activities (i.e. CH₄ and N₂O)?

[Answer by Italy](#)

No specific reduction targets have been established for the agriculture sector and the target of reducing greenhouse gas emissions from non-ETS sectors for Italy by 2020 is established by the Effort Sharing Directive (406/2009) and by 2030 by Effort Sharing Regulation (842/2018/EC). There is a specific reduction target for the agricultural sector which refers to ammonia emissions. The target set by the NEC directive (2016/2284 of 14/12/2016) is equal for Italy to the 5% reduction of ammonia emissions for each year from 2020 to 2029 (as established by the update of the Gothenburg Protocol of 2012) and by 16% from 2030, compared to 2005 emissions. The target refers to the national total ammonia emissions, but since the agricultural sector is responsible for almost 95% of the total ammonia emissions, this sector must make the greatest reduction efforts. In the agricultural sector, greenhouse gas emissions are closely related to ammonia emissions as they have nitrogen as a common source of emission. This implies that the ammonia reduction measures in many cases also involve the reduction of nitrous oxide emissions. Animal diets with a reduced protein content reduce the nitrogen ingested by animals and consequently that excreted, reducing ammonia emissions but also nitrous oxide emissions, in the various phases of management of livestock manure. The reduction of ammonia emissions, during housing and storage, involves a lower loss of ammoniacal nitrogen in the atmosphere and a consequent reduction of indirect emissions of nitrous oxide from the storage and treatment of livestock manure, calculated on the basis of the fallout of the nitrogenous forms. These reductions involve, however, an increase in the nitrogen available for agronomic spreading, which will subsequently lead to an increase in nitrous oxide emissions. Finally, in the phase of spreading the manure, the measures to reduce ammonia emissions lead to a lower loss of ammoniacal nitrogen and a consequent decrease in indirect emissions of nitrous oxide from spreading.

[Question by Japan](#) at Monday, 07 September 2020

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 07 September

Title: Outreach on policies and measures progress on Climate Change

Japan recognizes that the dissemination of information on the progress of each policy and measure towards achieving the 2020 and 2030 emission reduction targets, as reported in the BR, is very important from the perspective of raising awareness about climate change. Please share any outreach measures you are implementing to publish and communicate the progress of main policies and measures towards the target in 2020 and 2030. Also, if you publish the information online, please provide the URLs of them.

Answer by Italy

Italy believes in the crucial role of dissemination and information for outreach and awareness raising on climate change. One of the main publications on the progress made toward the reduction targets of greenhouse gases is represented by an attachment to the annual budget law and it's compiled by the Institute for the Environmental protection and research [ISPRA] with the collaboration of the Ministry for the Environment Land and Sea. The latest of those reports is available here (Italian version only):

http://www.dt.mef.gov.it/modules/documenti_it/analisi_programmazione/documenti_programmatici/def_2020/DEF_2020_Allegato_MATTM.pdf

Publications are also available at EU level about the progress made the the Union towards the EU wide objectives declined at Member State level and those are available here:

https://ec.europa.eu/clima/policies/strategies/progress_en#tab-0-1

Also concerning trends and projections it is possible to find out more information at EU and member states level here: <https://www.eea.europa.eu/publications/trends-and-projections-in-europe-1>

Furthermore, the Institute for the Environmental protection and research [ISPRA] publishes periodically more scientific information (Italian only), like the one on data, indexes and climate indicators derived by the National System for collection, elaboration, and dissemination of climatological data with environmental interest, which latest update is available here:

SA_88_19_Indicatori_clima_annoXIV_2018.pdf

Question by Japan at Monday, 07 September 2020

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 07 September

Title: Side effects on domestic land use associated with the policy promotion of biofuel use

Concrete targets of the introduction biofuel or renewable energy use are given under the policy framework and measures. To what extent does Italy produce biofuel or bio-related renewable energy from the domestic land use? Does the promotion of biofuels affect to the domestic policy of future land use or forest resource use?

Answer by Italy

The table below shows the quantities of biofuels or bio-related renewable energy produced, imported, exported and consumed in Italy.

As shown in the table, domestic production of primary solid bio-fuel is quite stable since 2010 . The most notable increase of bio-fuels production regards biogases, which does not imply significant changes in the land use.

	Petajoule	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Primary solid biofuels	Primary production	174	191	271	338	320	294	200	304	312	274	307	303	328	296
	Imports	31	45	40	32	44	54	62	48	59	65	53	52	51	61
	Exports	0	0	0	0	0	1	1	0	0	1	1	1	1	1
	Gross available energy	205	236	310	369	364	347	261	352	370	338	359	353	377	356
Pure biogasoline	Primary production	0	0	0	1	2	3	3	2	2	0	0	1	1	1
	Imports	0	0	0	1	2	2	2	2	1	0	1	1	1	1
	Exports	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Gross available energy	0	0	0	3	4	5	5	4	3	0	1	1	1	1
Pure biodiesels	Primary production	7	8	7	25	30	30	22	11	17	21	21	21	26	28
	Imports	0	0	0	9	17	30	38	43	36	27	30	30	32	34
	Exports	0	0	0	4	3	4	6	2	2	5	4	9	13	11
	Gross available energy	7	8	7	28	44	54	54	53	49	44	48	42	43	51
Other liquid biofuels	Primary production	0	0	0	0	3	3	2	2	4	4	7	9	10	11
	Imports	0	0	0	0	9	21	20	23	26	31	32	28	26	23
	Exports	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Gross available energy	0	0	0	1	12	24	22	25	30	35	39	38	36	35

Question by Japan at Monday, 07 September 2020

Category: All emissions and removals related to its quantified economy-wide emission reduction target

Type: Before 07 September

Title: Potential update of the national registry system for carbon sinks

It is explained that the ‘National Registry for Carbon sinks’ includes the "units of lands" level of information on Article 3.3 and 3.4 activities under the Kyoto Protocol. Is there any domestic discussion how to continue or revise this detailed reporting system of sinks under the reporting scheme of the Paris Agreement?

Answer by Italy

The key elements (i.e. National Land-Use Inventory (IUTI), the National Inventory of Carbon Stocks (ISCI), the National Census of Forest Fires (CIFI), the National Inventory of non-CO2 emissions from forest fires (IEIF), Cropland and Grazing land Management) included in the national registry for carbon sinks will be used also beyond 2020. Data and information, as produced in the framework of the ‘National Registry for Carbon sinks’, will be crucial to address the reporting requirements arising from the incoming Paris Agreement and, at European level, from the EU LULUCF Regulation 841/2018, under the EU 2030 climate & energy framework.

Question by Japan at Monday, 07 September 2020

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 07 September

Title: Public consultation on draft national energy and climate plan

According to page 29 of the BR4, the draft national plan has been submitted to extensive public consultation. Please tell us how it has specifically been conducted and what results have been obtained.

Answer by Italy

Public consultation has an important role in the elaboration of the strategic plans in Italy.

In 2019 on the draft version of the National Energy and Climate Plans (NECP) have been organized the following consultations:

1) wide public consultation, including local authorities, through the institutional NECP web site platform developed by the Ministry of Economic development and the Ministry of the Environment. The public consultation has received more than 3500 thematic contributions from 800 different stakeholders (citizens, enterprises, business associations, environment associations and consumers, academic world, public authorities and research companies)

2) public auditions with Italian Parliament. The dialogue with the Parliament has been based on the work performed by the Commission X of the Chamber of Deputies, aimed to understand how to meet the following targets: improvement of energy efficiency, ensure energy security and flexibility and reduce energy costs. A dialogue with regions and municipalities has been implemented in order to share targets and the main policies/measures active at local level.

3) thematic meeting with energy and climate stakeholder

4) public consultation on the Environmental Report of the NECP elaborated in the framework of the Strategic Environmental Assessment (SEA) process.

[Question by](#) Canada at Monday, 07 September 2020

Category: Assumptions, conditions and methodologies related to the attainment of its quantified economy-wide emission reduction target

Type: Before 07 September

Title: Historical and projected estimates associated to the LULUCF sector

Italy is reporting both historical and projected estimates in its 4th biennial report and in CTF tables 6, however nothing is reported in CTF tables 4 and 4(a)I. Neither footnotes are provided in these tables nor explanations in the text of the BR about the reason for not reporting values in these tables.

Could Italy clarify the reason for not reporting LULUCF values in CTF tables 4 and 4(a)I?

[Answer by](#) Italy

The EU Convention pledge does not include emissions/removals from Land Use, Land-Use Change and Forestry, but it is estimated, for Italy, to be a net sink over the relevant period. The emission inventory also includes information on emissions and removals from LULUCF in accordance with relevant reporting commitments under the UNFCCC. Accounting for LULUCF activities only takes place under the Kyoto Protocol.

Therefore LULUCF sector is not included in the quantified economy-wide emission reduction target (as reported in CTF table 2 d).

On these bases, the CTF tables 4 (Reporting on progress) and 4(a)II (Progress in achievement of the quantified economy-wide emission reduction targets) have been not reported.

In particular the "Contribution from LULUCF" in CTF table 4 is not occurring; similarly, no data are reported in the CTF table 4(a)II since LULUCF sector is not contributing to the achievement of the quantified economy-wide emission reduction target as communicated to the secretariat

[Question by](#) China at Friday, 04 September 2020

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 07 September

Title: Target ambition

As the European Green Deal launched in 2019, does Italy have additional PaMs and more ambitious mitigation objectives?

Answer by Italy

Italy is committed to reach net zero emissions by 2050. To this end the Italian Ministry for the Environment and the Italian Ministry of Economic development, in collaboration with the Ministry of Agriculture and the Ministry of Transport have prepared the National Long Term Strategy for the decarbonisation of the economy (LTS) that is going to be officially presented soon. In the LTS have been identified a series of macro-area of intervention (such as transport, industry, building, agriculture) and the respective technologies, tools and instruments in order to promote the GHGs reduction towards the carbon neutrality.

Question by China at Friday, 04 September 2020

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 07 September

Title: PaMs for F-gases

According to the TRR, Italy did not report any PaMs to address F-gases and explained that the impact of the measures is accounted for under the WEM scenario. Does Italy have any additional PaMs to reduce F-gas emission?

Answer by Italy

As stated in the BR, paragraph 4.10, the current EU Regulation (No 517/2014 of the European Parliament and of the Council of 16 April 2014 on fluorinated greenhouse gases and repealing Regulation (EC) No 842/2006), strengthened the earlier measures and introduced a number of far-reaching changes. By 2030, the Regulation will cut the EU's F-gas emissions by two-thirds compared with 2014 levels.

In Italy, For the period 2016-2030 the reduction in emissions, expressed in t CO2 equivalents, is estimated to be around 81%. So, no specific additional national measures are needed at the moment.

Question by China at Friday, 04 September 2020

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 07 September

Title: Estimation of PaMs

Most of the mitigation impacts of PaMs are not estimated for 2030, could Italy provide these estimation?

Answer by Italy

For the implemented measures no 2030 mitigation impact is estimated because all the measures will become structural at 2030 and are assessed by the TIMES- ANSWER model in the WEM scenario. The mitigation impact for the single planned measures is not available, the assessment of the impact has been performed only at sectoral level.

Question by China at Friday, 04 September 2020

Category: Assumptions, conditions and methodologies related to the attainment of its quantified economy-wide emission reduction target

Type: Before 07 September

Title: WAM scenario

Italy has projected its emission reduction progresses for different scenarios in BR4 and stated that additional policies and measures as well as emission projections are likely to be updated after the finalization of the new National Plan. Could Italy provide the new plan and update the assumptions, PaMs, and projections for the WAM scenario?

Answer by Italy

The final Integrated National Energy and Climate Plan is available at

https://www.mise.gov.it/images/stories/documenti/it_final_necp_main_en.pdf