Session SB65 (2026)

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Facilitative, Multilateral Consideration of Progress

A compilation of questions to – and answers by – **Czechia**
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Title: Question on modelling demand from air conditioning

Question From Party: United Kingdom of Great Britain and Northern Ireland

Question raised on: 28.08.2026 CEST

Question Category: Progress towards/achievement of the NDC

Question: Thank you, Czechia, for the opportunity to comment on your 1st Biennial Transparency Report. Can you please share whether you currently model demand from air conditioning within your projections and, if you do, how do you do this?

Answer:

F-gases: Czechia does not currently model air-conditioning demand within our F-gases projections. In our Phoenix model, future F-gases trends are driven mainly by legislative requirements under the EU F-gases phase-down and by the transition to lower-GWP refrigerants. Since our projections focus on refrigerant use rather than on the number of air-conditioning units, we work with equipment categories and refrigerant types instead of modelling AC demand directly.

At this stage, air-conditioning isn't a major driver of F-gases emissions in Czechia. Most of our current F-gases emissions come from sectors that are more significant in the Czech context - especially the use of HFC-134a in car manufacturing for non-EU markets, and from commercial and stationary refrigeration. Heat pumps are increasingly common, but many new units already use lower-GWP refrigerants, so their contribution to F-gases emissions is relatively small. Our summers are still relatively mild compared to countries with rapidly growing AC use, so air-conditioning demand hasn't become a key factor in the projections. If AC use increases in the future, we may look at this link more closely in later cycles.

Energy: We model the energy demand related to the air conditioning (cooling) in the energy optimisation model TIMES-CZ. The air conditioning (cooling) is modelled as demand for energy service. It means that the increase in energy consumption can be lower than the increase in cooling demand if more efficitent techolonogy is installaled. Currently, the model distinguishes cooling demand in residential and tertiary sectors. In the recent emission projection, the cooling demand in the residential sector increases by almost 50% by 2050 and in the tertiary sector also by about 50%.

Title: Addressing increasing waste sector emissions

Question From Party: New Zealand

Question raised on: 08.09.2026 CEST

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

Question: Czechia reports in its BTR1 that emissions from the waste sector increased substantially between 1990 and 2022 and that waste sector trends have outpaced the impact of mitigation measures in the short term. Could Czechia provide further information on the measures it considers most important for reducing emissions from the waste sector?

Answer:

The increase in waste sector emissions is mostly coming from the combination of the legacy effects of the old landfills and increasing production of municipal waste. Landfilling recyclable municipal waste is banned from 2030. The price of landfilling is set to rise accordingly. Transition to circular economy and waste prevention are of key importance. The goal is to increase recycling of municipal waste from 44% to 60% by 2030 and 65% by 2035. The capacity of energy recovery facilities is planned to double by 2035 to deal with the non-recycaclable part of the waste. Several new facitilies are already under construction. Investment support for new and upgraded waste treatment and recycling plants, energy recovery and turning organic waste into biomethane will play a key role in the transition.

Title: Expansion of the New Green Savings Programme to other countries

Question From Party: Japan

Question raised on: 08.09.2026 CEST

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

Question: The Czech Republic's New Green Savings Programme is cited as the most successful and most effective program to date and has served as a template for similar overseas schemes. As more countries look to this programme as a reference, what elements do you consider to be universally applicable and readily adaptable to other national contexts?

Answer:

In our view the most important factor is the long-term stability and continuity of the Programme, including the predictable availability of resources for applicants. The overall methodology did not change much over the years, but we have focused on simplification and reducing administrative burden. The Programme also had enough flexibility to adjust to changing market conditions, prices and legislative changes. Targeted consulting services for households and close cooperation with the banking sector also contributed to the success of the programme. Currently the Programme is undergoing fundamental transformation from providing grants to interest-free loans, with grants being available only for vulnerable low-income households. Since 2009 the Programme has supported energy efficiency and renewables in more than 600 000 households (about 15% of CZ households).

Title: Plans for promoting EVs

Question From Party: Japan

Question raised on: 08.09.2026 CEST

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

Question: In the Czech Republic, there has been discussion regarding the need for measures to lower the sales price of BEVs relative to ICE vehicles in order to expand the adoption of BEVs and PHEVs. Could you please provide details on any specific plans or measures being considered to reduce the upfront purchase cost of these vehicles?

Answer:

We have been providing direct subsidies to lower the price of BEVs for the public and bussiness sectors and these measures are expected to continue, depending on the availability of the EU funds and other finanancial resources. Since the beginning of 2026 purchase of PHEVs is no longer supported, only zero-emissions BEVs are eligible. For households no subsidies for the purchase of BEVs are currently envisaged. Other types of support for EVs include road tax, toll and registration fee exemption and support for the charging infrastructure.

Title: Trsnaport emissions

Question From Party: Australia

Question raised on: 09.09.2026 CEST

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

Question: Given the continued growth in transport emissions, could Czechia elaborate on how measures to promote low-emission vehicles, public transport and modal shift are expected to contribute to achievement of its NDC targets?

Answer:

The most important regulatory measure are the CO2 emission performance standards for new passenger cars and light commercial vehicles, which should all be zero emission vehicles by 2035. Alternatives fuels and drives are promoted by a number of measures and targets as specified in the National Action Plan for Clean Mobility. We have been providing direct subsidies for the purchase of EVs for the public and bussiness sectors and these measures are expected to continue, depending on the availability of the EU funds and other finanancial resources. Since the beginning of 2026 purchase of PHEVs is no longer supported, only zero-emissions BEVs are eligible. Other types of support for zero-emissions vehicles include road tax, toll and registration fee exemption. Investment support for alternative fuels and EV infrastructure development also plays very important role. Another important driver for development of alternative fuels is the planned introduction of emission trading for road transport from 2028. Sustainable biofuels are supported and suppliers have to reach 5.5% advanced biofuels and renewable fuels of non-biological origin quota by 2030. Modal shift and combined freight transport are supported by domestic and EU initiaves with a limited success. Increasing of the quality and availability of public transport, electrification and shift towards clean mobility are also imporant measures for decreasing emissions from the transport sector. Together these measures should lead to decrease of emissions from transport by about 20% in the WEM scenario and 35% in the WAM scenario by 2030 and further accelaration of decarbonisation is expected by 2035.