

Session SB64 (2026)

Session starts: 08-03-2026

Facilitative, Multilateral Consideration of Progress

A compilation of questions to – and answers by – **France**
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Title: Question to France on finance provided

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

Question raised on: 08.04.2026 CEST

Question Category: Financial, technological development and transfer, and capacity-building support

Question: Thank you France for the opportunity to comment on your first Biennial Transparency Report. When discussing your bilateral instruments for accounting finance provided, you mention using two different classifications. Can you share why you use this methodology and does this lead to clearer reporting practices?

Answer:

To account for the climate-related share of bilateral financing, France indeed relies on two methodologies.

1. On the one hand, French ministries use the « Rio markers », developed within the framework of the OECD Development Assistance Committee and aligned with the three international conventions adopted at Rio, notably the United Nations Framework Convention on Climate Change with regard to climate issues. These markers assess the extent to which a given financial contribution supports climate change mitigation or adaptation objectives, by assigning each project a score ranging from 0 to 2. Under this methodology, projects rated 2 are counted at 100% as climate finance, whereas those rated 1 are accounted for at 40%.
2. On the other hand, the French Development Agency (AFD) has developed its methodology for its own bilateral financing. This approach is more granular and is partly harmonised with those used by multilateral development banks and members of the International Development Finance Club. It enables a more precise estimation of the climate share of each project, expressed as a percentage ranging from 0% to 100%.

Even if AFD bilateral fundings represent the majority of French bilateral climate finance, this dual accounting framework may give rise to several limitations by affecting comparability of datas, raising risks of double counting or inconsistencies while reducing the readability of reporting for external stakeholders.

Title: GHG Inventory methodologies and mitigation measures

Question From Party: Canada

Question raised on: 08.04.2026 CEST

Question Category: National inventory report

Question: What processes do you have in place to ensure inventory methodologies effectively reflect changes in activities/practices resulting from mitigation measures?

Answer:

The French National Inventory System, established per the French regulation, includes a national working group, that has the mission to monitor the quality of the inventories and the continuous improvement of inventories' methodologies (GHG and air pollutant). This monitoring includes how to implement international methodology guidance the best as possible, and also, the monitoring of changes in activities/practices resulting from mitigation measures / new regulations. For instance, : the national inventory WG may identify new needs for statistics or surveys in order to get activity data / national parameters relating to new activities/practices. Effects of mitigation measures are mostly captured by tier 2 or 3 methods in place in the French inventory.

Title: New technologies in GHG Inventory development

Question From Party: Canada

Question raised on: 08.04.2026 CEST

Question Category: National inventory report

Question: How have you been able to leverage new technologies such as artificial intelligence to improve GHG inventory development?

Answer:

"New technology" is a broad ranging term. We have for instance been using satellite imagery and cartographic products for a few years to make a spatially-explicit inventory for LULUCF.

We also investigate the possibilities for further quality improvement of the GHG inventory by participating in consortiums of international projects developing Earth Observation / satellite measurements and inverse modelling to challenge / compare resulting top-down emissions with NGHGI, (e.g. Eye Clima, World Emissions).

Generative AI is not yet used for the inventory compilation activity, but we have investigated this option. Since more than one year an internal WG on AI explores the topic and assesses this potential in terms of support, productivity improvement, etc. Of course some individuals in the team may use AI tools to facilitate their developments but it is currently not a brick of the inventory system.

Title: Fluorinated gas production

Question From Party: Canada

Question raised on: 08.04.2026 CEST

Question Category: National inventory report

Question: With regards to CRT 2.B.9.b, how does your country identify F-gas producers, determine the types of F-gases being produced, and track their production?

Answer:

Emission and activity data for sector 2.B.9.b is provided directly by producers. This data is available to inventory compilers through the web platform GEREP, which is the French registry developed to collect emissions data from industrial facilities each year. It is directly linked to national regulation. All emitters with emissions larger than specific thresholds must report this data.

Title: Measuring impact of international partnerships towards NDC implementation

Question From Party: Canada

Question raised on: 08.04.2026 CEST

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

Question: France and Canada have signed the Partnership for cooperation on transportation (2025-2028) in October 2025. It includes sections on Aviation Decarbonization, Marine and Port Decarbonization, Reduction of GHG emissions from passenger transportation and the risks that climate change and extreme weather pose to transportation networks. Question: How does France plan to measure the contribution of such agreements towards NDC implementation?

Answer:

France's chosen indicator to measure NDC implementation is ton of CO2 equivalent. Our GHG inventories are used to track progress in any given sector. If a policy, a measure or an agreement bear any effect on GHG overall emission, it will be accounted for into France's GHG inventory, and therefore taken into account for tracking progress in NDC implementation.

However, international transports (aviation and maritime) emissions are not accounted for in the UNFCCC framework: they are excluded from national totals. The potential emission reduction stemming from France-Canada partnership would appear in that section.

Within the EU and within the European Economic Area, GHG emissions from flights and maritime navigation are considered and tackled under EU NDC scope. It is not the case for countries outside the EEA.

To better take into account these emissions, avenues such as the so-called "bunker fuels" negotiation item within the UNFCCC could be considered, on top of the IMO or the ICAO.
