Session SB65 (2026)

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Facilitative, Multilateral Consideration of Progress

A compilation of questions to – and answers by – **Holy See**
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Title: HFC emissions in 2012

Question From Party: Norway

Question raised on: 03.09.2026 CEST

Question Category: National inventory report

Question: Norway notes that the Holy See has reported HFC emissions in the IPPU sector in 2011 and 2013-2022. For 2012, the HFC emissions are reported as NO (not occurirng). The methodology seems to assume that quantities imported in one year correspond to the losses the same year. Does this mean that no HFCs were imported in 2012?

Answer:

The Holy See's BTR specifies that a simplified methodology was adopted for the purpose of estimating HFC emissions. This methodology is based on the assumption that the amount of refrigerant imported in a given year is equivalent to the amount of refrigerant lost from systems in that same year. The "NO" (Not Occurring) value reported for HFCs in 2012 indicates that there were no HFC imports that year and consequently, no leaks or emissions from this source were estimated. The next BTR, will revise the assumptions used to calculate CO_2eq emissions from HFCs, adopting different estimation criteria based on the actual HFCs usage.

Title: Precision on the emissions abatement achieved through the electrification of light duty vehicles

Question From Party: European Union

Question raised on: 09.09.2026 CEST

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

Question: The European Union notes that transport emissions account for 71% the Holy See's emissions, which almost exclusively originate in the fleet of ICE cars serviced by the Vatican's only gas station. The NDC outlines 2 measures aiming – marked as 'ongoing' - to reduce transport sector emissions, namely the installation of electric charging stations, and the electrification of light duty vehicles The projected abatement achieved by the installation of electric charging stations y is estimated at 0.32 kt CO2eq in 2030. Could the Holy See provide further information on the current status and planned pace of electrification of its light-duty vehicle fleet, including the number or share of vehicles already electrified and the expected impact of the measure on emissions by 2030?

Answer:

71% of emissions from the transport sector are primarily linked to fueling the vehicles of non-residents passing through the State daily. Only a small portion comes from the Vatican City State (VCS) service fleet and residents' cars. The estimated value of avoided CO2-equivalent emissions amounts to 0.32 ktCO2-eq. by 2030 and includes all vehicles operating in the VCS, not just service vehicles. The gradual replacement of internal combustion engine vehicles in the state's service fleet with electric or hybrid vehicles is underway as part of the transition towards sustainable mobility. It should be noted that approximately 20% of the total service vehicles belong to special categories (eg. special-purpose vehicles, ambulances, and construction equipment) that are not currently covered by the eco-conversion program. Since the program's launch in November 2023, around 40% of the total service vehicles (excluding special categories) have become now eco-friendly (electric or hybrid). The replacement of additional service vehicles is planned for the medium term, which increase the percentage of eco-friendly vehicles to at least 65% by 2030.