

# May-June 2021 UN Climate Change Conference

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## Multilateral Assessment

A compilation of questions to - and answers by - Czechia  
exported on 01-06-2021  
by the UNFCCC secretariat

Question by Thailand

at Monday, 05 April 2021

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

Type: Before 05 April

Title: Mitigation policies and measures

What are the main challenges in developing ITS for passenger/freight transport and are there any criteria for such a system to be considered?

Answer by Czechia

In the beginning of 2021 the Czech government has adopted a new national development strategy of Intelligent Transport Systems for the period 2021-2027 with a view to 2050.

According to this new strategy we need to speed up the digitization of the public sector. Some key information systems are still missing and we need to improve availability and sharing of already existing data. There is also need for enhanced capacity building in the public sector, e.g. to speed up project development and to increase support for research, development and innovation in this area. The main goal of the strategy is to have a fully integrated and connected multimodal transport network by 2027. More detailed action plan for the years 2022-2024 should soon follow.

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Question by United States of America

at Monday, 05 April 2021

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

Type: Before 05 April

Title: Lessons from binding emissions targets

Could you outline some of the lessons learned in developing and passing binding emissions targets?

Answer by Czechia

The binding emission targets of the Czech Republic to a large extent build on our targets and obligations coming from the EU legislation. Most of the discussion therefore took place while these targets were discussed at the EU level. Following the request by the Government, the Ministry of Environment has prepared a draft Act on reducing dependence on fossil fuels similar to the UK Climate Change Act. However, in 2017 the Government has decided to not go forward with the proposal which was by many seen as detrimental to the competitiveness of the Czech Republic.

Specific GHG reduction targets for 2020 and 2030 and indicative targets for 2040 and 2050 were adopted instead as part of the Climate Protection Policy, adopted in March 2017. There was no strong opposition against these targets during the interministerial and public consultations, despite these targets being slightly more ambitious than what is strictly required by the EU legislation. There was much more difficult debate regarding setting of the national targets for renewables and energy efficiency during the preparation of the National Energy and Climate Plan which was finalized and approved by the Government in early 2020. We expect that passing any new and more ambitious climate targets will be much more difficult in the future since these will probably require significant efforts and investment by the Czech Republic.

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Question by United States of America  
at Monday, 05 April 2021

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

Type: Before 05 April

Title: Interministerial working group on climate change

Could you outline some of the lessons learned from developing the interministerial working group on climate change? How do you assess progress towards its established objectives?

Answer by Czechia

The Interministerial working group on climate change was established without any firm objectives and governance structure as an ad-hoc advisory body on climate change issues, both domestic and international. It serves as a platform for sharing of information and views and as such has proven to be quite successful. We also have positive experience with including the representatives of the industry and NGOs. Other important function of the working group is coordination in development and implementation and evaluation of policies and measures related to climate change, including the Climate Protection of the Czech Republic. Its Adaptation Platform was also instrumental in developing the national Adaptation Strategy and following National Action Plan.

The working group has significantly improved the coordination and cooperation among ministries and other institutions on climate related policies and measures. However, we need to enhance ownership and accountability of individual ministries which still mostly do not see climate action as integral part of their agenda. There is also significant lack of capacity for quantification of impacts of policies and measures and further capacity building is needed in this regard. During the Covid-19 crisis the working group was mostly inactive and was only involved in the ongoing evaluation of the Climate Protection Policy of the Czech Republic.

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Question by United States of America

at Monday, 05 April 2021

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

Type: Before 05 April

Title: Monitoring of PAMS

Could you describe the domestic arrangements that you use to monitor implementation and compliance with the emissions reductions measures described in BR4?

Answer by Czechia

The National Inventory System and the National System for Policies, Measures and Projections were established in line with the EU legislation to monitor the progress towards climate targets and compliance with these targets. Progress towards targets is measured against the historical data of the National Inventory and GHG emission projections with scenarios WEM and WAM which are prepared every two years.

We are currently working on comprehensive evaluation of the Climate Protection Policy of the Czech Republic which should finished by mid-2021 and presented to the Government. The members of the Interministerial working group on climate change are also involved in this evaluation. Based on the evaluation an update of the Climate Protection Policy will be prepared by the end of 2023.

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Question by United Kingdom of Great Britain and Northern Ireland

at Thursday, 01 April 2021

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

Type: Before 05 April

Title: Target achievement governance

We note that in Czechia's Technical Review Report, Czechia said that more information on the establishment of rules for taking action against domestic non-compliance with emission reduction targets will be included in Czechia's next Biennial Report. Please could Czechia outline what plans are in place, or to be implemented, to establish these rules to govern target achievement?

## Answer by Czechia

At this time, we do not have any significant progress to report. The EU ETS operators have to comply with legislation which imposes significant penalties for non-compliance. For the non-ETS sectors the Government as a whole is responsible for reaching the climate targets and there are no specific obligations for other entities at the sub-national or local level and no specific national legislation. The National Inventory System and the National System for Policies, Measures and Projections were established in line with the EU legislation to monitor the progress towards climate targets and compliance with these targets. The Czech Republic currently aims to improve its system for PaMs in order to strengthen the responsibility of individual ministries. There is also the soon to be adopted European Climate Law which includes additional measures to keep track of the progress and actions at both the EU and Member State level.

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## Question by New Zealand

at Thursday, 01 April 2021

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

Type: Before 05 April

Title: Progress towards meeting primary and indicative emissions reduction targets

New Zealand would be interested to know what progress Czechia has made towards meeting its primary and indicative emissions reduction targets, mentioned on page 32 of its BR4? How will Czechia's progress be monitored towards the targets and beyond?

## Answer by Czechia

We are currently preparing an evaluation of the Climate Protection Policy of the Czech Republic which should be finished in a few months' time. According to preliminary estimates based on the EU ETS emissions and the drop in economic production due to Covid-19, we are currently expecting that we will achieve the national target for 2020. According to the latest WEM scenario projection we would miss the national target for 2030 by about 2.5%. With additional policies and measures in the WAM scenario we could significantly overachieve the 2030 target. However, we are not on good track to reach the 2040 and 2050 targets. This is mainly because the lack of information on the new policies and measures after 2030. We are currently working on further developing and enhancing our long-term GHG emission projections.

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Question by New Zealand

at Thursday, 01 April 2021

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

Type: Before 05 April

Title: Incentives in energy sector

Page 14 of Czechia's BR4 states that in 2017 96 per cent of the emissions from the energy sector are from fuel combustion. New Zealand would be interested to know what incentives Czechia has considered implementing in addition to the current mandatory targets, as part of the Renewable Energy Directive 2009/28 mentioned on page 45?

Answer by Czechia

The strongest incentives are indeed provided by the obligations coming from the EU ETS Directive, Industrial Emissions Directive and in the case of transport the new emission performance standards for cars and vans.

The Czech government is currently finalizing a long and intense discussion on the decarbonisation of the Czech energy sector with the aim to phase-out coal completely by 2038 at last or even earlier if conditions allow. Major subsidy programmes are being launched this year under the umbrella of the so called Modernisation Fund to help financing the significant investments needed to boost development in renewables, energy efficiency and savings, transport and decarbonisation of industry and heating sector. This multibillion Fund is expected to reduce GHG emissions by about 14 million tonnes CO<sub>2</sub> eq by 2030. Significant parts of the investments planned for the recovery after Covid-19 pandemic and the next programming period of the EU funds are also earmarked for climate action. There will be a special Operational Programme Just Transition to help kickstart the transformation of the three most coal dependent regions.

New system of support for renewable energy based on auctions is currently in the legislative process. Energy efficiency consulting and other educational and awareness raising activities are also supported by the Government.

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Question by New Zealand  
at Thursday, 01 April 2021

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

Type: Before 05 April

Title: Rules for taking action against non-compliance with EU ETS emission reduction targets

The report on the technical review of Czechia's BR4 notes that the Party did not report on the progress made in the establishment of national rules for taking local action against domestic non-compliance with EU ETS emission reduction targets. Czechia explained that national rules were established by act 383/2012. Could Czechia please outline what the rules are for taking action against possible non-compliance?

Answer by Czechia

The Act No. 383/2012 imposes significant penalties for the EU ETS operators in case of non-compliance with their legal obligations. The operator is penalised if it does not surrender enough allowances and it has to buy the allowances to make up the shortfall. The fine amounted to 100 EUR per tonne of emissions in the beginning and it is increased annually in line with European consumer price index.

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Question by New Zealand  
at Thursday, 01 April 2021

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

Type: Before 05 April

Title: Road transport emissions

A number of policies planned to reduce emissions from road transport are not estimated due to the policies entering into force in 2019. Can Czechia please describe the assumptions and expected outcomes of these policies, and whether they would contribute to a stabilisation or reduction in transport emissions in the target period?

Answer by Czechia

According to the latest emission projections we have already reached peak transport emission and the emission from this sector will stabilize and further decrease in both the WEM and WAM scenarios. This is mainly due to fuel switch in favour of fuel with lower carbon content, support of biofuels, development of electromobility and the strict EU emission standards for new cars. These

new projections were not yet available by the time of BR4 submission. The mitigation effects of the PaMs Economic and tax tools, Road toll and Further reduction of CO<sub>2</sub> emissions were newly quantified for the WAM scenario using the COPERT emission model. Of these the last one is most important in terms of emissions reduction. It comprises of the new Regulation 2019/631 setting CO<sub>2</sub> emission performance standards for new passenger cars a for light commercial vehicles. The total emission reduction of this single measure is expected to reach 5454 kt CO<sub>2</sub> eq by 2035. The effect of these additional PaMs is expected to be quite significant as you can see in the following table.

[Mt CO <sub>2</sub> eq.]	Reported emissions			Projected emissions							Difference [%]			
	1990	2005	2018	2020	2025	2030	2035	2040	2045	2050	1990 – 2020	1990 – 2030	1990 – 2040	1990 – 2050
<b>WEM</b>	7.28	17.11	20.06	18.27	16.26	15.43	15.53	15.32	15.16	15.13	150.79	111.80	110.30	107.68
<b>WAM</b>	7.28	17.11	20.06	17.95	13.47	10.08	9.64	9.16	8.79	8.71	146.47	38.40	25.72	19.62

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