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Session starts: 08-03-2021 00:00:00 [GMT+1]

Session ends: 01-06-2021 23:59:59 [GMT+1]



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~~AAAAAAAAAAAA~~ compilation of questions to - and answers by - Estonia
exported on 08-06-2021 by the UNFCCC secretariat

Question by United Kingdom of Great Britain and Northern Ireland at Thursday, 01 April 2021

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

Type: Before 05 April

Title: Transport Development Plan

We note the extensive plans in your Transport Development Plan (2014-2020) to reduce greenhouse gas emissions from the transport sector. Can you tell us more about the progress you have made against these plans?

Answer by Estonia, Monday, 24 May 2021

At the time of compiling the Transport Development Plan (2014-2020) in 2013, the target level for 2020 transport sector GHG emission was set to 2405 kt CO₂e. 2020 target was set considering the 2011 CO₂ level of 2257 kt CO₂e (NIR 2013 submission to UNFCCC) which was updated to 2233.98 kt CO₂e (NIR 2014 submission to UNFCCC) just before the adoption of the development plan. Transport sector emissions in 2019 (NIR 2021 submission to UNFCCC) were 2369 kt CO₂e (in the period of 2013-2019 road mileage growth has been around 3.6%, the growth of mileage over the years had been less than the GDP growth). Considering that the GHG levels in 2019 were below the 2020 target, then limiting GHG emissions and implementing measures set in the development plan can be considered successful. In addition to the measures and the obligation to blend biofuels to petrol and diesel also helped to limit the growth of GHG emissions. The number of railroad passengers had increased from 4 million passengers in 2014 to 8.3 million passengers in 2019. This growth was supported by the renewal of the train fleet (38 trains, of which 18 are electric). Increasing the share of public transport users, walking and cycling remains a challenge. Although most county level bus routes have been free of charge since 2018 and free public transport has been available to residents of Tallinn (capital) for several years, the downward trend of public transport usage has slowed down somewhat. However, the share of public transport in modes of transport is still declining.

Question by New Zealand at Thursday, 01 April 2021

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

Type: Before 05 April

Title: Information on LULUCF sector as a carbon sink

Estonia's LULUCF sector currently acts as a carbon sink, but is projected to become a source of GHG emissions by 2035. Could further detail please be provided on why this is and how Estonia intends to manage this decline in removals through time?

[Answer by](#) Estonia, Monday, 24 May 2021

The LULUCF sector was projected to become a source of GHG emissions mainly due to the decline of CO₂ sequestration in Forest land and increased emissions from Croplands to cover growing food demand. Expanding settlements area will also increase the emissions from Settlements. The age structure of managed forests in Estonia is dominated by mature stands as approximately 39% of forest stands are more than 60 years old. Due to the high proportion of mature forests, management is needed to increase the carbon sequestration capacity. Therefore the rejuvenation of forests by regeneration felling in the coming years is reasonable to harmonise the age structure in forest available for wood supply. Although carbon sequestration will temporarily decrease in the coming years as a result of replacement of older forests with younger ones, it will increase in the long run. Estonia is conducting a study to comprehensively analyze and explore options to decrease GHG emissions and increase carbon sequestration in the LULUCF sector for meeting the 2030 and 2050 climate policy goals, taking into account the longer-term perspective (until 2100). For example the impact of different harvesting scenarios on carbon sequestration is analysed.

[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:](#) Estonian Forestry Development Programme 2020

Could an update please be provided on the impact of the Estonian Forestry Development Programme 2020 (EFDP 2020)?

[Answer by](#) Estonia, Monday, 24 May 2021

Estonia has successfully implemented the EFDP 2020 throughout the period. The final report, together with the assessments, is still under preparation and will be completed at the end of this year. According to our evaluation, activities in national forests were carried out as planned. In private forests Estonia has supported following activities (2010-2020):

- Support to private forest owners for the improvement cutting and renewal of forests with tree species appropriate for the habitat type.
- Compensation for the protection of strictly protected forests and promotion of voluntary protection through the conclusion of agreements on the protection of key habitats (a key habitat is an area where the probability of the occurrence of narrowly adapted, endangered, vulnerable or rare species is high).
- Compensation for loss of income due to nature conservation constraints from forests located in the Natura 2000 network area in the restricted zone, the target protection zone and the area under design and the target

protection zone outside the Natura 2000 area.

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: Update on LULUCF sector policies and measures

A summary of LULUCF sector policies and measures is presented in Table 4.13. The estimated mitigation impact on GHG emissions is not estimated for any of the policies and measures listed citing a 'lack of quantifiable activity data under each measure'. Could Estonia please provide an update on planned improvements in this area to help quantify the impact of these policies and measures and improve estimates?

Answer by Estonia, Monday, 24 May 2021

Due to the lack of quantifiable activity data it is not possible to estimate the GHG mitigation impact of the PaMs. However, it could be considered that the WEM projections also include the impact of these PaMs because they have already been implemented and impact of these measures are reflected in the GHG inventory emission estimates that are the basis of projections. We will continue to work on a more accurate assessment of the effects of these activities.

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Session closes at 01-06-2021

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