

May-June 2021 UN Climate Change Conference

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

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



Multilateral Assessment

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

Question by New Zealand

at Monday, 05 April 2021

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

Type: Before 05 April

Title: Pricing agricultural methane and nitrous oxide emissions

Additional to the agriculture policies listed in the BR4, does Slovakia have any plans to price agricultural methane and nitrous oxide emissions to further incentivise their reduction?

Answer by Slovakia

Slovakia doesn't plan to impose methane and nitrous oxide pricing in the agricultural sector, but we have begun preparing the Act on Climate Change, in which we consider setting up emission reduction targets for agriculture to incentivize the reduction of greenhouse gas emissions from these sectors. Slovakia also prepared several strategical papers, which take into account the mitigation needs of GHG emissions in Agriculture, such as the National Air pollution Control Program (https://ec.europa.eu/environment/air/pdf/reduction_napcp/SK%20final%20NAPCP%203March20%20EN.docx) or Low Carbon Development Strategy of the Slovak Republic (https://www.minzp.sk/files/oblasti/politika-zmeny-klimy/2019_01_low-carbon-study.pdf). In addition, the strategic document Farm to Fork Strategy (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52020DC0381>) was introduced on the EU level.

Slovakia have already a valid fees system for ammonia (indirect sources of GHG emissions). The Act on Fees for Air Pollution No. 401/1998 Coll. was adopted as an economic instrument to reduce air pollutants' emissions. The farms, as air pollution sources, are obliged to notify the administrative authority annually, on ammonia emissions emitted during the previous year and the calculated air pollution charges. The fees are determined by a decision of the administrative body. The air pollution fees for large and medium sources shall be calculated based on the amount of ammonia discharged. The rates for individual pollutants take into account their harmful effects. The fees are multiplied if the operator has exceeded the emissions limit, or has not demonstrated compliance with the emissions limit.

The Ministry of Environment is also streamlining cooperation with the Ministry of Agriculture and Rural Development. The ministries are developing together a Common Agricultural Policy Strategic Plan 2023 – 2027, part of which are also mitigation interventions aimed to reduce methane and nitrous oxide emissions such as - Improving manure management, Efficiently process animal waste and use biogas, mainly as a local energy source, Animal feeding interventions, Cover cropping, Increasing Organic Farming.

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 domestic MRV

Could you describe some of the lessons learned from the successful implementation of the arrangements used for domestic compliance, monitoring, reporting, archiving, and evaluation of policies and measures?

Answer by Slovakia

The Slovak Republic has no obligations arising from our national legislation related to domestic compliance, monitoring, reporting, archiving and evaluation of PAMs. The National System for PAMs and projections is going to be ensured and strengthened through the Act on Climate Change, which is currently under preparation by the Ministry of the Environment of the Slovak Republic with the cooperation of other ministries, stakeholders and non-governmental organizations. Different roles and responsibilities of relevant entities has been identified, a national compliance cycle of PAMs is going to be developed and included into the National System for PAMs and projections.

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 streamlining PAMS

Could you outline your process behind streamlining the number of PaMs you have? What have the lessons been from moving towards an overall climate policy portfolio with fewer PaMs?

Answer by Slovakia

The process of streamlining the number of PAMs is ongoing and it requires active cooperation among the national entities responsible for planning, adoption, implementation, monitoring and reporting of PAMs across all sectors and entities responsible for preparation and reporting greenhouse gas inventories and projections. Despite the fact that the institutional and organizational structure of our National System for PAMs and greenhouse gas emission projections has been developed and the system also involves all these entities with their roles and responsibilities, the

cooperation and contribution of some of them hasn't been sufficiently effective to develop and implement more PAMs needed for emissions reduction.

Horizontal implementation of PAMs is going to be ensured by the Council of the Government of the Slovak Republic for the European Green Deal adopted by the Government Resolution No. 699 on 4th of November 2020. The National System for PAMs and projections is going to be ensured as well through the Act on Climate Change, which is currently being prepared by the Ministry of the Environment of the Slovak Republic with the cooperation of other ministries, stakeholders and non-governmental organizations. We expect that the legislative backup of the National System for PAMs and projections will strengthen the shared effort of relevant entities and their cooperation towards the higher number of effective PAMs.

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: Envirostrategy 2030

Could you outline some of the lessons learned in the implementation of the Envirostrategy 2030?
How will the effectiveness of circular economy principles be measured?

Answer by Slovakia

Envirostrategy 2030 is a framework document in environmental protection agenda. Its implementation is carried out mainly through changes in national acts and decrees, but also through the updating of sectoral strategies, concepts and action plans. At the same time, the directorates and budget organizations of the Ministry of the Environment of the Slovak Republic evaluate their Plans of Main Tasks also in terms of fulfilling the objectives of the Envirostrategy 2030. As an example, following tasks of individual budget or contributory organizations can be mentioned:

Slovak Environmental Agency

(<https://www.sazp.sk/app/cmsSiteBoxAttachment.php?ID=1230&cmsDataID=0>):

- Establishment of a system of statistical reporting of information on environmental education at the national level for the purposes of the 2030 Strategy evaluation.
- Indicators assessment of the impacts of selected sectors on the environment.

Slovak Hydrometeorological Institute

(<https://www.minzp.sk/files/informacie/kontrakty/2021/phu-shmu-ovzdušie-2021.pdf>):

- Improvement of air quality: Renewal and modernization of the national air quality-monitoring network to control of air pollutants.
- Comprehensive system modeling of air quality in the Slovakia.
- Assessment and expert activity (surface and groundwater quality).

Water Research Institute

(<https://www.minzp.sk/files/informacie/kontrakty/2021/phu-vuvh-2021.pdf>):

- Protection of surface and groundwater resources including their monitoring and evaluation in the territory of the Slovak Republic.
- Assessment of the risk of groundwater pollution in Protected Water Management Areas Update of data on public water supply and public sewers in the Slovak Republic.

State Geological Institute of Dionýz Štúr

(https://www.minzp.sk/files/informacie/kontrakty/2020/04-phu_2020_sguds.pdf):

- The solution of slope deformations and other geodynamic effects, environmental burdens, environmental damage, monitoring of geological factors.
- Carrying out transparent geological surveys in the areas concerned.
- Ensuring of environmental burdens monitoring in Slovakia.

State Nature Conservation Organization (<http://www.sopsr.sk/news/file/PHU-2021.pdf>):

- Prevent the deterioration of protected species and habitats.
- The assessment and appropriate completion of protected areas scheme as well as drafting, approval and implementation of documents will provide protection opportunities for all significant species and habitats in the SR.
- Stopping the loss of biodiversity: the completion of the national part of the Natura 2000 network of protected areas and the systems of internationally important territories with their appropriate protection.
- Research in protected areas will be carried out in cooperation with specialized institutions and, in the case of interest, with the business sector, employers, municipalities and the third sector.

Regarding the climate change policy, several examples for policies and measures directly connected to the Envirostrategy 2030 can be listed:

- Adoption of Slovakia's Low Carbon Strategy for 2030 with a view to 2050 (<https://www.minzp.sk/files/oblasti/politika-zmeny-klimy/ets/lts-sk-eng.pdf>);

- Adoption of Vision and the Development Strategy of Slovakia by 2030; (documents are available in Slovak language only – <https://www.mirri.gov.sk/wp-content/uploads/2021/01/Slovensko-2030.pdf>)
- Development of low carbon strategies at regional and local level to coordinate energy policies, for all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and mitigation-relevant adaptation measures (reduce energy intensity, increase the use of renewable energy sources and thus reduce greenhouse gas emissions).

How will the effectiveness of circular economy principles be measured?

The Slovak Republic uses a set of indicators adopted at the EU level, which is evaluated by Eurostat. These assessments are available to the public through Enviroportal website (<https://www.enviroportal.sk/indicator/111?langversion=en>). A set of result indicators will be a part of the Implementation document, which is currently under preparation. At the same time, the Slovak Republic uses a set of indicators adopted at the EU level, which is evaluated by Eurostat. These assessments are available to the public through Enviroportal website. With regard to ongoing activities of the European Environment Agency, the expansion of this set of indicators will be in extent and depth focusing on how effectively the principles of the circular economy are put into the practice.

In a cooperation with the European Commission and the Organization for Economic Co-operation and Development (OECD), the Ministry of the Environment of the Slovak Republic implements the project "Preparation of Roadmap for the Circular Economy in the Slovak Republic ". Through the project, the potential and recommendations for the transition of the Slovak economy to the circular model will be analysed. The project will analyse the sectors: food and bio-waste sector, and construction sector; and horizontal areas: sustainable production and consumption, and economic instruments.

Another important tool for the principles of the circular economy is the implementation of voluntary environmental policy instruments such as Environmental Product Labelling, Environmental Management System (EMS), Green public procurement, European Eco-Management and Audit Scheme (EMAS).

An evaluation of the National Action Plan for Green Public Procurement in Slovakia for 2016 – 2020 (NAP GPP III) adopted by Government of the Slovak Republic in December 2016, increased in year-on-year increase of EMAS of registered organisations in the construction sector.

Integration of voluntary environmental policy instruments into the Map of the Enabling Eco-Innovation Ecosystem in Slovakia (<https://susto.earth/clanky/eko-inovacna-mapa>)

created a virtual space to support education as well as the dissemination of environmental products.

Partial aspects of the introduction of circular economy will also be monitored (and measured) through documents such as the Waste Prevention Program, the Waste Management Program and the National Program for Green Public Procurement, which will build on the current National Action Plan for Green Public Procurement.

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: Slovak Republic's Envirostrategy 2030 - lessons learnt and stakeholder engagement

We note with interest that the Slovak Republic's Envirostrategy 2030 ("Greener Slovakia - Strategy for the Environmental Policy of the Slovak Republic") includes a commitment "to reduce greenhouse gas emissions by 20% in non-ETS sectors by 2030 compared to 2005 level". Can you tell us more about how the Slovak Republic's experience of publishing the strategy, in particular any lessons learnt, and if consultations were held with stakeholders and citizens to shape its contents?

Answer by Slovakia

The preparation process of the Envirostrategy 2030 was innovative in many ways. Before preparing the first draft, an online questionnaire was available to public, where people could state which environmental problems they consider to be the most serious and propose possible solutions. In total, the public, where many of them were beneficial and incorporated in the first draft, submitted almost 800 proposals. Seven working groups were set up to prepare the strategy. These WG were represented nearly by 160 experts from various fields. 54 representatives were from relevant ministries (Ministry of Environment, Ministry of Economy, Ministry of Transport and Construction, Ministry of Health and Ministry of Agriculture and Rural Development). The office of the Slovak Government has representation in WG, too. 26 experts from professional organizations, 28 representatives of non-governmental organizations, 16 representatives of interest associations of business and employers' organizations, 16 members of academia and independent experts and 19 representatives of cities, municipalities and regions. Public was continuously informed through the media, social networks and the website of the Ministry (<https://www.minzp.sk/iep/strategicke-materialy/envirostrategia-2030>).

More detailed information on the preparation of the Envirostrategy 2030 (Greener Slovakia) can be found at the following address:

https://www.minzp.sk/files/iep/publikacia_zelensie-slovensko-aj_web.pdf

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: Transport targets

Slovakia's BR4 notes a transport policy of 'strong uptake of electric cars and fuel cell cars, replacing internal combustion engine cars'. Does Slovakia have any specific targets on the percentage of cars that will be electric and/or fuel cell cars?

Answer by Slovakia

After the BR4 submission, Slovakia updated the Action Plan for the Development of Electromobility in the Slovak Republic (<https://www.mhsr.sk/uploads/files/5wuw3Lle.pdf>). Action Plan set a target to reach 30 000 electric vehicles (EVs) by 2030. However, WEM scenario prepared under the BR4 was designed that Slovakia reached even more ambitious target 37 000 EVs in 2030. At the same time, there were no national targets for fuel cell cars (FCEVs).

A new strategic document including EVs and FCEVs development started to be prepared in the last year (2020). A new National Hydrogen Strategy is in preparation in Slovakia in line with the target set according to the European Hydrogen Strategy (https://ec.europa.eu/energy/sites/ener/files/hydrogen_strategy.pdf). Share of hydrogen-powered cars should be 20% of passenger vehicle fleet by 2050. Also new vehicle fleet projections were prepared according to the latest vehicle fleet evolution based on these assumptions. These projections assume a target of EVs in 2030 on the level of 2.8% of all passenger vehicles. This should represent 94 000 EVs by 2030. By 2050, the share should be 45%, what represents 1.75 million EVs.

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

New Zealand reads with interest that projected road transport emissions will stabilise from 2025, and many of the measures proposed to contribute to this stabilisation appear to already be in place. What assumptions and additional measures is Slovakia considering that would contribute to the stabilisation of transport related emissions in the target period?

Answer by Slovakia

During the preparation of the latest (updated) emission projections (2021), new possible measures to stabilize or even decrease transport related emissions after 2025 were identified. These measures were introduced in different new and/or updated national strategies and action plans:

- Action plan for the development of electromobility in the Slovak Republic (updated version) (<https://www.mhsr.sk/uploads/files/5wuw3Lle.pdf>),
- National Air pollution Control Program (https://ec.europa.eu/environment/air/pdf/reduction_napcp/SK%20final%20NAPCP%203M arch%20EN.docx),
- European hydrogen strategy (https://ec.europa.eu/energy/sites/ener/files/hydrogen_strategy.pdf),
- Strategic Plan for Development of the Transport Infrastructure (<https://www.mindop.sk/ministerstvo-1/doprava-3/strategia/strategicky-plan-rozvoja-dopravy-sr-do-roku-2030/strategicky-plan-rozvoja-dopravy-sr-do-roku-2030>),
- Integrated National Energy and Climate Plan for 2021 to 2030 (NECP SK) (https://ec.europa.eu/energy/sites/ener/files/sk_final_necp_main_en.pdf).

In addition to strategic documents, several direct measures can be implemented on national level:

Continuity of direct support for the use of low-emissions vehicles - this measure is included in various national plans. In the moment, it is established as a grant scheme and released in waves. Slovakia is expecting to change the character of this grants and shift it to continuous support throughout the years. This support will rise the number of electric vehicles (EVs) from the currently expected 30 000 vehicles in 2030 to 94 000 in the same year. This will lead to massive technology penetration to the existing vehicle fleet.

Setting stricter requirements for regular technical inspections - technical inspection will be an important measure to control age and quality of the vehicle fleet. The requirements will phase out old and high-emissions vehicles from the vehicle fleet and support the transition to alternative fueled vehicles. It is expected to directly phase out about 10 000 old petrol and diesel passenger vehicles until 2030 within this measure.

Modal shift in transport - this measure was firstly introduces as an additional measure in 2021. This measure will change the manner of passenger and goods transport system. In the moment, the major passenger transportation system in Slovakia are passenger cars. This measure should shift individual passenger car mode into public transportation, mainly to rail transport. As a result of this modal shift, the pkm of rail transport will rise, and occupancy of passenger cars will double until 2050.

Road freight transport as the dominant transport mode of goods is expected to shift to railways for distances more than 300 km. The modal shift expects a rise of transported goods by railways by 37% until 2050.

Introduction and promotion of Fuel cell electric vehicles (FCEV) - Slovakia is preparing a National Strategy for Hydrogen. This strategy is based on the European Hydrogen Strategy and Hydrogen Roadmap Europe (https://www.fch.europa.eu/sites/default/files/Hydrogen%20Roadmap%20Europe_Report.pdf). This strategy includes hydrogen-powered vehicles as fuel cell electric vehicles (FCEVs). The targets set in the planned strategy is to have 20% of FCEVs of all passenger vehicles and 16% of all heavy-duty vehicles in 2050.

The supportive measures such as information campaigns, ecological driving and education in schools will be introduced to force with the above-mentioned measures, for increasing public awareness.

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Session closed at 01-06-2021

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