

RESPONSES OF ESTONIA TO RAISED QUESTIONS DURING THE SBI MA SESSION

Part IV – 15 June 2021

Singapore

1) Question regarding the challenges of estimating GHG mitigation impact for LULUCF policies and measures, are there any plans to quantify this action?

Answer: Challenges Estonia is facing while estimating measure effectiveness may include limited availability of necessary activity data while taking into account the projections methodology. It is not always possible to have routine dataflow and the information is made periodically available. Nevertheless, it could be considered that the projections also include the impact of policies and measures which have already been implemented and impact of these measures are reflected in the GHG inventory emission estimates that are the basis of projections. Continuous improvement of reporting and projection methodologies is very important to us and we are working on finding additional methodologies for allocating the impact of implemented measures.

Ghana

1) Question regarding what is entailed in the development of heat economy, measures reported in BRIV?

Answer: Seasons in Estonia vary widely. Average temperatures range from about 20.9° C in summer, with July usually being the hottest month, to about -8° C in winter, although occasionally the temperature may rise to 30° C and above in summer or fall below -30° C in winter. Heat supply, particularly district heating, is a sector with quite a large potential for increasing energy efficiency, which in turn will result in lower GHG emissions. 3 heat economy related measures are implemented under WEM scenario:

1. Renovation of boilerhouses – This measure includes fuel switch from oil fuels to renewable and/or local energy sources like biomass, peat, etc.
2. Renovation of heat networks – The aim of this measure is to reduce the losses in district heating networks.
3. Transition of consumers to local and place heating – District heat networks that are operating inefficiently (the amount of MWh sold per meter of heat pipes is less than 1.2) will be restructured to local and place heating.

2) Question regarding the monitoring and evaluation of PAMS

Answer: On the national level, impact assessments (which includes the environmental impacts) are carried out in the early stages of the policymaking process and preparation of development strategies.

All ministries are in charge of national development plans and programmes. If one ministry has a leading role in a certain climate-related strategy or development plan, the other ministries involved participate in working groups for the development of such strategies. In recent years local governments have also become more active in integrating climate aspects into spatial planning and transport management. If there are development plans set for a longer period e.g. 2030, then it usually consists of shorter-term action plans that are tracked by the responsible ministry.

Regarding the evaluation of PAMs, it is not always possible to have routine dataflow and the information is made periodically available and therefore it may be challenging to calculate the mitigation impact for all the PAMs in place. Nevertheless, it could be considered that the projections also include the impact of policies and measures which have already been implemented and impact of these measures are reflected in the GHG inventory emission estimates that are the basis of projections.

In addition, we would like to address one **India's question on the topic of green travel** which we could not answer due to technical problems during the MA session.

Answer: There are several measures contributing to “green travel” e.g.

1)Increasing of fuel economy in transport - Includes developing support system for energy efficient cars and also support the use of hybrid buses, hybrid trolleys

2)Electric car purchase support – Support for the purchase of electric cars is targeted at companies and individuals with high transport needs

3)Promotion of clean and energy efficient road transport vehicles in public procurement – The government must implement the system provided in the Clean Vehicles Directive within 24 months, i.e., from August 2021.

4)Electrification of buses and trains including extension of the railway use.

5)Additional spatial and land-use measures for urban transport energy savings to increase and improve the efficiency of the transport system - To ensure safety in cities, the construction of main networks of bicycle paths that serve the main connections within Tallinn between the city center and districts, as well as sustainable mobility in other major cities.

6)Modal shift to use freight trains instead of heavy duty vehicles, where it is feasible.

Rising public awareness, additional monetary support for purchasing electric cars, supporting improvement of bicycle paths and modernizing public transport gives possibility to choose from different environmentally friendly alternatives for running daily errands.