

RESPONSES OF DENMARK TO FOUR OF THE QUESTIONS RAISED DURING THE  
second MA working group session of the fifth cycle of IAR process 7–8 June 2024 at SBI 60 in Bonn.

Please find below, supplemental information in relation to Denmark's answers to questions by Parties during the multilateral assessment of Denmark on 7 June 2024:

*Denmark thanks the Kingdom of Saudi Arabia for the question on how ambitious Denmark's new non-ETS 2030 target of 50 % reduction in non-ETS emissions from 2005 to 2030 is when compared with the non-ETS targets for the other EU Member States.*

*The EU legislation with information on all EU Member States' non-ETS targets – adopted as part of the so-called "Fit for 55 package" – is accessible through the following link: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02018R0842-20230516>*

*Denmark thanks the Republic of Korea for the question on the status of introducing CCS-technology in Denmark.*

*Until now, four contracts have been signed with the following winners of tenders announced on 15 May 2023 and 17 April 2024:*

- *On 15 May 2023, the Danish Energy Agency announced that the Danish Energy Agency and Ørsted Bioenergy & Thermal Power A/S have finalized negotiations of a contract concerning state aid for Denmark's first project with full-scale capture, transport, and storage of CO<sub>2</sub> (CCS). The project will capture and store 430,000 tonnes of CO<sub>2</sub> annually from 2026.*
- *On 17 April 2024, the Danish Energy Agency announced that the agency, after the first tender under the so-called NECCS pool, has signed contracts with BioCirc CO<sub>2</sub> ApS and Bioman ApS for the capture and storage of CO<sub>2</sub>. The Danish Energy Agency has also signed a contract with Carbon Capture Scotland Limited. The three companies have bid with relatively different support needs and with the capture and storage of very different amounts of CO<sub>2</sub>. Together, the three companies will capture and store 160,350 tonnes of biogenic CO<sub>2</sub> starting from 2026 until the end of the contract period in 2032.*

*Further information is available here (some in English and more in Danish):*

- *Information available in English <https://ens.dk/en/our-responsibilities/ccs-carbon-capture-and-storage/about-ccs> and <https://ens.dk/en/our-responsibilities/ccs-carbon-capture-and-storage/ccs-tenders-and-other-funding-ccs-development>*
- *Information available in Danish: <https://ens.dk/ansvarsomraader/ccs-fangst-og-lagring-af-co2/offentliggoerelser-nyheder-og-analyser-om-ccs> and <https://ens.dk/presse/tre-nye-ccs-projekter-faar-tilsagn-om-stoette-til-fange-og-lagre-co2>*

*Denmark thanks the Republic of the Sudan for the question on Denmark's climate finance to developing countries.*

*Information about Denmark's climate finance to developing countries is available in Denmark's NC8 (Chapter 7) and BR5 (Chapter VI) ( <https://unfccc.int/documents/631165> ). If there is a specific question to this information, please send an e-mail with the question to: [dkfp@kefm.dk](mailto:dkfp@kefm.dk) .*

*Denmark thanks the Federative Republic of Brazil for the question on Denmark's plans for using biofuels in the transport sector.*

*In Denmark, the use of fuels in road and rail transport as well as internal transport is regulated through the national CO<sub>2</sub>e displacement requirement, which prescribes an increasing displacement of greenhouse gas emissions from fossil fuels through the use of renewable energy fuels (RE fuels).*

*In addition to the national CO<sub>2</sub>e displacement requirement, Denmark is obliged by the EU's fuel quality directive to reduce cradle-to-grave emissions by 6 per cent for fuels delivered for road transport, rail and non-road vehicles. In addition, the EU Directive on Renewable Energy (RE Directive) sets a number of blending requirements for the use of RE fuels.*

*In the period 2022-2024, the transport sector is expected to use the fuel suppliers' standard blend (10 per cent bioethanol in petrol and 7 per cent biodiesel in diesel). From 2025, it is estimated that biofuels with a higher displacement capacity will gradually be introduced in the transport sector. The displacement capacity of RE fuels varies across crops, which means that the absolute amount of RE fuels used up to 2030 depends on which RE fuel is used. If RE fuels with lower cradle-to-grave emissions are thus used, a lower amount of RE fuels will be able to deliver on the displacement requirement than if RE fuels with high cradle-to-grave emissions are used.*

*The use of liquid RE fuels to meet the CO<sub>2</sub>e displacement requirement in 2030 is estimated to reduce the transport sector's emissions by approx. 1 million tonnes of CO<sub>2</sub>e compared to a transport sector without the use of renewable energy fuels. The fuel suppliers can fulfil part of the requirement from the fuel quality directive by, for example, purchasing credits linked to the amount of saved greenhouse gas emissions in the production of fossil fuels, so-called UER credits, or by purchasing contributions from electricity from public charging stations. In 2022, the requirement was met primarily by the national CO<sub>2</sub>e displacement requirement and the purchase of UER credits. The use of UER credits and electricity contributions was fully utilized by the fuel suppliers in 2022, which is also estimated to apply throughout the projection period for the part that exceeds the national CO<sub>2</sub>e displacement requirement.*