

Session SBI51 (2019)

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Multilateral Assessment

A compilation of questions to - and
answers by - Luxembourg, exported 1 December 2019,
by the UNFCCC secretariat

Question by Turkey at Monday, 30 September 2019

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

Type: Before 30 September

Title: The implm. of key policy and measures related to livestock management and F-gas regulation

Could Luxembourg provide more information on the efficiency levels of its policies and measures related to livestock management and F-gas regulation? What could be the lessons learned from implementation phases of these PaMs so far?

Answer by Luxembourg, Thursday, 28 November 2019

Livestock management

See the attached PDF file.

F-gas Regulation

The F-gas regulation had various impacts concerning the use of the different fluorinated greenhouse gases and their respective emissions. F-gases are mainly used in refrigeration or in air-conditioning systems, where the latter can be split between mobile air-conditioning, as in cars e.g., and fixed air-conditioning in buildings. While, F-gas emissions have steadily increased since 1995 (+296% in 2017), a decrease was for the first time observed in 2016. This important reduction of 13.5% is mainly due to the Regulation (EU) No 517/2014 of the European Parliament and of the Council of 16 April 2014 on fluorinated greenhouse gases and repealing Regulation (EC) No 842/2006. The regulation restricts and bans the usage of various F-gases popularly used in stationary refrigeration and air conditioning, as such the amount of F-gases on the market was reduced and prices increased strongly. The impact of these restrictions started to be visible in 2015 and was much more pronounced for the year 2016, where the usage of F-gases such as R134a, R143a, R32 and R125 have, in most cases,

dropped to zero. These trends corroborate with the general observations made by the European Environmental Agency in the F-gas report No 20/2017 (https://www.eea.europa.eu/publications/fluorinated-greenhouse-gases-2017/at_download/file).

The decrease for the year 2015 is less important than for the year 2016 as suppliers were in possession of ample stocks and prices did not increase that much at that point in time. The highest amount of F-gas emissions (>90%) in Luxembourg has always been related to mobile air conditioning systems that are installed in vehicles of various types. In the past, the F-gas R134a (GWP of 1430) was used in such systems, the regulation 517/2014, as well as The EU MAC directive (2006/40), led to a forced change where R134a has now mainly been replaced by the F-gas R1234yf with a GWP of 4. Since 2017, all major car producers had to stop using R134a in any type of new vehicle, while recent data does not reflect this change yet, the high turnover of the car fleet in Luxembourg (average lifespan of 7 years) indicates that a major drop of mobile air condition related emissions is to be expected in the near

future.

Attachment: UNFCCC_SBI51_MA_Questions to LU_191002_SER_Livestock Management.pdf

Question by New Zealand at Monday, 30 September 2019

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

Type: Before 30 September

Title: Policies and Measures for transport emissions

In its NC7, Luxembourg provides an overview of key measures in the transport sector. We understand that these measures are aimed at Luxembourg's domestic population, although note that a large share of its road fuel is sold to non-residents. Is Luxembourg considering any additional policies and measures to respond to the trend of road fuel being sold and used by non-residents?

Answer by Luxembourg, Thursday, 28 November 2019

It is correct that most measures in the transport sector are aimed at Luxembourg's domestic population. However, measure TR13 (Transport-taxation-vehicle tax reform-company cars) e.g. is a fiscal measure that introduces fiscal benefits in kind for company cars in relation to their CO₂/km emissions and their propulsion mode (gasoline, diesel, hybrid, natural gas and electric). As almost 50 % of the car sales are company cars and as a certain share of the company cars are used by the 200,000 transboundary commuters, this measure addresses not exclusively the resident population. Measures promoting the use of public transports are therefore also addressing both residents and non-residents.

In 2016 a study has been published that evaluated the external environmental effects of road fuel being sold and used by non-residents – *Ermittlung und Bewertung der positiven und negativen Wirkungen des Treibstoffverkaufs unter besonderer Berücksichtigung negativer externer Umwelt- und Gesundheitseffekte – Status quo 2012 und maßnahmeninduzierte Veränderungen* https://environnement.public.lu/dam-assets/fr/actualites/2016/11/etude_tt/Tanktourismus_langfassung.pdf.

As a follow-up, the coalition agreement of the new Government that took office end 2018 foresees to adapt the fuel taxation (road fuels and fuel oil) in order for Luxembourg to achieve its NDC in the framework of the Paris Agreement (Accord de coalition 2018-2023, p. 121 & p. 173, <https://gouvernement.lu/dam-assets/documents/actualites/2018/12-decembre/Accord-de-coalition-2018-2023.pdf>).

In this view a first rise of the excise duty of 0.02 €/litre diesel and 0.01 €/litre gasoline has been introduced as of 1st May, 2019, by means of the *Règlement grand-ducal du 26 avril 2019 modifiant le règlement grand-ducal modifié du 17 décembre 2010 fixant les taux applicables en matière de droits d'accise autonomes sur les produits énergétiques* (<http://legilux.public.lu/eli/etat/leg/rgd/2019/04/26/a277/ljo>).

The draft National Energy and Climate Plan (NECP) for Luxembourg that has been elaborated according to the provisions of the Regulation (EU) 2018/1999 on the Governance of the Energy Union and Climate Action foresees as well the adjustment of the taxation of mineral oil products (fuels and fuel oil) as a measure to reduce its CO₂ emissions (https://ec.europa.eu/energy/sites/ener/files/documents/ec_courtesy_translation_lu_necp.pdf, p. 36-37). More detailed measures in this context will be reflected in the final NECP which is due by 31st December, 2019.

Question by New Zealand at Monday, 30 September 2019

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

Type: Before 30 September

Title: Institutional arrangements

Luxembourg's BR3/NC7 does not appear to indicate any changes made to domestic institutional arrangements related to compliance, monitoring or reporting. Can Luxembourg clarify whether it has made any significant changes to its institutional arrangements since the previous reporting cycle?

Answer by Luxembourg, Thursday, 28 November 2019

Luxembourg has indeed revised its national Regulation on the "National Inventory System" (NIS) which was first drafted in 2007: see <http://data.legilux.public.lu/eli/etat/leg/rgd/2007/08/01/n5/jo>, p. 2318 and following.

The new Regulation dated 24 April 2017 – see SIN_RGD_Memorial 446_170427.pdf attached – revised the initial Regulation of 2007. It introduces a national system for policies and measures and projections as requested by EU legal texts and covers other air pollutants besides greenhouse gases. Indeed, in Luxembourg, the same department of the Environment Agency is in charge of both GHG inventories and inventories under the UNECE CLRTAP (and the NEC Directive of the EU).

A presentation of the NIS is available in the latest NIR, on pages 55 to 60:

<https://unfccc.int/sites/default/files/resource/lux-2019-nir-15apr19.zip>. As the NIR relates to GHG inventories, it doesn't detail the system in place for PaMs and projections. However, this system is very similar to the one for inventories and Annex II of the Regulation of 24 April 2017 identifies responsible entities that have to share information with the Ministry of the Environment, Climate and Sustainable Development (formerly Ministry of Sustainable Development and Infrastructures) which is in charge of the PaMs and projections reporting.

PS: the Environment Agency is a public service which is directly under the aegis of the Ministry of the Environment, Climate and Sustainable Development.



Session SBI51 (2019)
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UNFCCC - LAST PAGE OF EXPORT