

## Session SBI59 (2023)

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Session ends: 30-11-2023 23:30:00 [GMT+1]



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A compilation of questions to - and answers by - Slovenia [exported on 02-12-2023] by the UNFCCC secretariat

Question by New Zealand at Saturday, 30 September 2023

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

Type: Before 30 September

Title: Public Perception of Changes to Transportation

Through the Integrated National Energy and Climate Plan (NECP) of the Republic of Slovenia, there is foreseen to be a 'change to the concept of parking norms by limiting long-term parking with increasing costs, especially for commuting, and encouraging the development of sustainable mobility plans for public sector bodies and businesses to promote the use of public transport and reduce the use of private cars, including the abolition of free parking spaces for public employees.' Could Slovenia clarify how these policies will be integrated into the wider NECP? We would also be interested to know whether a phased approach will be taken and what the public perception of this concept has been?

Answer by Slovenia, Tuesday, 07 November 2023

In the draft of the revised NECP for Slovenia there are 7 different packages of suggested transport measures, one of them being »More sustainable use of cars«. The aim of this package of measures is to acknowledge that cars are here to stay whilst realising that there is a great potential in making their use more efficient and rational. One of the suggested instruments in this package is Parking Policy, consisting of 5 activities:

- Continuation and further development of parking management in urban, touristic and protected areas with a focus on discouraging long term parking, more efficient pricing policies etc.
- Reduction of parking spaces on outer public areas and dedication of this space to more sustainable use
- Support for local authorities for development of Plans for Parking Policy Implementation
- Maximal parking standards in land use planning
- Study of effectiveness and possible implementation of Work Parking Place Levy.

These measures reflect and take further the ongoing efforts of The Ministry of Environment, Climate and Energy who are at the moment running a project titled Sustainable Parking Policy (2022-2023) with external partners. The purpose of the project is to strengthen awareness of the importance and possibilities of implementing an active parking policy, to prepare theoretical and procedural professional bases for its implementation and the preparation of a parking strategy, and to provide digital tools for the implementation of an active parking policy, thereby encouraging the use of parking management as one of the pillars of sustainable transport policies.

Key outputs of the project will be:

- development of National guidelines for developing local Plans for Parking Policy (together with implementation of pilot projects),
- suggestion of alternative parking standards for local authorities,

- development of the National Parking Policy Framework and suggestions for the modification of the legislature,
- digital tools for capturing the data on parking supply,

In relation to the public perception of this concept it is envisaged that public participation and stakeholder engagement will be a key part of development of local Plans for Parking Policy which will be further supported by the educational and promotional activities of The Ministry of Environment, Climate and Energy. It is at the same time acknowledged that Parking Policy is one of the most difficult measures to implement within NECP but the feedback at the public consultations as part of the NECP preparation process has been positive. The stakeholders agree that parking management is one of the key measures to manage the transport demand but there will definitely be a varying degree of support once it comes to more demanding measures, such as parking management for employees. Further public engagement will be crucial to safeguard optimal implementation of the measures.

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Question by Canada at Friday, 29 September 2023

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

Type: Before 30 September

Title: How is atmospheric measurement data considered in your GHG inventory?

Improved measurement technologies in recent years have resulted in the advancement of emissions data derived from atmospheric measurements which can be compared to emissions/removals data reported to the UNFCCC. Could you please share information about how atmospheric measurement data are considered in the development of your GHG inventory, including any plans to incorporate such measurements into inventory methodologies?

Answer by Slovenia, Tuesday, 07 November 2023

Slovenia currently does not include atmospheric measurement data in its GHG inventory, and there are no plans to do so. Since there are no ground-based measurements available in the country, satellite measurements are the only sources of data. While these measurements are important for understanding climate change dynamics, they may not be suitable for use in the greenhouse gas inventory of a small country like Slovenia. This is because it can be challenging to distinguish between local emissions and those transported from other countries. Nevertheless, these measurements are helpful in verifying emission data over a larger area. For this reason, the EU is very involved in this area, and The Copernicus Atmosphere Monitoring Service (CAMS) is one of the leading institutions monitoring greenhouse gases over Europe.

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**Question by** United States of America at Friday, 29 September 2023

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

**Type:** Before 30 September

**Title:** Climate Action Monitor tool

How does Slovenia intend to improve on the Climate Action Monitor tool to enhance mechanisms that track policy compliance as well as progress towards the Party's emission reduction targets?

**Answer by** Slovenia, Tuesday, 07 November 2023

According to the proposal of the Climate Law, which is currently in the process of public hearing, the Climate Action Monitor tool will be used to annually prepare a report based on the GHG emissions inventories and data collected for reporting on the implementation of the National Energy and Climate Plan (NECP). That means, that the Climate Action Monitor Tool, which was at the beginning intended to monitor the implementation of the policies and measures for the reduction of GHG emissions and later on upgraded to monitor also energy efficiency policies and measures, will now cover all dimensions of NECP and energy union. The mechanism will therefore be enhanced to track policy compliance and progress towards emission reduction targets not only for the decarbonisation and energy efficiency dimensions, but also for the energy security, internal energy market and research, innovation and competitiveness dimensions, thus giving a comprehensive picture of activities and targets' achievement on the national level. According to the proposal of the Climate Law, a separate monitoring of policies and measures for climate change adaptation is foreseen as well.

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**Question by** United States of America at Friday, 29 September 2023

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

**Type:** Before 30 September

**Title:** Energy Efficiency Policies

What lessons have been learned about the Slovenia's successful energy efficiency policies resulting in decreasing building emissions? How will these lessons shape the implementation of future policies to mitigate emissions in the building sector and beyond?

To achieve energy-efficient buildings, it is imperative to establish well-defined legislative requirements. In Slovenia, these requirements are aimed at attaining nearly zero-energy standards for both new constructions and renovations. They encompass criteria concerning heating energy needs, the incorporation of renewable energy sources, and primary energy consumption.

Financial support is of paramount importance for both households and the public sector. Historically, the residential sector has seen a multitude of partial renovations, underscoring the need to promote more extensive energy-efficient renovations. The provision of free energy consultations is a crucial element for households.

The adoption of the energy contracting model is pivotal for the sustainable refurbishment of public buildings, particularly within local communities. A comprehensive planning approach is essential, and it should be complemented by technical support and guidance during project preparation. In Slovenia, the public building renovation program is focused on implementing all-encompassing energy-efficient upgrades.

In cases where energy management systems are already in place within non-residential buildings, projects tend to advance with greater speed and efficiency. The combination of private and public funding sources not only enhances cost-effectiveness and energy efficiency in public building renovation initiatives but also enables more extensive project undertakings. Support is extended to those unable to independently organize or finance such projects.

The development of suitable financial instruments is vital to establish the necessary funding conditions. Given the unique nature of each project and their often extended payback periods, the state must provide the appropriate financial tools to create a conducive environment for project execution. The completion of public building renovation projects also guarantees effective energy management, encompassing the measurement and verification of energy savings, thereby ensuring heightened project quality.

In general, this lesson lays a crucial foundation for the implementation of forthcoming policies aimed at reducing emissions within the building sector and beyond. In the future, it will be imperative to allot a larger proportion of subsidies to facilitate gradual and sustainable full-scale building renovations. As buildings age, considerations related to sustainability, such as seismic and flooding safety, will need to be thoroughly addressed. However, before we can fully transition towards encouraging comprehensive and lasting sustainable renovations, we must first establish an environment that provides suitable financial instruments and grants. The latter will, in turn, generate a sufficient number of projects capable of substantially reducing carbon emissions in line with national climate objectives, which is the current focus in Slovenia.

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

**Type:** Before 30 September

**Title:** Submitted Question #2

## **Is Slovenia able to comment on the extent to which the EU-ETS has contributed to emissions reductions in its economy?**

**Answer by** Slovenia, Tuesday, 07 November 2023

Slovenia is obliged to report on its emissions reductions and progress towards climate targets, including those influenced by the EU Emissions Trading System (EU-ETS). The impact assessment of EU-ETS sector is supported by the Reference Energy and Emission model of Slovenian energy system (addressing energy demand and supply side), namely its sub-models for industrial and energy supply sector. The model enables a separate assessment of EU-ETS and non-EU-ETS sector providing the necessary information on the EU-ETS contribution to emissions reduction in Slovenia.

ETS emissions have decreased by 35 % between 2005 and 2021, while nonETS emissions have decreased by 12 % in the same period. ETS emissions in 2021 presented 35 % of the total emissions. Total emissions in 2005-2021 period decreased by 4,5 Mt CO<sub>2</sub> eq or 22 %, and ETS contributed 68 % of the reduction in total emissions.

Majority of the ETS emissions in Slovenia come from electricity and heat production with 70 % in 2021. Electricity and heat production decreased emissions in 2005-2021 by 37 %, while industrial sources decreased emissions by 30 %.

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**Question by** Australia at Thursday, 28 September 2023

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

**Type:** Before 30 September

**Title:** Submitted Question.

## **What are some of the key challenges Slovenia faces in decarbonising its industrial sector?**

**Answer by** Slovenia, Tuesday, 07 November 2023

Slovenia's industrial decarbonization faces diverse challenges. This includes finding solutions

for energy-intensive sectors like steel and cement, adopting new low-carbon technologies, securing funding for clean investments, implementing supportive policies, upgrading energy infrastructure, adapting the workforce, balancing global competitiveness, promoting circular economy practices, building public support, and managing emissions in global supply chains.

In that manner we can highlight the future of natural gas in industrial sector and the dynamics of hydrogen, biomethane and syngas technologies penetration as alternatives (especially in steel and metal production sector). Another important challenge is the replacement of gas fueled technologies with electric ones (furnaces in steel and glass production). An important challenge is also related to the energy efficiency improvement in industrial sector by utilizing waste heat. Significant potential has been recognized in energy intensive industries, but the implementation is slow and has yet to improve.

Overcoming these hurdles demands concerted efforts from government, industry, and society, along with sustained investment in research and technology development.

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[Question by](#) United Kingdom of Great Britain and Northern Ireland at Friday, 22 September 2023

[Category:](#) Progress towards the achievement of its quantified economy-wide emission reduction target

[Type:](#) Before 30 September

[Title:](#) Question to Slovenia on its public engagement on transport

Thank you, Slovenia, for the opportunity to comment on your 5<sup>th</sup> Biennial Report and 8<sup>th</sup> National Communication. We are impressed by your plans for public passenger transport, particularly the integrated electronic ticket for public transport and connecting different modes of public passenger transport. Could you please tell us how you engaged the public on improving the public passenger transport and how this work is progressing?

[Answer by](#) Slovenia, Tuesday, 07 November 2023

The Integrated Public Passenger Transport (IJPP) project was initiated in 2016 with the introduction of subsidized integrated tickets for high school and university students. These tickets allowed students to use either trains or buses for their travels from home to school or university and back, with the option to add city transport for an additional fee.

In 2019, integrated ticket was also introduced for all other passengers.

At the end of 2019, the National Assembly of the Republic of Slovenia passed an amendment to the Road Transport Act, providing free tickets for all travels within the country to retirees over the age of 65, European disability cardholders, and war veterans.

This led to the creation of the "Slovenia" ticket, which allows passengers to travel anywhere in the country at any time, by bus, train, or city transport.

This type of ticket is available for retirees over the age of 65, European disability cardholders, and war veterans (free from July 1, 2020), students and high school students (for €25/month or €200/year, with an additional €10 fee for city transport from September 1, 2021), and all other passengers (for €70/month or €560/year - city transport is still being arranged - from June 1, 2023).

The introduction of each of these benefits was accompanied by press conferences (usually by the Minister responsible for Public Passenger Transport), announcements on ministry websites, media publications, etc. They were also promoted during Mobility Week. Additionally, within the Ministry of the Environment, Climate, and Energy, there is a project called "Soft Measures of Sustainable Mobility," which also promotes IJPP.

As a result of these activities, the number of passengers quickly recovered after the COVID-19 pandemic (in 2020, the number of passengers, for example, dropped by 57%), and this year, we plan to have more passengers than before the pandemic.

The challenge for the future is to increase the IJPP offering as the number of passengers grows. To achieve this, in intercity bus transport, with a new concession period starting on July 1, 2024, we will increase accessibility standards by 20%, with the possibility of further 10% increase without affecting the cost price.

However, the challenge remains for the railway, where major maintenance work is ongoing, and significant investments are planned for the future (the reconstruction of the Ljubljana railway junction, the construction of a new passenger center in Ljubljana, the construction of additional tracks on regional routes, etc.). This causes delays, reduced capacity, and other issues. These investments are necessary, and when completed, rail transport will significantly improve.

At the moment, Slovenia has one of the lowest usage rates of public transport in Europe. For years it has been widely acknowledged by the stakeholders, experts, and general public that vast improvements, in addition to integrated public transport ticket, are needed in order to increase the patronage and reduce the emissions. All parties agree that there is a big potential in improving travel times, user experience, convenience and comfort as well as the pricing policy. The integration of different public transport modes is of course vital for this. Price and ticket integration is one of the first steps towards more user-friendly public transport and there has been a general public support for this. The public engagement as



part of the NECP preparation involved online consultation and a live consultation events for experts but the development of measures has also taken into account a number of other public engagement activities in the past decade which focused on public transport development. These mostly targeted the sustainable transport experts, NGOs, public transport operators and decision makers.



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