

## Session SBI60 (2024)

Session starts: 01-03-2024 00:00:00 [GMT+1]

Session ends: 05-06-2024 23:30:00 [GMT+1]



### Multilateral Assessment

A compilation of questions to – and answers by – **Cyprus**  
exported on 05-06-2024 by the UNFCCC secretariat

Question by New Zealand at Thursday, 04 April 2024

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

Type: Before 04 April

Title: Progress of use of vehicles with low or zero emissions

In 2020 Cyprus adopted a policy to increase the use of vehicles with low or zero emissions, with an impact assessment indicating a 11% share of passenger vehicles and 10% of electric trucks can be achieved by 2030. Can Cyprus provide more details on this policy such as any recent updates, milestones, or mitigation impacts?

Answer by Cyprus

**(1) more details on this policy such as any recent updates, milestones, or mitigation impacts?**

The policy regarding the increase in the share of low or zero emissions vehicles, as it is included in the draft National Energy and Climate Plan of Cyprus (submitted to the European Commission on 28/7/2023), states that by 2030, the vehicle fleet will be comprise of 8% of zero emissions vehicles (EVs) and 21,80% of low emissions vehicles (hybrid, PHEV, LPG etc.). Specifically for the passenger vehicles and trucks, the percentage mentioned in the question are also valid. Furthermore, regarding EVs, there is target for 2030 for 25% of new registered vehicles to be electric, a percentage which is expected to increase to 100% by 2035.

Regarding the promotion of this policy, the Ministry of Transport, Communications and Works, is currently carrying three main subsidy schemes funded by the Recovery and Resilience Fund:

1. scrapping scheme for the most polluting vehicles combined with incentives for non/low emission mobility and
2. support scheme for the purchase of Electric Vehicles will accelerate the replacement of old and polluting vehicles, covering the period from 2022 to 2026, with a total amount of 53 million euros and a subsidy scheme for the installation of charging points, covering the period from 2023 to 2026 with a total amount of 4 million euros. Furthermore, there are many other policies included in the Policy Statement of the Ministry for the Promotion of Electromobility, which aim to electrify the public fleet, including the public transport fleet.

It is worth noting that during the years 2022 and 2023, the number of newly registered EVs has profoundly increased, thanks to the aforementioned subsidy schemes.

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**Question by** United States of America at Friday, 29 March 2024

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

**Type:** Before 04 April

**Title:** National Energy and Climate Plan objectives

How is the government fulfilling the objectives of the National Energy and Climate Plan from 2020?

**Answer by** Cyprus

Not answered

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**Question by** United States of America at Friday, 29 March 2024

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

**Type:** Before 04 April

**Title:** Grid connection

What plans does Cyprus have to improve and upgrade its grid to allow more renewable energy connections?

**Answer by** Cyprus

The transmission and distribution electricity grids are developed in accordance with the ten-year network development plans (TYNDP) that have been approved by the Cyprus Energy Regulatory Authority (CERA).

TRANSMISSION:

The Transmission TYNDP 2024-2033 that was approved by CERA on 16 April 2024, includes 27 new projects, the majority of which are required to connect renewable energy projects to the transmission network. According to the Cyprus Transmission System Operator (TSOC), the scenarios analyzed with respect to maximum renewable energy penetration for the year 2028, had shown that there will be a need to upgrade transformers at certain Transmission Substations, as well as increase the development of the transmission network in western Nicosia District for the years 2029-2033. The TSOC will examine these cases and carry out the necessary analyses, which will be presented at a later Transmission TYNDP, in order to allow the further development of Photovoltaic generation in the affected areas.

#### DISTRIBUTION:

With respect to the distribution network, the Distribution TYNDP 2023-2032 that was approved by CERA on 27 June 2023, includes both conventional (extension, strengthening of existing distribution substations and lines as well as new) and modernization investments. The latter will aid the penetration of renewable energy either directly or indirectly. These include:

1. Upgrading voltage level from 11 kV to 22 kV. Further penetration of 22kV will clearly help both improve power quality and reduce losses. Specifically, the voltage upgrade will reduce power losses by 75% while at the same time the voltage drop of the network will be reduced by 50%
2. Supervisory Control and Data Acquisition (SCADA)/ Automatic Distribution Management System (ADMS). This project involves the establishment of a National Distribution Control Centre (DCC), along with a Reserve DCC and four District DCCs. The project aims to ensure efficient management and optimization of the distribution system through effective monitoring and control of the distribution network.
3. Systems for Remote Metering (Automatic Metering Infrastructure). The project includes the installation of 400,000 smart meters and related equipment and telecommunications infrastructure. The implementation of the AMI infrastructure will help to further increase the penetration of distributed generation from renewable energy sources by increasing the observability of the distribution system, enabling users in participating in demand response.
4. Automation of the Distribution Grid. This involves the gradual replacement of existing Medium Voltage equipment with new remotely controlled equipment
5. Geospatial Information System - GIS (GDS Platform). The project involves the development and expansion of the GeoDiaS-GIS system in a state-of-the-art environment to support the digital transformation of networks and the transition to green energy.

- Distribution Systems Telecommunications Network: This involves implementing a fast, secure, and highly reliable telecommunications network by expanding the current Fiber Optic (FO) network. This FO network will serve as the main infrastructure for connecting all smart devices in distribution.

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**Question by** United Kingdom of Great Britain and Northern Ireland at Thursday, 28 March 2024

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

**Type:** Before 04 April

**Title:** Question to Cyprus on motor vehicles law

Thank you, Cyprus for the opportunity to comment on your 5<sup>th</sup> Biennial Report and 8<sup>th</sup> National Communication. We note that the amendment made to the motor vehicles and road traffic law led to further revisions of vehicle taxes to help reduce CO<sub>2</sub>. What were the successes and challenges of this change and how did the public receive it?

**Answer by** Cyprus

	<b>Petrol</b>	<b>Diesel</b>	<b>Electric</b>	<b>Hybrid</b>
<b>2017</b>	53,2%	42,9%	0,1%	3,7%
<b>2018</b>	51,3%	44,5%	0,1%	4,1%
<b>2019</b>	50,2%	44,6%	0,3%	4,8%
<b>2020</b>	51,2%	41,0%	0,3%	7,6%
<b>2021</b>	56,9%	25,7%	0,5%	16,9%
<b>2022</b>	62,1%	13,0%	1,9%	22,9%
<b>2023</b>	57,5%	10,2%	2,7%	29,6%

According to the last amendment to the Motor Vehicles and Road Traffic (Amendment) Law of 2019 (Law 47(I) of 2019), the road tax for M1 category vehicles (passenger saloon vehicle) that will be registered from the implementation date of the Law is calculated based on CO<sub>2</sub> emissions (gr/km). The purpose of the above amendment was to promote fewer polluting vehicles. Based on vehicle registrations by fuel type from 2017 to 2023, an increasing trend

in the registration of hybrid passenger vehicles of the M1 category has been observed since 2020, with this trend intensifying in the years 2021-2023. It should be noted that the increasing trend in the registration of these vehicles continues in the first four months of 2024, during which the registrations of these vehicles reached 37.4%. Table 1 shows the percentage of registrations of saloon passenger vehicles for validation of the success of the amendment to the Law 47(I).

Table 1: Vehicles Registrations by technology, 2017 – 2023.

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[Question by Australia](#) at Wednesday, 27 March 2024

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

**Type:** Before 04 April

**Title:** Q2

Cyprus's projections show a decrease in emissions from the LULUCF sector in the coming years. This is attributed to the implementation of national policies and measures on forestation and reforestation. **Can Cyprus elaborate on these policies and measures?**

[Answer by Cyprus](#)

Implementation of national policies and measures on forestation and reforestation:

1. Conservation of state forests and other public forest land
2. Expansion for inclusion of naturally forested other public land
3. Reforestation of burnt areas
4. Rehabilitation of Quarries and Mines
5. National Tree Planting Program called: "I plant for climate". Areas suitable for reforestation on either private or other public land i.e. Local stakeholders, NGO's etc.

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[Question by Australia](#) at Wednesday, 27 March 2024

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

**Type:** Before 04 April

**Title:** Q1

Cyprus' 8<sup>th</sup> National Communication states that significant barriers impede the uptake of measures to improve energy efficiency in the building sector (pg. 42). **Can Cyprus elaborate on what these barriers are, and share any strategies available to overcome them?**

**Answer by** Cyprus

The main barriers that impede the uptake of energy efficiency measures in the building sector are:

1. The lack of sufficient private financing. Cyprus is stimulating private financing in new buildings through building regulations and through incentives in existing buildings. As the existing building stock is of low energy performance, the focus is on accelerating renovation rates. Incentives based on state subsidies have contributed considerably in mobilizing building owners and the market. However, more investments are needed in building renovation to achieve a zero emission building sector by 2050. In order to further mobilize funding in improving energy performance of buildings efforts are concentrated in engaging the banking sector, in promoting Energy Performance Contracting, and in providing tax incentives. Furthermore, in view of the forthcoming recast of EPBD, some regulatory measures will have to be introduced like Minimum Energy Performance Standards in non-residential buildings. Such measures will lead certain building types to mandatory renovations.
2. The lack of sufficient and competent workforce. The training of all professionals involved in the energy efficiency of buildings and in particular in the energy upgrading of existing buildings, constitutes fundamental measure to increase renovation rates. These includes a quite big range of professionals like architects, engineers, installers and suppliers of building materials and technical building systems. Cyprus is already experiencing lack of construction professionals due to the high demand for new constructions. It is estimated that there are around 8.000 new constructions annually when at the same time there is a need to reach 8.000 building renovations per year to decarbonize the existing building stock by 2050. As a result labour policies will have to be adjusted accordingly while new innovating building techniques could contribute to reducing the need for labour.

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