

Session SBI60 (2024)

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

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Multilateral Assessment

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

Question by New Zealand at Thursday, 04 April 2024

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

Type: Before 04 April

Title: Mitigation impacts of individual policies and measures

In Tables 4.4.12 of their Fifth Biennial Report, Italy outlines a summary of implemented and plan policies in measures across all sectors. These are supplied without estimated mitigation impacts. New Zealand is interested in what progress has been made in developing mitigation estimates for individual policies and measures?

Answer by Italy

Ex-ante evaluation of policies and measures is done through modelling tools, such as Times, and sectoral evaluation performed at different levels of detail. Given the broad range of policies, sectors and authorities involved, and considering the effect of the pandemic and of energy prices on the main macroeconomic and demographic drivers, we choose to provide the expected effect at sector level and not per single PaM. In this way it is also possible to better calculate the effect of interaction of PaMs. You can find the impact at sectoral level written in bold characters in each table from 4.4. In the next submission we should be able to provide more details given the more predictable trends of the main drivers.

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: Fossil fuel use on islands

Have the plans to reduce conventional fossil fuel use on islands (“innovative integrated projects on small non-interconnected islands”) achieved the desired results?

Answer by Italy

In the framework of the National Recovery and Resilience Plan (NRRP) Italy allocated 200

millions of Euro for the “Green Islands” project. This initiative addresses the main challenges of the “green transition”, focusing on areas characterized by a high degree of potential improvement in energy/environmental terms. The non-interconnected Small Islands can be seen as “laboratories” for the implementation of a fully “sustainable development model”. In the smaller islands are evident several issues of concern regarding the energy transition: in many cases the lack of electrical interconnection with the Italian peninsula bring to a “polluting generation system” and a need for higher energy efficiency, a difficult water supply asks for solution different from ship tankers, a really complex waste management calls for a high “separate collection” incidence, refueling of a traditional “fossil-fuel” mobility can be very inefficient under the environmental and economic perspective.

As a consequence, the main objective of this component is to support projects in respect of the singularities of islands while achieving a common approach integrating the following components:

- ☒ promotion of energy and water efficiency;
- ☒ reduction of the annual electricity production from conventional sources increasing the share of renewables and implementing energy efficiency measures to reduce electricity demand;
- ☒ implementation of sustainable mobility services/infrastructures;
- ☒ optimisation of separate waste collection.

The following are some examples of interventions eligible for funding:

- ☒ deep building energy efficiency interventions;
- ☒ development and/or upgrading of collective mobility services and infrastructures; buses and boats powered by electricity; shelters for public transport services; car sharing, bike sharing, scooter sharing;
- ☒ construction and/or adaptation of cycle routes, construction of sheltering areas and a stop for bicycles both traditional and pedal assisted, also equipped with infrastructure reloading;
- ☒ renewable energies plants for the electricity, including photovoltaic, wind offshore and marine renewable energy such as wave or tidal power;
- ☒ energy efficiency measures aimed at reducing electricity demand;
- interventions on the electricity grid and related infrastructures to ensure the continuity and security of the system and facilitate the integration of renewable source such as, for example: storage devices, integration of the electricity system

with the island's water system, smart grids, innovative energy management and monitoring systems.

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: 2021 NRRP

In the 2021 National Recovery and Resilience Plan (NRRP) allocated significant resources (59 billion euros) to “green revolution and ecological transition.” Could you provide an update on expenditures to date, and any preliminary data on the impact to reduce GHG?

Answer by Italy

Information on policies and measures and on the status of implementation of GHG emission reduction commitments can be found in the annual report of the Minister of environment and energy security attached to the Document on economy and finance, available, in Italian, at <https://www.mef.gov.it/focus/II-Documento-di-economia-e-finanza-2024-DEF/>

Data on NRRP that are available to public can be found in the institutional website www.italiadomani.gov.it, and in particular some more detailed information at <https://www.italiadomani.gov.it/it/catalogo-open-data/monitoraggio-delle-misure-del-pnrr-attraverso-gli-indicatori-di-.html>

About the impact in terms of GHG reduction, considering the broad range of policies, sectors and authorities involved, and also considering the effect of the pandemic and of energy prices on the main macroeconomic and demographic drivers, in our NC8 and BR5 we choose to provide the expected effect at sector level and not per single PaM. In this way it is also possible to better calculate the effect of interaction of PaMs.

You can find the impact at sectoral level written in **bold** characters in each table from 4.4.

In the next submission we should be able to provide more details given the more predictable trends of the main drivers.

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

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

Type: Before 04 April

Title: GHG emission reduction target

Does Italy plan on having more aggressive GHG emission reduction targets than the mandated EU 55% goal?

Answer by Italy

Under the Paris agreement EU set a common NDC with a joint fulfilment approach for all Member States. The EU 55% goal is set at EU level and not at Member States level. At MSs level there is the Effort Sharing Regulation which set annual emission allocation per each EU Country from 2021 to 2030. These targets apply to the emission not covered by the annex 1 of the Emission Trading System Directive, and not to the total GHG emissions. The final target for Italy under ESR is -43.7% by 2030 compared to 2005 emission level. Italy is not planning to achieve higher emission reductions under ESR.

Question by Japan at Friday, 29 March 2024

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

Type: Before 04 April

Title: Distinguishing between EU policies and Italy's policies

Can each of the policies and measures implemented in Italy and their reduction effects be distinguished between the EU's policies and Italy's policies?

Answer by Italy

Ex-ante evaluation of policies and measures is done through modelling tools, such as Times,

and sectoral evaluation performed at different levels of detail. Given the broad range of policies, sectors and authorities involved, and considering the effect of the pandemic and of energy prices on the main macroeconomic and demographic drivers, we choose to provide the expected effect at sector level and not per single PaM. In this way it is also possible to better calculate the effect of interaction of PaMs. You can find the impact at sectoral level written in bold characters in each table from 4.4. In the next submission we should be able to provide more details given the more predictable trends of the main drivers. Moreover, given the legal frame of EU, many national measures are the implementation of PaMs and targets set at EU level, so it is not always possible to identify an individual policy are merely national or EU.

Question by Japan at Friday, 29 March 2024

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

Type: Before 04 April

Title: Overachievement of ESD Target

Whereas Italy's 2020 ESD target was 291MtCO₂e, actual ESD emissions were 254MtCO₂e, significantly overachieving the target. What is the most significant success factor in this overachievement?

Answer by Italy

In general, although the year 2020 is heavily influenced by the effects of the closures due to the COVID-19 pandemic, full compliance with the emission targets had already been achieved in previous years. In particular, the industrial sector recorded a decrease in emissions, influenced by the increase in the efficiency of production processes, the phase-out of the most polluting fuels, but also by the structural changes triggered by the global financial crisis in 2008 and the subsequent crisis in 2012-2013. The civil and transport sectors, on the other hand, show less significant reductions, especially in the last few years before the pandemic. In the civil sector, as in the industrial sector, this reduction can be attributed to the phasing out of the most polluting fuels, but also to the progressive, albeit slow, efficiency gains in the building stock. In the transport sector, on the other hand, policies on emission and consumption standards for new vehicles have been largely offset by economic dynamism and growing demand for private transport.

Question by Japan at Friday, 29 March 2024

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

Type: Before 04 April

Title: Development of provincial inventory'

According to NC8, p61, in Italy, ISPRA finalised the provincial inventory at local scale in 2022 by estimating emissions at provincial areas based on proxy variables. What regional statistics and proxy variables are exactly used in the estimation? Also, how does ISPRA assure its consistency with the national inventory? In addition, could Italy give us challenges in developing provincial inventories and how the results of provincial inventories are used?

Answer by Italy

ISPRA is responsible for the provincial inventory at local scale. Every 4 years, now, in the framework of the Protocol on Long-term Financing of the Cooperative Programme for Monitoring and Evaluation of the Long-range Transmission of Air Pollutants in Europe (EMEP) under the Convention on Long-range Transboundary Air Pollution (CLTRAP), Parties have to report their national air emissions disaggregated on a 0.1°*0.1° grid. The provincial inventories at local scale for the years 1990, 1995, 2015 and 2019 are available, the last update in 2022. Specifically, ISPRA applies a top-down approach to estimate emissions at provincial areas based on proxy variables, so the consistency with the national inventory is guaranteed. A long list of statistics and proxy variables are used depending on the categories to be disaggregated; a database of over 1 million and 600 thousand records is available and statistical data of various kinds are collected: demographic, economic, industrial production indicators (such as population, vehicle registration, air traffic, consumption of products, consumption of fuels, etc.) and other territorial ones relating to land use (for example agricultural land, covered by forests or vegetation, etc.). An important contribution derives from the consultation and comparison of the data relating to some point sources, collected in the national registers: Emissions Trading, E-PRTR (European Pollutant Release and Transfer Register) and LCP (Large Combustion Plants). Description of the methodologies and proxy variables used for each category can be found in the report 'The disaggregation at the provincial level of the national inventory emissions' (in Italian) https://emissioni.sina.isprambiente.it/wp-content/uploads/2023/02/Rapporto_369_2022.pdf. Comparisons between top-down and local inventories, where available, are carried out. Results of the provincial inventory are checked out by regional and local environmental agencies and authorities; in depth analysis are carried out whenever differences are large

results and shared with the relevant local authorities. Ispra supports regional/local environmental agencies sharing methodologies and emission factors and receive feedbacks, regions and local authorities may have different level of preparation and capability in terms of personnel to carry out local inventories. Data are available at ISPRA web address https://emissioni.sina.isprambiente.it/inventari-locali/#Report_locali.

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 Italy on their Sustainable Urban Mobility

Thank you, Italy for the opportunity to comment on your 5th Biennial Report and 8th National Communication. In your report you mention the Sustainable Urban Mobility Incentive Program which aims to adopt sustainable urban mobility actions. Can you please share more detail on this programme and any successes or challenges you've faced in implementing it?

Answer by Italy

The "Sustainable Urban Mobility Incentive Program" was aimed to support about 80 municipalities to promote intramodality, strengthen metropolitan public transport, enhance electric and shared mobility as well as cycling and walking through co-funding mechanisms. ISPRA was involved in the Program having the task of evaluating the environmental benefits related to every project in terms of CO2 emission savings. Results were quite encouraging, a modal shift and a change of habits for house-to-work and house-to-school journeys were observed. Unfortunately, after the pandemic a general increase in private transportation has been observed and data from most recent years show an increase in GHG emissions from transport.

Question by Australia at Thursday, 28 March 2024

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

Type: Before 04 April

Title: Q3

Italy's NC8 indicates that work is being done to improve the on-site exchange mechanism that allows the use of the grid as storage (NC8 pg. 75). **Can Italy provide an update on the status of this work, in particular any deployment of battery storage?**

Answer by Italy

On-site exchange is a mechanism that allows any excess energy produced by a photovoltaic system to be fed into the electricity grid, so that it can be used at times when there is greater demand but less production. This is a government-provided subsidy, in which the photovoltaic system with on-site exchange makes it possible to compensate for phases in which photovoltaic energy cannot be generated – such as at night – with the aim of supporting the self-consumption mechanism in a concrete way. In a PV system with on-site exchange, the electricity system acts as a virtual storage pool for energy that is not immediately self-consumed: the energy is not physically stored but is harnessed by the electrical system and then exchanged at a later date with a compensation mechanism. There is no direct connection between this policy and the actual deployment of battery storage. Further information is available, in Italian, at <https://www.gse.it/servizi-per-te/fotovoltaico/scambio-sul-posto>

Question by Australia at Thursday, 28 March 2024

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

Type: Before 04 April

Title: Q2

Italy's BR5 indicates a national regulatory framework is being developed to define which areas are suitable or unsuitable for the installation of renewable energy plants (BR5, pg. 42). **Can Italy provide an update on the status of this framework?**

[Answer by Italy](#)

A draft decree is currently under negotiation among central and regional authorities. Indeed, according to article 117 of the Italian constitution, energy production, transport and distribution is a matter of, so called, “concurrent legislation” between the State and the Regions. Anyway, the final decree is planned to be issued by the end of June 2024.

[Question by Australia](#) at Thursday, 28 March 2024

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

Type: Before 04 April

Title: Q1

Can Italy share its policies and plans to promote the modernisation and expansion of renewable electricity networks in its smaller islands, particularly those not interlinked with mainland energy grids (BR5 pg. 43, 89, 149)? Further, can Italy share any lessons learnt through policies already adopted?

[Answer by Italy](#)

In the framework of the National Recovery and Resilience Plan (NRRP) Italy allocated 200 million Euros for the “Green Islands” project. This initiative addresses the lack of electrical interconnection with the Italian peninsula in the 13 Municipalities of the 19 non-interconnected small islands. 77.7 million euro (around 39% of the total amount) are dedicated to the implementation of projects on the reduction of the annual electricity production from conventional sources increasing the share of renewables and on interventions on electricity grid and related infrastructure to ensure the continuity and security of the electricity grid and promote the integration of energy produced from renewable sources.

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