

Session SBI60 (2024)

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Multilateral Assessment

A compilation of questions to – and answers by – **Malta**
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: Emissions reductions in Malta's transport sector

Malta's NC8 and BR5 explain that transport is the second largest activity category contributing towards greenhouse gas emissions and is responsible for ~30% of emissions. New Zealand is interested to learn what transport policies and measures had the greatest contribution to the achievement of Malta's 2020 emissions reduction target?

Answer by Malta

Malta, as the most densely populated EU Member state, faces unique challenges in transportation. Lacking rail infrastructure and with limited land space, the country relies heavily on its road network. To address this, the 2017-2020 Transport Master Plan implemented several initiatives to encourage public transport use and reduce reliance on private vehicles. These included free school transport for all. Additionally, the plan focused on infrastructure projects aimed at alleviating traffic congestion and improving average vehicle speed, with the goal of lowering fuel consumption. Dedicated bus lanes and traffic priority measures further enhanced public transport efficiency.

Despite these efforts, Transport emissions continue to pose a challenge as the population continues to grow and the lack of rail continues to hinder a modal shift, as well as the reliance on maritime and aviation activities for external connectivity.

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: Offshore renewable energy

Malta's limited geographic area hinders development of some renewable energy platforms. What types of off shore renewable energy does Malta envision to reduce its CO2 emissions?

Answer by Malta

In view of Malta's limited land area, the Maltese government is investigating the possibility to exploit the country's potential beyond its territorial waters. It should be appreciated that due to our physical constraints including deep bathymetry, the most ideal technology is floating, and such technology is still being developed. Hence, this commitment is considered a key effort in the deployment of renewables.

The Maltese Government has already announced its intention to develop offshore Renewable Energy as part of its plans to transition the power generation sector towards climate neutrality by 2050.

In 2023, the Ministry for the Environment, Energy and Regeneration of the Grand Harbour (MEER) launched the National Policy for the Deployment of Offshore Renewable Energy for public consultation aimed at promoting these initiatives and projects. The Offshore Renewable Energy Policy seeks to enable the offshore potential of the Mediterranean in the country's best interest. Technology-neutral, the policy supports the implementation of offshore renewable projects, mainly wind and solar, in areas lying beyond the territorial waters and within Malta's potential Exclusive Economic Zone.

In January 2024 Malta issued a Preliminary Market Consultation (PMC) to assess the market readiness for nearshore floating solar technology projects, specifically photovoltaic farms, in the Maltese Islands. The PMC aims to solicit proposals from operators for the deployment of floating solar technology projects, including photovoltaic farms, within the zone extending up to twelve (12) nautical miles off the coast of the Maltese Islands. This initiative will facilitate the evaluation of investor interest, allowing the Government of Malta to assess the current market preparedness for such projects and support the technical studies being undertaken to proceed with a potential issuance of a competitive call for offers.

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: HFCs

The report notes that HFCs are a higher percentage than methane in total GHG emissions. Does Malta have plans to reduce HFCs through higher efficiency air conditioning appliances?

[Answer by Malta](#)

Given Malta's climate, the country relies heavily on the use of air conditioning and refrigeration equipment. Therefore, the use of HFCs in Malta constitutes a notable share of greenhouse gas emissions in the total generation of GHG emissions when compared to other countries. Given these circumstances, Malta's key policy measure in this sector is the continued implementation of the regulatory instruments, namely the prohibitions outlined in the new F-gas Regulation (EU) 2024/573, which are expected to drive the adoption of new, more efficient air conditioning systems, thereby mitigating emissions.

[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 Malta on their electric vehicle incentives

Thank you, Malta, for the opportunity to comment on your 5th Biennial Report and 8th National Communication. Can you please share more information about the schemes in place to incentivise the purchase of electric vehicles and plug-in hybrid cars to help support the electrification transition? Do you have any lessons learned in how these schemes were implemented?

[Answer by Malta](#)

Data shows a significant jump in Electric Vehicles EV replacing conventional ICE vehicles through the scrappage scheme, rising from 15.44% in 2019 to 28.28% in 2020.

The financial incentives for electric vehicles continued and intensified. Since 2022, Malta has put in place a specific EV grant scheme, which was very successful and has, so far, exceeded the set targets in terms of uptake. Moreover, it also ushered to start of electrification of vehicle fleets, such as leasing vehicles and company vehicles, and the electrification of heavy-duty vehicles such as small trucks and also tourist coaches. Most notably under this scheme private citizens as well as NGOs and businesses (businesses only under specific conditions) may receive a grant of up to €11,000 for registering an Electric M1 vehicle and an additional €1000 if this is coupled with the scrappage of another vehicle which is at least

10 years old. For other vehicle classes other rates apply [1] . Other schemes for Plugin Hybrid vehicles and for low emission vehicles (hybrids) have been phased out over the past couple of years.

This trend extends beyond the scheme, with overall electric and hybrid vehicle numbers increasing by 89.8% between 2018 and 2019, followed by a further 26.5% growth in 2020. In this context challenges in the supply chain, being right hand drive and price convergence are identified as issues restraining faster growth.

[1]

<https://www.transport.gov.mt/land/sustainable-transport/financial-incentives-2024/new-electric-vehicles-6667>

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

Australia congratulates Malta's for electrifying its government fleet and public transport network. Given the that the utilization of private vehicles in Malta is high (p.18), **could you please expand on how effective grant schemes have been (p.117) in supporting the uptake of electric private vehicles?**

Answer by Malta

Malta's efforts are promoting a shift towards electric vehicles (EVs). The percentage of vehicles scrapped and replaced with EVs under the scrappage scheme jumped from 15.44% in 2019 to 28.28% in 2020. This trend is mirrored by a broader increase in electric and hybrid vehicles, with numbers rising 89.8% from 2018 to 2019 and a further 26.5% from 2019 to 2020. Despite this positive momentum, vehicles with alternative motor energy types still made up only 1.9% of all licensed vehicles in Malta at the end of 2020. Trends show that the majority (~55%) of registered vehicles each year are newly registered second-hand cars and therefore a stronger second-hand EV market may lead to higher adoption rates.

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

What role will offshore wind play in the decarbonisation of Malta's energy sector, and how does Malta plan to overcome the limitations to investing in offshore wind farms outlined in page 78 of its BR5?

Answer by Malta

In view of Malta's limited land availability as well as deep sea bathymetry, the country is looking at offshore floating solutions to increase the level of deployment of renewables including wind energy. This is foreseen to play an important role to decarbonise Malta's energy sector. Malta is actively working on attracting investments in offshore wind energy. A competitive call is intended to will soon be launched for the scope of awarding a contract for procuring the supply of renewable energy through the design, build, operation and maintenance of an Offshore Floating Wind Farm in an area beyond the 12NM earmarked for the development of RES in the National Policy for the Deployment of Offshore Renewable Energy.

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