

## Session SECONDMA2021 (2021)

Session starts: 02-08-2021 00:00:00 [GMT+1]

Session ends: 29-10-2021 23:30:00 [GMT+1]



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A compilation of questions to - and answers by - Monaco [exported on 30-10-2021] by the UNFCCC secretariat

[Question by](#) United States of America at Tuesday, 31 August 2021

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

[Type:](#) Before 31 August

[Title:](#) Lessons Learned: building energy efficiency

Could Monaco outline the lessons learned in formulating and implementing a tax on consumers to improve building energy efficiency?

[Answer by](#) Monaco, Thursday, 02 September 2021

There is no tax on consumers to improve building energy efficiency but the VAT on certain products and works to improve building energy efficiency is lower than the standard rate

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[Question by](#) United States of America at Tuesday, 31 August 2021

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

[Type:](#) Before 31 August

[Title:](#) EU ETS

Could Monaco discuss the impact the EU ETS has on its emissions and reduction goals?

[Answer by](#) Monaco, Thursday, 02 September 2021

Monaco is not a EU member state . Monaco is not concerned by the EU ETS.

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[Question by](#) European Union at Tuesday, 31 August 2021

[Category:](#) All emissions and removals related to its quantified economy-wide emission reduction target

[Type:](#) Before 31 August

[Title:](#) Emission reductions in the buildings sector

According to the CTF table 1(a) submitted in conjunction with Monaco's Fourth Biennial

Report, emissions from category 1A4 – which includes the buildings sector – decreased by 47 % between 1990 and 2017. Although the mitigation impact of policies and measures in the buildings sector has not been estimated, could you provide some information on the main factors and measures that contributed to this decrease? Did some of these factors or measures lead to emission increases elsewhere, such as in energy industries?

[Answer by Monaco](#), Friday, 03 September 2021

The main measures are the ban of fuel oil in the new buildings (residential, commercial, industrial,...) since 2003 and the announcement in 2018 of the ban in all buildings in 2022.

Part of the migration from fuel oil is towards the consumption of natural gas within sector 1A4 but a decrease in the whole sector is observed. Another part towards the consumption of imported electricity (In 2020, 75% of the electricity imported into the Principality of Monaco was produced from energy sources of renewable origin).

In parallel and in substitution, Monaco has largely developed sea water loops and sea water heat pumps to heating and cooling buildings.

There is no increase in emissions elsewhere.

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[Question by United Kingdom of Great Britain and Northern Ireland](#) at Tuesday, 31 August 2021

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

[Type](#): Before 31 August

[Title](#): Reducing GHG emissions in the transport sector

We thank Monaco for the opportunity to comment on the Fourth Biennial Report. We note that at the time of publication of the Fourth Biennial Report, Monaco's National Mobility Plan ("Plan National de la Mobilité") was still being finalised. Could Monaco provide an update on this plan and the ways in which it will help reduce GHG emissions from the transport sector?

[Answer by Monaco](#), Friday, 03 September 2021

The Mobility Plan is finalized but not public. The objectives are to reduce by 20% the travels in the territory with individual vehicles and to reduce the rate of thermal vehicles.

The main policies are to limit the access to the territory to the foreign vehicles using park and ride, to promote and favor public transportation and alternatives solutions (bicycles, elevators, global ticketing ...) also to replace buses with electric buses (100% by 2030) in public transportation. Alternative infrastructures project are also on study like tram and cable

car.

Measures in favor of electric and hybrid vehicles was taken in 2021 as part of to the national plan for economic recovery. Sales have been boosted by the recovery plan and it is expected that 10% of the total vehicle fleet will be electric or hybrid by the end of the year.

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[Question by Switzerland](#) at Tuesday, 31 August 2021

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

[Type:](#) Before 31 August

[Title:](#) Destrict heating and cooling

According to information contained in the Review Report on Monaco's 4<sup>th</sup> BR, one of the main reasons for the increase in GHG emissions since 2014 is the development of F-gases. At the same time, Monaco's 4<sup>th</sup> BR states plans for the creation of district heating and cooling networks in order to reduce the use of fossil fuels.

- i) Does Monaco already have practical experience with district cooling and are there lessons learned that it could share?
- ii) Does implementation of district cooling also have the potential to reduce emissions of F-gases?

[Answer by Monaco](#), Friday, 03 September 2021

Monaco has an significant experience with district cooling. a large part of Monaco is supplied by seawater heat pumps, sea water loop and heating and cooling networks (including those linked to the waste incineration plant)

the new loops will use HFO gases and will replace many individual heat pumps functioning with F-gases with a high GWP.

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[Question by Switzerland](#) at Tuesday, 31 August 2021

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

[Type:](#) Before 31 August

[Title:](#) Use of biofuels

Amongst the new measures presented in Monaco's 4<sup>th</sup> BR, one addresses the use of 100

per cent biofuels in stationary installations, non-road-vehicles and captive fleet.

i) What kind of stationary installations, non-road vehicles and vessels are targeted by this measure?

ii) Could Monaco elaborate on its plans for producing or procuring the necessary biofuels?

[Answer by Monaco](#), Friday, 03 September 2021

Biofuel can be used to replace fuel oil in stationary heating installations, in construction equipment and for certain trucks such as rotary drills.

Due to the size of the Monegasque state, biofuel is imported from the EU.

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[Question by United States of America](#) at Tuesday, 31 August 2021

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

[Type](#): Before 31 August

[Title](#): Institutional Arrangements

Could Monaco further explain the relationship and dynamics between the Department of the Environment with the Ministry of Public Works, the Environment and Urban Development – including on GHG reporting.

[Answer by Monaco](#), Friday, 03 September 2021

The Department of the Environment is under the authority the Ministry of Public Works, the Environment and Urban Development. The Ministry approve all the main decisions and UNFCCC reports.

## Session SECONDMA2021 (2021)

Session closes at 29-10-2021

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