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

Question by United States of America at Tuesday, 31 August 2021

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

Type: Before 31 August

Title: LULUCF Trends

The projections in Poland's BR indicate that the net sink from land use, land-use change, and forestry (LULUCF) is projected to decline by nearly one-third from 2020 to 2030, and continue declining through 2040 (Table 5.6, p. 121). However, Poland's BR also indicates that the land area across land-use categories is projected to remain relatively constant from 2020 to 2030 (Table 5.14, p. 129), with no significant changes projected through 2040. Can Poland elaborate on the anticipated drivers of this projected reduction in net sink from the LULUCF sector?

Answer by Poland, Thursday, 14 October 2021

Quantifying and separating the effects of past and expected drivers on LULUCF fluxes characteristic is challenging. However, general assessment of changes in land use characteristics, although having impact on overall trend in LULUCF GHG's projections, with a low level of their expected fluctuations, has not yet been recognised within the scope of significant factors influencing overall LULUCF carbon emission and removals trend.

With this observation, assessment - in terms of projected changes in net sink from the LULUCF sector - should be focused on implications of the commonly observed age-related decline in biomass productivity of forests, and hence forest age structure, on the carbon dynamics of national (as well as other European) forests in response to historical changes in environmental conditions.

An improved understanding of carbon dynamics of vegetation by considering forest stand age distribution is essential for national carbon balance assessments, particularly as major changes in the forest carbon stock are related to dynamic changes in the age class structure. Since domestic forest management activities, associated with the implementation of a long-term policies scenario (approx. 100 years on average), unlikely to be revised during the implementation stage and aim at maintaining stability of forests, the main components of stability are resistance and resilience. These are directly linked to genetic diversity within and between species and in relation to the biogeochemical cycle. Moreover, constraints of silviculture should be seen in relation to sustainable management practices and strategies, i.e. choice of provenances and species, including species mixtures, tree breeding, and for most in terms of the silvicultural systems applied, such as harvesting practices associated with age related structure (characteristic) of forests.

Recent national age-class distribution of forests is characterised by a clear surplus of stands between 41 and 60 year (25,4%) and stands over 80 years (30,5%) with usually reached or passed felling maturity are affecting stand volume distribution (carbon allocation) and timber production. Percentage participation of stands reaching felling maturity being simultaneously utilised and renewed is expected to highly increase in the forthcoming years (expecting post WWII afforestation reaching its maturity level). Therefore, size dependent carbon allocation counteracting forests stands utilisation and renewing, effecting in forest rejuvenation, will

trigger temporal limitation in forest resources expansion (affecting mainly standing volume of merchantable timber).

Additionally, size-dependent carbon allocation in forest tree stand counteracting damages of forests in the aftermath of natural disturbances (such as windbreaks) has also been considered in terms forest renewing followed by rejuvenation triggering temporal limitation in previously mentioned forest resources expansion.



[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: White Certificates

Poland's BR indicates that the basic mechanism used to support improvements in end-use energy efficiency is the use of energy savings mandates combined with tradable energy efficiency certificates, referred to as "white certificates". Are there any lessons learned through the implementation of a white certificates program, established under the Act on Energy Efficiency, that Poland can share with other Parties? Were there any challenges encountered in creating and implementing such a system? Are there specific advantages to such a system, based on Poland's experience, that it would like to share?

[Answer by](#) Poland, Thursday, 14 October 2021

In Poland, the system of energy efficiency certificates, so-called „white certificates” is one of the main financial mechanism supporting energy efficiency projects.

The scheme was established in 2013 under Energy Efficiency Law from 2011. In 2016 and 2021 the scheme was modified in order to ensure compliance with new requirements under UE law.

The Energy Regulatory Office (ERO) is the administrator of the scheme.

Obligated parties include electricity, natural gas and district heating companies selling abovementioned commodities to final consumers and entities introducing liquid fuels for transport to the market. Eligible energy efficiency measures include a long list of possible investments (e.g. building fabric; heating system; appliances; lighting; waste heat recovery and measures in transport sector) excluding behavioural measures. Savings are based on deemed savings and scaled savings. Energy savings accomplished in energy efficiency projects with average annual energy savings that exceed 100 toe shall ex-post be verified by an energy audit. Projects that fall below the 100-toe threshold are subject to random sampling verification. Certificates can be traded via Polish Power Exchange. There are two secondary regulations: one is a detailed list of projects to improve energy efficiency which

was elaborated and approved in 2016 in order to give away white certificates. Second regulation from 2017 specifies scope of an energy efficiency audit.

White Certificates scheme has an advantage over other types of schemes because it is market-based instrument. The cost of maintaining the system is relatively low compared to other systems. Therefore the potential for energy efficiency might be exploited in a more cost-effective way. The report "Cost-effectiveness and financial aspects of EEOs" prepared within the ENSMOV programme (link to the report below) confirms the above information.

<https://ensmov.eu/cost-effectiveness-and-financial-aspects-of-eeos-event-and-supporting-material/>

The main advantages of the scheme are as follows:

- energy saving obligation is proportional to the energy income of the obliged parties what makes the system clear and fair - "the more revenues from energy sell the higher the obligation"
- tradability of white certificates makes the system highly market oriented instrument
- can be almost cost neutral, except administrative costs, for the national budget since the cost are transferred on end-users by tariffs
- a wide range of eligible investments are allowed under the scheme and different types of end-users/entities might take part in the scheme. System create a level playing field for all types of energy and energy subsectors, e.g. create equal opportunities for the industry and building sector within White Certificates.

The main challenges are as follows:

- relatively high administrative costs as compared with other supporting schemes reflecting complexity of the system and lack of managerial experience of its administrator
- high costs of white certificates on Power Stock Exchange and high transaction costs for participants
- system prefers short payback time investments, therefore long-term investments are not sufficiently stimulated, especially in the building sector
- complex and long-term process of issuing white certificates.

Due to the fact that the existing system of white certificates in Poland will not be sufficient to meet the new more ambitious energy efficiency target for 2030, the Energy Efficiency Act was amended in 2021 and the decision was taken to develop so-called alternative measures as a supplementing tool towards white certificates. According to the Energy Efficiency Law, alternative measures mean programs and instruments aiming at improving energy efficiency

at the end user premises, and under which energy efficiency projects are financed through public budget: state or local, or budget of the European Union.

As from 1 January 2022 alternative measures will be reported to a Central Register of Final Energy Savings. The register will collect data on projects implemented in the period from 1 January 2021 to 31 December 2030 under the alternative measures. The biggest challenge is avoiding double counting of energy savings under white certificates and alternative measures. The registry is currently being designed in such a way to solve this problem.

Question by United States of America at Tuesday, 31 August 2021

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

Type: Before 31 August

Title: Forest cover targets

Can you describe the progress made towards the 2020 forest cover target? How were the 2020 versus 2050 forest cover targets determined?

Answer by Poland, Thursday, 14 October 2021

Progress made towards the 2020 forest cover target should be seen in light of implementation of "National Program for Enhancing Forest Cover", hereinafter referred to as "KPZL", constituting a country specific strategic study. Currently, the KPZL serves as an instrument that guides the level and spatial structure of afforestation practices. It was adopted by the Council of Ministers on 28 June 1995. The main goal of this program is to create conditions for increasing forest cover of Poland to 30% in 2020 and to 33% in 2050. 2020's and 2050's targets should be translated to the need of afforestation of about 700 thousand hectares by 2020 and about 1.5 million ha by 2050.

KPZL has been divided into several stages in which the expected size of afforestation was determined. During the first stage of the KPZL implementation (1995-2000), a total area of 111.2 thous. ha was afforested, exceeding expected afforestation area by 11%. The second stage of the KPZL implementation covered the years 2001-2005 with planned afforestation of 120 thous. ha. At this stage, a total of 95.3 thous. ha of land has been afforested. Unfortunately, in the years 2004-2005, there was a clear decrease in the annual afforestation area not exceeding 13 thous. ha.

Since 2005, practically all afforestation has been carried out on non-State owned land with provision of financial support under the Rural Development Plan 2004–2006, the Rural Development Program for 2007–2013 and the Rural Development Program for 2014 –2020. It is worth noting that the increase in forest area is also associated by the supported natural

succession processes of returning forests to post agricultural lands. In this particular case an additional support (eq., subsidies for forest stands maintenance measures) has been provided in order to reach in the future stability and effective development of forest ecosystems.

To sum up, according to the Statistics Poland (GUS), by 2020 forest land reached the area of 9,439.1 ha (GUS, EP 2020). Indicated forest land area accounts for 29.6% of the country area. Latest reported forest land area annual increase (as for 2019) is equal to 5.0 thous. ha. Furthermore, according to the rules adopted for international assessments, taking into account land related to forest management, the share of forest land area in the overall country area in 2020 has reached the percentage of 30.9%.

Worth to note, that in 2014, following the Minister of the Environment request, a study entitled "Update of the National Program for Enhancing Forest Cover 2014" has been performed and released. Since then, a number of measures have already been undertaken to prepare the next update summarizing the implementation of the KPZL in relation to 2020's goal of achieving 30% forest cover. Moreover, legal provisions (art. 52 sec. 1 of the Act of 28 September 1991 on forests) assumes that information on KPZL implementation to be prepared and submitted to the Parliament of the Republic of Poland by the Council of Ministers. The last information regarding the status of KPZL implementation has been prepared and submitted to the Parliament by December 31, 2017.

[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:](#) Climate strategies and policies

Could you outline the plans in place to replace the climate strategies and policies that stood "until 2020" (e.g. the Transport Development Strategy and the Strategy for Responsible Development)?

[Answer by](#) Poland, Thursday, 14 October 2021

The Strategy for Responsible Development covers period by 2020 with a perspective by 2030 and has not been revised so far. However, discussions are ongoing on a new strategic vision for Poland – the Polish Deal, setting directions until 2030. In addition, the National Recovery and Resilience Plan has been developed and is under discussion with the European Commission. Such a plan is to be developed by each EU Member State. This Plan is to set out a coherent package of reforms and public investment projects to boost the recovery from the COVID pandemic (covering among others opportunities of green transition), which should be implemented by 2026. On top of that, the UE Operational Programme Infrastructure and Environment 2014-2020 will be replaced by the European

Funds for Infrastructure, Climate and Environment Program 2021-2027 . The draft of the programme is in the process of public consultations. The main objective of the Program is to improve the conditions for the country's development by building technical and social infrastructure in accordance with sustainable development and circular economy assumptions.

On top of that, since the BR4 submission several other documents concerning individual sectors have been adopted, such as:

- Energy Policy of Poland until 2040 (adopted by the Council of Ministers on 2 February 2021) – This document replaced the former Energy Policy of Poland until 2030. It is based on three pillars, i.e. just transition, zero-carbon energy generation system and good air quality. It assumes that in 2040 more than half of the installed capacity will consist of zero-carbon plants. On top of that, the integration of offshore wind energy generation into the Polish power grid and the commissioning of a nuclear power plant will play a special role in power generation. These will be two new strategic areas and branches of industry which will be developed in Poland. In parallel to the large-scale energy sector, dispersed and citizen-operated energy generation will develop on the basis of local capital. The assumed transition also requires the enhanced application of RES technologies in heat production and increased use of alternative fuels in transport. The PEP 2040 indicates the directions of the development of the Polish energy sector. It announces a plan to sign an agreement regarding condition of close down of Polish coal mines. It forecasts their closure by 2049.
- Sustainable Transport Development Strategy until 2030 (adopted by the Council of Ministers on 24 September 2019) – This document replaced the former Transport Development Strategy until 2020 (with an outlook until 2030). The main aim of the national transport policy presented in the Strategy is to enhance the transport accessibility in the country and to improve the safety of traffic users and the efficiency of the transport sector by creating a coherent, sustainable, innovative and user-friendly transport system at the national, European and global levels. The main goal in the timeframe until 2030 includes: building an integrated and mutually linked transport network serving a competitive economy, improving the manner of organization and management of the transport system, changes in individual and collective mobility (i.e. to promote collective transport), improving the safety of traffic users and goods transported, limiting the negative impact of transport on the environment, improving the effectiveness of the use of public resources for transport projects.
- Programme for the Development of a Network of Airports and Aerial Ground Equipment – The programme covers period by 2020 and has not been revised so far. However, there is ongoing work on an updated version of the Programme. The updated Programme is to set up a local and regional network of airports development strategy.
- The Long-term Renovation Strategy is under government's works. The draft strategy includes a comprehensive diagnosis of the sector, the challenges of improving the energy efficiency in the construction/ buildings sector and presents the pathway to achieve large-scale and deep renovation of the building stock in Poland by 2030, 2040 and 2050.
- In the waste sector, a draft of the -6th update of the National Urban Wastewater Treatment Programme is currently underway and is ongoing the process of public consultations. This Programme identifies the needs in the scope of wastewater management and sets out an action plan for equipping agglomerations with wastewater collecting systems

and wastewater treatment plants, as well as for building, expanding and/or modernising municipal wastewater treatment plants and wastewater collecting systems in agglomerations.

- Strategy for the Sustainable Development of Rural Areas, Agriculture and Fisheries 2030, (adopted by the Council of Ministers on 15 October 2019) - The Strategy for the Sustainable Development of Rural Areas, Agriculture and Fisheries 2030 (SZRWRiR 2030) sets out the key directions of the development of rural areas, agriculture and fisheries in the timeframe until 2030. It also presents an in-depth analysis of the development opportunities for rural areas, agriculture and fisheries in a regional dimension. The measures under the SZRWRiR 2030 will be financed from national and external public resources, i.e., among others, those from the EU budget funds for 2021-2027 (including, among others, those from the Common Agricultural Policy, the Cohesion Policy, the Common Fisheries Policy and the resources under the Horizon Europe Programme). The Strategy replaced the previous document in this area, i.e. the SZRWRiR 2020.
- Action Programme to Reduce Water Pollution Caused by Nitrates from Agricultural Sources and to Prevent Further Pollution (adopted by the Council of Ministers on 12 February 2020) - The aim of the Programme is to limit the quantity of nitrogen compounds of agricultural origin reaching waters. The most important measures set out in the Programme include the establishment of the conditions for the use of nitrogen fertilisers close to watercourses, on steeply sloping ground, on frozen, water-flooded or snow-covered ground. It also lays down the periods when the agricultural use of fertilisers is allowed and determines the conditions for the storage of natural fertilisers and the handling of leachates. Moreover, the document sets out the manner of calculating the annual dose of natural fertilisers containing not more than 170 kgN/ha, introduces the obligation to prepare a nitrogen fertilisation plan and the requirement to use not exceeding the maximum N dose.
- Draft Strategic Plan for the Common Agricultural Policy - The reform of the Common Agricultural Policy (CAP) after 2023 states that each EU Member State is to prepare its CAP Strategic Plan. The document will include the instruments of Pillar I of the CAP, i.e. direct payments, and sectoral measures in the scope of agricultural markets, as well as those of Pillar II, i.e. support for rural development. In the new financial perspective (2023-2027) it will be implemented on the basis of an assessment of the effects achieved and objectives attained. The draft document is in the process of public consultations.

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

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

[Type:](#) Before 31 August

[Title:](#) Changes relating to the reporting of information on policies and measures

We thank Poland for the opportunity to comment on the Fourth Biennial Report. We note a number of changes to how information on policies and measures is aggregated and presented in Poland's Fourth Biennial Report (BR4), compared with the Third Biennial Report

(BR3). Can you tell us more about how these changes will increase the quality and reliability of the information reported? What challenges did this change of approach present during the preparation of the BR4?

[Answer by Poland](#), Thursday, 14 October 2021

The manner of presentation of information on policies and measures in BR4 is a bit different than in BR3. The modifications which have been made result from amendments to regulations and the use of a verified, different approach to analyses of policies and measures, which has brought further improvements in the scope, comprehensiveness and reliability of information on policies and measures. Such a broader and deeper analyses were possible due to preparation of this part of the report by a new dedicated team. This team had more capacity to analyse policies and measure in more detail and to come up with solutions offering for example better understanding of links between PaMs and therefore to aggregate PaMs for example in thematic groups. We believe that the way information on PaMs is presented in BR4 is more informative and transparent. The approach in following BRs and BTRs will build on this approach so in our view future reports will be even more informative as we continue and further develop processes for collection of relevant data and information. However, one can note that still the biggest challenge is related to information on PaMs GHG emission reduction effects, where still data shortage can be observed and it is not easy to overcome.

[Question by Japan](#) at Monday, 30 August 2021

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

[Type](#): Before 31 August

[Title](#): Estimation of mitigation impacts in the energy, transport and agriculture sectors

Of the policies and measures reported in CTF Table 3, there are many policies and measures for which the mitigation impacts are not reported for the energy, transportation, and agriculture sectors. In the footnotes, it is stated that the data necessary for estimation are not available and therefore those are reported as "NE". Could Poland share the difficulties in the estimation? For example, what kinds of data are difficult to obtain?

[Answer by Poland](#), Thursday, 14 October 2021

The estimation of mitigation impacts for different policies and measure is a complex problem. There are many issues which impact the possibility to calculate adequate mitigation impact. Availability of data is one of the key challenges (please see also reply to Q5). Also in some cases, reporting of an effect for 2020 was not relevant due to recent implementation of a

measure. Since BR4, we have continued our work on developing proper methodologies and gathering proper data, which should result in enhanced reporting in this regard in BR5.

Below, we present further explanations for the chosen measures:

As regards for example EU ETS, and energy sector - RES and improvement in energy efficiency, we were not able to calculate the effect based on the same methodologies as for 2020 as at the moment of BR4 development not all necessary data and information was available such as final RES and energy efficiency targets for 2030. As regards methane emissions (measure 6), we reported on research projects, so due to the nature of these PaMs it is not possible for provide expected GHG effects. For improvement of air quality (measure 9), due to the resent starting date of the implementation of these programs, there is no effect expected for 2020 and therefore figure was reported, however, we reported the data for 2030.

In the transport sector namely for the rail transport, air transport, inland navigation and maritime shipping it is difficult to estimate the reduction effects due to the lack of necessary data and information. It should cover, among other detailed data, to calculate the effect of alternative solutions such as i.e. the use of alternative fuels or introduction of energy efficiency solutions. Therefore, at the moment of BR4 preparations it was impossible to calculate and present the mitigation impact for those PaMs.

The activities demonstrated in the agricultural sector and the forestry sector have an impact on the reduction of greenhouse gas emissions and increase in CO₂ absorption. However, due to the specificity of the sector and the diversity of both production and reduction activities, it is very difficult to find detailed data and calculate the reduction effects. Some measures, such as "Modernization of farms" or "Restructuring of farms", are registered by the Agencies for Restructuring and Modernization of Agriculture but only as far as it is covered by the support. For this reason, the data available through these agencies is incomplete since it covers only a part of farms, and therefore it is not useful for the reduction effects calculation. It is also challenging to measure the impact of i.e. permanent grasslands, catch crops or counteracting the loss of organic matter in the soil, which are the basis for Agri-environmental measures.

As previously indicated, we have been working on a further development of methodologies and data collection processes, including the agriculture sector, that hopefully will allow a better way of reporting in the future.

Question by Japan at Monday, 30 August 2021

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

Type: Before 31 August

Title: Consideration of additional measures in non-ETS sectors

According to p.157–158 of the BR4, if the allocation for a given year is not complied with despite the application of the EU's flexible mechanisms, the Minister responsible for the

Environment orders a national research institute (KOBiZE) to prepare a plan for additional measures within 7 days of the end of the flexibility period, and the KOBiZE prepares a draft plan within 3 months and the plan is subject to approval by the Council of Minister. This is considered to be an excellent mechanism for taking additional measures in a prompt manner. How is the time span of the additional measures considered? If additional measures require a budget, how is this budget secured? Also, how is domestic coordination carried out from the formulation of additional measures to the approval of the plan by the Council of Ministers?

[Answer by Poland](#), Thursday, 14 October 2021

The national strategy was envisaged as a tool for a case of shortage of the units for the national ESR target compliance. Alternatively, the strategy would enable the process of the sale of the national surplus of the redundant units. None of such situations occurred, so the national strategy was not needed. There were also no funds secured for this purpose. If it is necessary to provide funds, it would be discussed with the Minister of Finance and then decided by the Council of Ministers. As regards the time span of the additional measures it will depend on the additional measures proposed.

[Question by New Zealand](#) at Friday, 27 August 2021

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

[Type](#): Before 31 August

[Title](#): Agriculture

1. Poland reports methane from agricultural sources has decreased since its base year (1990), however Table 1(b) indicates an upward trend in methane from enteric fermentation from 2010 to 2017. Is this upward trend projected to continue unabated?

[Answer by Poland](#), Thursday, 14 October 2021

Since 1990 up to 2019 methane emissions from enteric fermentation in Poland decreased by almost 37% but indeed in 2010-2019 those emissions increased by about 7% (Submission 2021). Methane emissions from enteric fermentation in Poland are driven mostly by cattle breeding which was responsible for about 90% of CH₄ emissions in 3.A *Enteric fermentation* in 1990 and for 96% - in 2019.

It should be noted that constant improvement of the gross energy digestibility of feed in the nutrition of all technological groups of cattle is observed for the last years. Improvement in the cattle quality of nutrition is one of the factors of increasing milk yield and fattening.

Although cows number dropped by 7,3% in 2010-2019, the milk yield increased by 29% at the same time contributing to CH₄ emission elevation for dairy cattle. The drop in dairy cattle population is anticipated in the next decades, with further improvement of milkiness and accompanying digestibility of feed, what would cause CH₄ emissions decrease from dairy cattle enteric fermentation by 2040.

In case of other cattle, increased population by 25% in 2010-2019 caused CH₄ emission elevation from enteric fermentation and as further increase in cattle meat production is expected - slight increase in emissions of other cattle is projected up to 2040.

Within other livestock like sheep, goats, horses and swine, responsible for only 4% of CH₄ emissions in 3.A *Enteric fermentation* category, the population number is the main driver for emissions change. Increase in CH₄ emissions in 2010-2019 was noted only in sheep production where population increased by 5,8%. But there is projected decrease in population of sheep, swine, goats and horses up to 2040 influencing further drop in CH₄ emissions from enteric fermentation in these subcategories.

Attachment: Q8 Table 1 Enteric fermentation emissions PL.pdf

Question by New Zealand at Friday, 27 August 2021

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

Type: Before 31 August

Title: Agriculture

1. Does Poland have any planned mitigation for methane emissions released from biogenic sources?
2. Complying with methods of organic farming are noted as one of Poland's instruments for discouraging the adverse impacts of agricultural activities on the environment. Could more information please be provided on how these methods of organic farming are expected to have an impact on agricultural emissions?
3. Poland states that one planned mitigation activity is research and education programmes on the construction and operation of agricultural biogas plants. Could more information please be provided on this action, including on its implementation,

what organisations are involved, and the number of farms involved?

Answer by Poland, Thursday, 14 October 2021

Reply to q1

In Poland, there are no specific targets for the reduction of methane emissions and other greenhouse gases caused by agriculture. As a EU Member State Poland has a greenhouse gas emission reduction target for the so called non-ETS sectors which, next to the transport and waste sector, includes also the agriculture sector. This target established under the relevant UE legislation and it is currently set for 2020 and 2030. The target for 2020 allows to increase the non-ETS emissions by no more than 14% compared to 2005. The current target for 2030 requires a reduction of 7% compared to 2005 but probably it will be more strict as the UE decided to change the total GHG reduction target by 2030 from -40% to -55% compared to 1990 and in the result the non-ETS targets for each member state will be revised. Discussion are ongoing and the proposal for Poland is -17,5% compared to 2005.

The main measures, which contribute to the reduction of greenhouse gas emissions in agriculture, such as rational management of agricultural and forest land, support for adaptation measures and emission reduction on farms, agri-environmental and climate measures, development of agricultural biogas, development of forest areas and improvement of forest viability are implemented.

Reply to q2

The production in an organic agricultural holding is carried out in accordance with the principles of sustainable development, activation of biological processes by using natural means of production and ensuring the durable fertility of soil and the viability of plants and animals. The aim of this measure, included in the PROW 2014-2020 (Rural Development Program 2014-2020), is to support the voluntary commitments of farmers to undertake, to maintain or to shift to the production practices and methods laid down in the provisions relating to organic farming in the Regulation of the Minister of Agriculture and Rural Development of 15 March 2015. The production by organic methods ensures a high quality of the product with the use of as much as possible natural methods which do not affect the natural equilibrium. This principle applies to all the types and stages of production – both plant production and livestock rearing, aquaculture products and processing. In particular, this production involves the use of proper crop rotation and other natural methods of maintaining or increasing the biological activity and fertility of the soil, as well as the selection of plant species and varieties, animal species and breeds, taking into account their natural resistance to diseases. The measure is aimed to the farmers who undertake to maintain organic farming practices consisting in abandoning the use of agricultural, veterinary and food chemicals.

Organic farming involves, inter alia, on:

- maintaining and improving soil life, natural soil fertility, stability and biodiversity, thanks to which the soil's abundance in organic matter is increased and the need for fertilization is reduced,

- preventing and combating soil erosion,
- the use of crop rotation, thanks to which a positive balance of organic matter is maintained,
- abandoning the use of synthetic fertilizers and plant protection products, using a low level of fertilization,
- the use of catch crops, which increases the carbon binding in the biosphere and reduces soil erosion, and therefore decomposition of soil organic matter and reduces the need for fertilization,
- closed circuit by linking plant and animal production with the level of fertilization adapted to the nutritional needs of plants
- sustainable fertilization.

Reply to q3

The program "Directions of the Development of the Agricultural Biogas Plants in Poland in 2010-2020" aimed to establish an average of one agricultural biogas plant in each commune using biomass of agricultural origin by 2020, assuming that the commune has appropriate conditions for launching such undertaking, i.e. acreage resource from which biomass can be obtained. Currently, the register of agricultural biogas producers in Poland includes 123 agricultural biogas plants belonging to 107 economic entities. The Foundation for Agricultural Development (FDPA) carried out projects on the creation and operation of biogas plants, such as training courses and regional conferences for agricultural advisers from Agricultural Advisory Centres, municipal governments and farmers. In addition, some publications were prepared, such as "Biogas plants as an opportunity for agriculture and the environment" - 20,000 copies; "Agricultural biogas plants myths and facts" - 1000 copies, "Digestate the fertilizer for agriculture" - 20 000 copies. As part of the project, "Agricultural Biogas Plant Project - a public matter" manual on agricultural biogas plants dedicated to representatives of municipal offices was developed and published, and it was sent to each rural and urban-rural municipality in Poland. On top of that a website was launched for employees of municipalities wishing to learn about the topic of biogas plants. Also, a series of sponsored articles and interviews with representatives of municipal authorities on the benefits of the biogas plant for the municipality and its inhabitants were published.

Since 2014, agricultural schools supervised by the Ministry of Agriculture and Rural Development have been training in the profession of "technician of renewable energy equipment and systems" confirmed by a certificate of an installer of micro and small renewable energy generation installations. Training in the profession is carried out in 14 schools which are run and supervised by the Minister of Agriculture and Rural Development, and currently a total of 457 students were graduated. Since 2016, 180 graduates have obtained professional qualifications in this field.

Question by New Zealand at Friday, 27 August 2021

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

Type: Before 31 August

Title: Waste

1. In relation to municipal waste, has establishment of exchange points and repair points for objects and products occurred at a national scale, and how successful has this been?
2. How is the exchange and repair programme for municipal waste implemented and who were the responsible authorities?
3. Noting Poland's two internet portals managed by the Ministry of Environment to increase public awareness of waste management, have any other measures been implemented or mediums been used to raise awareness around waste management?
4. How does Poland consider the internet portals to increase public awareness of waste will contribute to the achievement of the listed aims?
5. What measures and mediums have been well received by the public and most effective?
6. In relation to the Strategy for Responsible Development, have any of Poland's stated priorities for transitioning to a circular economy been progressed or implemented; and if so, could more information be provided?

Answer by Poland, Thursday, 14 October 2021

Reply to q1

Yes, establishment of exchange points and repair points for objects and products occurred at a national scale. From 2019, establishment of exchange points and repair points for objects and products can be financed by municipalities by using funds resulting from the fee paid by every property owner participating in municipal system of waste collection. These sites, in addition to be places for collecting waste, can be also educational centres featuring facilities helping reuse of products.

There are more and more repair/maintenance shops created across Poland, but the exact number is difficult to be assessed as now because there are no obligations (yet) to report this kind of place.

Reply to q2

Municipalities (or their associations) are the responsible authorities. Art. 3 par. 2 point 6a of the Act on maintaining cleanliness and order in municipalities (OJ 2021 item 888) states that

every municipality can create repair/maintenance shops at civic amenities sites that must be created within easy access for every citizen. Information about these sites (address, working hours) must be presented online. There are various sources of financing (not only funds resulting from the fee paid by every property owner participating in municipal system of waste collection).

Reply to q3

There is one website run by the Ministry: Naszemi.pl, dedicated to municipal waste management. It is a key element of the nationwide information and education campaign of the Ministry of Climate and Environment, which has been implemented since 2019 and called "High five for segregation." All educational and informational materials related to this campaign are published on this website (including the publication of new articles, infographics, video). The website is therefore a knowledge base for the audience, i.e. the general public, as well as for additional important target groups, i.e. primary schools, local governments and the media. The materials are available to everyone – the Ministry makes it possible to use them in the activities, primarily of schools and local authorities, with the reservation that the source of these materials is showed.

It should be emphasized that the following activities were carried out under the " High five for segregation " campaign: production and broadcasting of TV spots; conducting an internet campaign, including cooperation with influencers in social media (e.g. publishing educational films on their channels on YouTube and TikTok) and publishing a series of thematic posts on the profiles of the Ministry on FB and IG.

For primary school students, a lesson plan was prepared along with the implementation of the "High

five for segregation" competition: "I am a superhero because I sort waste."

For municipalities there were guidebooks: "Uniform system of waste segregation", "Map of good practices" and graphic materials prepared for use. Then, there was a competition for local authorities for the most resident-friendly and principles-of-a-uniform-waste-segregation-system –friendly educational activities carried out for residents in a municipality. These activities were supplemented by mailing to municipalities with information about the campaign.

As part of complementary activities, i.e. in the field of media relations, interviews in traditional media were organized; press conferences and the so-called press breakfast and press releases related to the information and education campaign were distributed.

The continuation of the campaign in 2020 and in 2021 are new materials on the campaign website (new video materials, infographics and articles) and activities in the form of publishing a series of thematic posts on the profiles of the Ministry on FB and IG.

Apart from the government/public campaigns there are also educational campaigns conducted by Extended Producers Responsibility Organisations in relations to waste from products under EPR schemes, such as electric and electronic equipment or batteries. The EPR Organisations are obliged by law to conduct such campaigns. The form of public awareness campaign is up to the EPR Organisations – there are websites and portals, leaflets, educational events etc.

Reply to q4

In addition to information presented in answer to question no. 3 it is important to note that website "naszesmieci.mos.gov.pl" is a knowledge base. This website is regularly updated with additional informational and educational materials on issues related to municipal waste management. The website includes materials on the principles of segregation of waste in households, explaining the issues of: recycling, the idea of circular economy and sustainable consumption, including the Zero Waste trend, as well as the important issue of not wasting food.

The materials take into account the issue of the hierarchy of municipal waste management practices (waste hierarchy), why it is important to reduce the amount of municipal waste generated and how to minimize this amount as part of daily practice (including by encouraging consumers to abandon or avoid single-use products).

It should be emphasized that in the framework of the nationwide social campaigns carried out by the Ministry of Climate and Environment, in which the aim is to raise the level of ecological awareness of the citizens of Poland in a given subject area, the assumption is that educational activities should lead to increasing knowledge about the environment (what?), to developing practical skills (how to do it?) and building and strengthening pro-ecological motivation to change attitudes and everyday behaviour (why is it worth it?). Materials within the framework of the "High-five for segregation" campaign are also prepared in this formula.

Reply to q5

By identifying the need for extensive environmental education, the Ministry's aim is for environmental education to apply to both the young and adults:

- taking into account issues related to specific spheres of human life (including family, tourism, work, school, hobbies),
- also focusing on the development of specialised knowledge of individual professional groups and local opinion leaders (in line with the concept of educational cascades)

It is important that the initiatives addressed to particular age groups should be effective in their message. Therefore, the methods and educational channels are diversified towards individual groups of recipients (e.g. messages addressed to young people via mobile applications, social media; adults - websites dedicated to a specific topic; teachers - lesson scenarios).

Shaping of pro-ecological motivations in the field of environmental protection should be carried out in the formula of a positive message, providing recipients with knowledge and practical skills in a specific field.

In order to ensure effective education, activities are also carried out to monitor the state of environmental awareness of the society. The dynamics of changes observed in this way allows for the optimisation of further activities in the field of education for sustainable development, including the creation of modern forms of education and the selection of the most effective paths to consolidate pro-ecological behaviour. The results of the awareness

surveys are available on the Ministry's website (<https://www.gov.pl/web/klimat/badania-swiadomosci-ekologicznej>).

Reply to q6

There are ongoing actions related to the transition to a circular economy. First of all, the waste hierarchy defined in EU and national law has been implemented. Systems of separate collection of municipal waste in municipalities are being developed in order to obtain waste suitable for recycling and the development of installations for the treatment of bio-waste is being carried out, e.g. by using co-financing for the above-mentioned activities. Also, actions are taken at various levels to change the behaviour of residents in terms of reducing the amount of generated waste and its proper segregation at source. Examples of activities for this purpose include public awareness campaigns and the establishment of food banks.

Question by New Zealand at Friday, 27 August 2021

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

Type: Before 31 August

Title: LULUCF

1. In relation to the afforestation support programme for land in lower classes or land excluded from agricultural production, how successful has the Afforestation Support Programme been?
2. Can increased rates of afforestation be traced back to the incentives of the Afforestation Support Programme?
3. The Afforestation Support Programme notes three listed measures, which of these had the most uptake?

Answer by Poland, Thursday, 14 October 2021

Reply to q1

Increasing forest cover is an important element of the ecological, spatial and economic policy of Poland, including one of the main objectives of the State Forest Policy. The basis for the implementation of this goal is the National Program for Increasing Forest Cover, adopted by the Council of Ministers in 1995 and updated in 2014. The aim of the document is to provide conditions for increasing the country's forest cover up to 30% of the total area of the country by 2020 and 33% in 2050 as well as to ensure the optimal distribution of afforestation, to set ecological and economic priorities and implementation instruments. According to the data of

the Central Statistical Office, in the years 1995-2019, 282.8 thousand ha were afforested (an average of 11.3 thousand ha per year). At the same time, the forest area in Poland increased from 8756.1 thousand ha in 1995 (29.4%) up to 9258.8 thousand ha in 2019 (30.9%).

Reply to q2

Since 2004, afforestation has been supported by the Rural Development Program (RDP). Until December 2019, 79.6 thous. of hectares were supported from this source, most of them under the 2004-2006 RDP (39 thous. ha). The possibility for farmers to obtain direct payments from 2004 (after Poland's accession to the European Union) resulted in the commencement or intensification of agricultural production on land, which during the development of the assumptions of the National Plan for Increasing Forest Cover was classified as unfavourable for effective agricultural management, and thus included in the pool of potentially afforested land.

Reply to q3

Currently the most widespread activity in Poland is afforestation and creation of wooded areas (included in measures in the agriculture sector in the BR4 report), supported by the Rural Development Program. The aim of the measure is to increase forest areas through afforestation and the creation of wooded areas. The support is granted to land listed in the land and building register as agricultural land, being arable land or orchards, intended for afforestation in the local spatial development plan or in the study of the conditions and directions of spatial development. This measure is dedicated to agricultural land of low suitability for agriculture, which is a potential area for planting forest crops, as well as for shaping the structure of the rural landscape.

Question by New Zealand at Friday, 27 August 2021

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

Type: Before 31 August

Title: Transport

1. How many projects have been granted under Poland's Low Emission Transport Fund?
2. Poland's Low Emission Transport Fund focuses on producers, local governments, and entities only. What was the rationale behind this decision?
3. What is Poland's long-term outlook for promotion of low-emission vehicles beyond the timeframe of the Low Emission Transport Fund?
4. In relation to the Clean Transport Package, Poland notes a target to achieve 1 million

electric vehicles by 2025. Is this target expecting to be impacted by the COVID-19 pandemic?

5. What alternative measures are in place should the COVID-19 pandemic hinder the 2025 electric vehicle target for Poland?

Answer by Poland, Thursday, 14 October 2021

Reply to q1

In order to develop electromobility, which requires financial support at the initial stage, a financing system for this area was created. The originally created Low-Emission Transport Fund was transformed into a long-term commitment of the National Fund for Environmental Protection and Water Management. However, the scope of supported activities remained the same, and the change was organizational in nature.

Stable income allowed for the launch of two programs - Green Public Transport and My Electrician.

The Green Public Transport program is aimed at public transport operators and local governments. The programme's budget is PLN 2.5bn, and the funds can be used to purchase zero-emission rolling stock and charging / refuelling infrastructure.

The My Electrician program supports the purchase of electric vehicles by natural persons, local government units and entrepreneurs. The budget of the program is PLN 500 million.

Another PLN 800 million will be allocated to support the development of alternative fuels infrastructure. We are currently waiting for the approval of the European Commission to provide support.

Reply to q2

The scope of entities that will be supported is very wide, from natural persons, through entrepreneurs, local government units, public transport operators to housing cooperatives. Depending on the given instrument, we try to select the best group of recipients. The aim of such actions is to decarbonise transport as quickly as possible.

Reply to q3

At the moment, there is no set end to activities aimed at supporting the development of the low-emission vehicle sector and its infrastructure. In Poland's opinion, such actions must be maintained until the prices of alternative drives are equal to the prices of internal combustion vehicles. A necessary condition is also the creation of an appropriate charging and refuelling infrastructure for zero-emission vehicles.

Moreover, in the framework of e-mobility development Poland has been pushing hard over the recent years to upgrade its public transport. The Act on electromobility and alternative fuels of 11st January 2018 (as well as this year's amendment) obliges the local government to poses a minimum of 30% BEVs and PHEVs in its transportation fleet in the long run, whereas the medium-term targets are set at the level of 10% by 1st January 2023 and 20%

by 1st January 2025. Furthermore, the central government administration must ensure a share of at least 50% of electric vehicles in its transportation fleet in the long run, whereas the medium targets are set respectively at 10% by 1st January 2022 and 20% by 1st January 2023. Moreover, the Energy Policy of Poland until 2040 (PEP2040) sets the ambitious goal to undertake actions ensuring that in the towns and cities with 100 000 or more inhabitants the public transport commutes will take place only with zero-emissions vehicles. This single example showcases that major changes will take place literally in front of our eyes in the next few years.

Reply to q4

The above-mentioned number of 1 million vehicles remains an ambitious goal and sets the direction of the government's strategic and operational activities until 2025. E-mobility is one of the key goals of Poland's sustainable development, and since recently also a priority axis outlined in the EU economic recovery plans.

It is difficult to clearly indicate the year in which 1 million vehicles will travel on Polish roads as this target depends on many time-variable factors that have to be met cumulatively. The strategic document of Polish Energy Policy until 2040 (PEP2040) published at the beginning of 2021 indicates a realistic target of 600,000 battery electric vehicles (BEVs) and plug-in hybrids (PHEVs) by 2030. Moreover, it also specifies the number of normal and high power public recharging points that are needed to service this EVs fleet, namely, it is 11,000 normal power recharging points and 49,000 high power recharging points. Furthermore, the so-called ambitious scenario anticipates respectively 15,000 normal power public recharging points and 85,000 high power public recharging points.

The forecasts in the realistic scenario of PSPA (Polskie Stowarzyszenie Paliw Alternatywnych), a renowned organization working towards the development of electromobility in Poland, assume that on the Polish roads there will be almost 1 million battery electric vehicles (to be exact 955,000) by 2030, and almost 3 million battery electric vehicles by 2040. This realistic scenario takes into account the current public support schemes for the development of electromobility, that are carried out under the aegis of the National Fund for Environmental Protection and Water Management (NFOiGW). The optimistic scenario of PSPA envisages that even 1,257,000 battery electric vehicles will travel on the Polish roads by 2030, respectively almost 3,5 million battery electric vehicles by 2040. This optimistic scenario is only plausible if additional incentives and market regulations will be introduced, and the Polish government is currently working on such a regulatory package.

The development of battery electric vehicles fleet (BEVs) in Poland, realistic scenario.

Bearing in mind the support programs launched, at the moment we do not observe the phenomenon of decreased interest in electric vehicles caused by the COVID19 pandemic. It should be noted, however, that the pandemic is still ongoing and it is difficult to say when it will end now.

Reply to q5

As indicated above, Poland intends to maintain support for electric vehicles and actively respond to a possible slowdown in the development of electromobility.

Question by New Zealand at Friday, 27 August 2021

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

Type: Before 31 August

Title: Building and infrastructure

1. Has Poland met their December 2020 target for all buildings to be nearly net zero (as part of the National plan to increase the number of low energy buildings and increase renewable energy in new and existing buildings)?
2. Is Poland able to quantify how many new buildings were developed under the National Plan standard since it was implemented?
3. Beyond energy efficiency, what were the incentives for public authorities to make the switch to low energy and increased renewable energy?
4. Could Poland please provide an update on the progress and lessons learned from the Clean Air Priority Programme on the replacement of heating sources and modernisation of buildings to manage energy?
5. New Zealand is interested to know more about how Poland is proposing to undertake the replacement of boilers in buildings?
6. Could Poland please clarify if the 2029 timeframe of the Clean Air Priority Programme is also for the replacement/phasing out of furnaces and boilers?

Answer by Poland, Thursday, 14 October 2021

Reply to q1

Poland achieved its goal and, bearing in mind the provisions of the directive, introduced requirements regarding the energy efficiency of buildings, so that after December 31, 2020 all new buildings were buildings with low (almost zero) energy consumption, and on the other hand, the level of technical requirements was optimal in terms of costs.

Referring to Art. 2 point 2 of Directive 2010/31 / EU, a "nearly zero energy building" shall mean a building with very high energy performance defined in accordance with the guidelines contained in Annex I to Directive 2010/31 / EU. The nearly zero or very low amount of energy required should, to a very large extent, come from energy from renewable sources, including renewable energy produced on-site or nearby.

In national conditions, a nearly zero-energy building is identified and defined as a low-energy building referred to in Art. 39 of the Act of August 29, 2014 on the energy performance of buildings, which implements some of the provisions of Directive 2010/31 / EU into the national legal order.

The National Plan aimed at increasing the number of low-energy buildings "specifies that" low-energy building "should be understood as a building that meets the requirements related to energy saving and thermal insulation contained in the technical and construction regulations referred to in art. 7 sec. 1 point 1 of the Act of July 7, 1994 - Construction Law (Journal of Laws of 2020, item 1333, as amended), i.e. in particular section X and Annex 2 to the Regulation of the Minister of Infrastructure of 12 April 2002 on the technical conditions to be met by buildings and their location (Journal of Laws of 2019, item 1065, as amended), effective from December 31, 2020, and for buildings occupied by public authorities and owned by them - from January 1, 2019.

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Reply to q2

It should be noted that only from December 31, 2020, regulations are in force in Poland that allow for achieving a state in which all buildings designed, built and undergoing reconstruction, or buildings, when changing their use, should be buildings with almost zero energy consumption.

The table below presents the data of the Central Construction Supervision Office, which shows that in the first half of 2021, 77,990 building permits were issued for 95,920 building structures.

Single-family and multi-family buildings, collective residence buildings, hotels and accommodation buildings, public utility buildings, farm and livestock buildings, industrial and warehouse buildings	The 1st half of 2021
Building permit decisions	77 990
Construction works for which building permits have been issued	95 920

However, with regard to buildings occupied by public authorities and owned by them, the more stringent requirements entered into force as early as January 1, 2019. Below are presented the data of the Central Office of Construction Supervision regarding the decisions issued on building permits and the number of buildings covered by these decisions.

Public utility buildings	2019	2020	The 1st half of 2021
Building permit decisions	8 539	7 862	4 231
Construction works for which building permits have been	10	9	5 104

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Reply to q3

The programmes implemented by the National Fund for Environmental Protection and Water Management (NFOiGW) and with the sources of the Operational Programme Infrastructure and Environment (POIi) are very important financial instruments supporting the implementation energy efficiency and RES also as regards public authorities.

The key programmes dedicated to public authorities in regard to public buildings are presented in Measure 8 , Table 4.13 and they mainly focus on energy efficiency measures.

However, as regards measures dedicated to public authorities in relation to transport, there are several measures supporting use of alternative fuels. For example, there is an obligation to replace public authorities fleet with at least 10% of electric vehicles by 2022 and 50% by the end of 2025. Furthermore, the main focus of other programmes supporting use of alternative fuels is to promote zero- and low-emission public transport in cities. The support of such programmes comes from the programmes run by NFOiGW and from POIi. The key programmes in the transport sector dedicated to public authorities are presented in Measure 11, Table 4.17 and 4.18. - Development of collective public transport in cities and NFOiGW - GEPARD – Zero-emission public transport. The main goal of the presented programmes is to develop and to enhance the use of low-emission urban transport co-financing of projects to reduce the consumption of energy and fuels in urban transport and also to support construction of charging stations for electric buses. Likewise, the most recent programme “Green Public Transport” supported by NFOiGW enhances the use of zero-emission public transport in cities co-financing purchase of electric and hydrogen buses.

Reply to q4

The Clean Air Priority Programme, described in a Measure 9: Improvement of air quality (a group of measures), has been modified several times since its launch in September 2018. The new version of the Programme now in effect (version 2.0), which was announced on 15 May 2020, introduced a number of changes, with the most important ones including the simplification of the rules of the award of grants, the reduction of the time for consideration of applications from 90 to 30 days, the simplification of the grant application, the introduction of the possibility of submitting an application online, the integration with the other programmes: My Power Programme, STOP SMOG Programme and new Thermal Modernisation Relief.

From July 2019, municipalities were involved in its implementation. As a result, distribution network under the Program was expanded on the basis of signed agreements by the end of the year by 724 municipalities. By the end of September 2021 over 321.1 thous. applications for a total amount of over 5.49 billion PLN were submitted. Over 250 thousand applications were finalised as signed contracts for the amount of over PLN 4.177 billion PLN.

As part of the program also a dedicated hotline and an IT supporting tool were implemented, which covers information concerning heating devices for which support can be obtained under the Clean Air Priority Program.

Reply to q5

The flagship programmes in the field of replacement of boilers in buildings are programmes listed in Measure 9: “Clean Air” Programme and STOP SMOG Programme. In addition, the implementation of a technical connection to a centralised heat system resulting in a closure of a local individual heat source is covered by the financial support from The Thermal Modernisation and Renovation Fund (FTiR) and programmes implemented by the National Fund for Environmental Protection and Water Management (NFOiGW) and from the sources of the Operational Programme Infrastructure and Environment (POIi) listed in a Table 4.13 (Measure 8: Improvement of energy efficiency). As replacement of old boilers is found currently a very important issue, support in this regard will be continued in the following years, with enhanced financial resources. Also, the rules for obtaining support have been constantly improved and simplified in order to attract more interest of individual citizens.

Reply to q6

Yes, the programme covers replacement/phasing out of furnaces and boilers. As of 1 of July 2021, coal-fired boilers are no longer supported under the Clean Air Priority Programme. It means that, in order to qualify for support, a new boiler to be installed has to use another fuel than coal.

[Question by](#) New Zealand at Friday, 27 August 2021

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

[Type:](#) Before 31 August

[Title:](#) Agriculture

1. Does Poland have any sector specific reduction targets or ambitions relating to agricultural emissions in addition to its ‘good agricultural condition’ principle?

[Answer by](#) Poland, Thursday, 14 October 2021

There are no targets for the reduction of greenhouse gas emissions caused by agriculture in Poland. However, we have a target by 2020 and by 2030 for non-ETS sectors which

includes agriculture. For further details please see the answer to Question 9.

The following main activities are implemented, contributing to the reduction of greenhouse gas emissions in agriculture: rational management of agricultural and forest land, supporting adaptation and emission reduction measures on farms, agri-environment-climate action, development of agricultural biogas plants, development of forest areas and improvement of forest viability.

These measures are included and supported in the first pillar (direct payments) and the second pillar (Rural Development Program, RDP) of the Common Agricultural Policy. These are activities that restore, protect and enrich ecosystems related to agriculture and at the same time implement the objectives of rural development policy, which include, inter alia, combating climate change and adapting to it. In the agricultural sector, measures that are implemented aimed at, on the one hand, rational land management agriculture and forestry, and on the other hand, contributing to the reduction of emissions at farms (e.g. modernization of farms in terms of reducing methane emissions from animal manure) and farming in environmentally friendly way (e.g. organic farming, protection of waters against pollution with nitrates from agricultural sources, application of the principles of good agricultural condition). Specific activities in agriculture include: rationalization of the use of fertilizers, including nitrogen fertilizers, rationalization of energy management, including production of energy from biomass from waste, slurry and manure, afforestation of agricultural and non-agricultural land, preferring crops with a high CO₂ capture rate, conducting rational management on agricultural land, improvement of animal feeding techniques and fodder management, improvement of livestock keeping systems, reduction of methane emissions from animal faeces.

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