



Summary report on the multilateral assessment of Slovenia at the forty-sixth session of the Subsidiary Body for Implementation

Note by the secretariat

I. Background

1. The Conference of the Parties, by decision 1/CP.16, decided that developed country Parties should enhance the reporting in their national communications and submit biennial reports on their progress in achieving emission reductions. It also established a new process under the Subsidiary Body for Implementation (SBI) – international assessment and review (IAR) – that aims to promote the comparability of efforts among all developed country Parties. According to the modalities and procedures for IAR specified in annex II to decision 2/CP.17, the multilateral assessment (MA) is to be conducted for each developed country Party at a working group session of the SBI, with the participation of all Parties. The aim of the MA is to assess each Party's progress in implementation towards the achievement of emission reductions and removals related to its quantified economy-wide emission reduction target.

2. The second round of MA of Slovenia took place at a working group session during SBI 46, on 13 May 2017. Such a working group session is preceded by a three-month period of questions and answers; in the first month, any Party may submit written questions to the Party being assessed, which may respond to the questions within the remaining two months. Questions for Slovenia had been submitted by the following delegations: Brazil, China, Japan and Thailand. A list of the questions received and the answers provided by Slovenia as well as the broadcast of this session can be found on the IAR web page for Slovenia.¹ The Party can submit any other observations on its MA process within two months of the working group session.

II. Proceedings

3. The working group session was chaired by the SBI Chair, Mr. Tomasz Chruszczow. Slovenia was represented by Mr. Uros Vajgl, Deputy Director General, Ministry of Environment and Spatial Planning.

¹ <https://unfccc.int/10105.php>.

4. Mr. Vajgl made an opening presentation, summarizing Slovenia's progress in implementation towards the achievement of emission reductions and removals related to its quantified economy-wide emission reduction target. As a European Union (EU) member State, Slovenia is committed to contributing to the achievement of the joint EU quantified economy-wide emission reduction target of 20 per cent below the 1990 level by 2020. Slovenia's emission reduction target for sectors covered by the EU effort-sharing decision (ESD) (i.e. sectors not covered by the EU Emissions Trading System (EU ETS)) is 4 per cent above the 2005 level by 2020.

5. Slovenia's total greenhouse gas (GHG) emissions excluding emissions and removals from land use, land-use change and forestry (LULUCF) decreased by 3 per cent between 1992 and 2015, while in the same period the gross domestic product grew by 85 per cent, demonstrating decoupling between GHG emissions and economic growth. Total GHG emissions excluding emissions and removals from LULUCF decreased by 9.5 per cent between 1990 and 2015. In Slovenia, the key driver of emission trends is the political and economic transformation associated with Slovenia's independence from the former Yugoslavia and its loss of access to that country's market in the early 1990s. Economic conditions have since improved, but the 2008 global economic crisis led to a stagnation in the Slovenian economy.

6. Mr. Vajgl presented key policies and measures to achieve the target, including the operational programme for reducing GHG emissions by 2020. The programme includes measures in all relevant sectors (e.g. transport, agriculture, household and services and waste) and focuses on facilitating green growth, particularly investment in energy efficiency and innovation. Transport, representing about a third of GHG emissions in Slovenia, is considered the most challenging sector for reducing GHG emissions, owing to the increase in transit transport and dispersed settlements. The most important GHG emission reduction measures in the transport sector include promoting sustainable mobility and public transport, and investment in infrastructure.

7. Given that emissions from the EU ETS sectors of Slovenia are subject to an EU-wide cap, the projected level of emissions for Slovenia by 2020 from sectors covered by the ESD under the 'with existing measures' (WEM) scenario is 12 per cent below the annual emission allocations allocated for 2020; this suggests that Slovenia expects to meet the ESD target under the WEM scenario.

8. The opening presentation was followed by interventions and questions from the delegations: China and the Republic of Korea. The questions were related to: rationale for the increase in GHG emissions in the transport sector and the methodologies used to estimate GHG emissions from cross-border transport. In response, Slovenia provided further explanations. In particular, it explained that GHG emissions from the transport sector are estimated based on the amount of fuel sold and hence relative fuel prices of neighbouring countries play a key role in the GHG emissions from transit transport.
