



Subsidiary Body for Implementation

**Report of the Subsidiary Body for Implementation on its
fiftieth session, held in Bonn from 17 to 27 June 2019**

Addendum

**Summary reports on multilateral assessments at the fiftieth session of the
Subsidiary Body for Implementation**

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Abbreviations and acronyms

AEA	annual emission allocation
CO ₂	carbon dioxide
CO ₂ eq	carbon dioxide equivalent
EU	European Union
EU ETS	European Union Emissions Trading System
F-gas	fluorinated gas
GHG	greenhouse gas
IAR	international assessment and review
IPCC	Intergovernmental Panel on Climate Change
LULUCF	land use, land-use change and forestry
MA	multilateral assessment
NDC	nationally determined contribution
non-ETS sectors	sectors not covered by the European Union Emissions Trading System
SBI	Subsidiary Body for Implementation
TRR/BR3	technical review report of the third biennial report
WAM	‘with additional measures’
WEM	‘with measures’
2019 Refinement to the 2006 IPCC Guidelines	<i>2019 Refinement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories</i>

Background

1. The Conference of the Parties decided that developed country Parties should enhance the reporting in their national communications and submit biennial reports on their progress in achieving emission reductions.¹ It established the IAR process under the SBI to promote comparability of developed country Parties' efforts.² According to the modalities and procedures for IAR,³ 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 MA is to assess each Party's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target.
2. The second MA working group session of the third cycle of the IAR process was convened during SBI 50, on 24 and 25 June 2019, under the guidance of the SBI Chair, Emmanuel Dumisani Dlamini (Eswatini); Vice-Chair, Yeonchul Yoo (Republic of Korea); and Rapporteur, Costantinos Cartalis (Greece).
3. The working group session was 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, and the Party may respond to the questions within the remaining two months. Summary reports for each of the 19 Parties assessed at SBI 50 are presented below. The reports are also available on the UNFCCC website on the individual Party MA web pages.⁴
4. In closing the MA working group session, the SBI Chair reminded Parties that were multilaterally assessed that they can submit any other observations on their MA process within two months of the working group session, which will form part of the Party's record for the MA. The Chair thanked all Parties and the secretariat for the successful working group session.

¹ Decision 1/CP.16, para. 40.

² Decision 1/CP.16, para. 44.

³ Decision 2/CP.17, annex II.

⁴ <https://unfccc.int/ma>.

Summary report on the multilateral assessment of Australia

1. The third MA of Australia took place on 24 June 2019. Questions for Australia had been submitted in writing two months before the working group session by the following delegations: Canada, China, EU, Japan and Turkey. A list of the questions received and the answers provided by Australia, as well as the webcast of the session, can be found on the MA web page for Australia.¹
2. Australia was represented by Patrick Suckling from the Department of Foreign Affairs and Trade and Kushla Munro from the Department of the Environment and Energy.
3. Mr. Suckling made an opening presentation summarizing Australia's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target. Under the Convention, Australia made a commitment to reduce its GHG emissions by 5 per cent below the 2000 level by 2020, which is equivalent to a reduction of 14 per cent below the 2005 level when calculating emission reductions using the budget approach.
4. Mr. Suckling presented Australia's NDC under the Paris Agreement, which is a target to reduce GHG emissions by 26–28 per cent below the 2005 level by 2030. Australia reviewed its national climate policies in 2017 and committed to introducing five-year policy review cycles to ensure that its policies are consistent with its targets and correspond to the five-year NDC cycle. Australia plans to develop an economy-wide long-term GHG emission reduction strategy by the end of 2020.
5. According to the Party's TRR/BR3,² its total GHG emissions excluding emissions and removals from LULUCF increased by 30.7 per cent between 1990 and 2016, owing mainly to an overall increase in energy production due to increases in population, household income and fuel exports. The increase in emissions was offset by a reduction in emissions resulting mainly from a decline in land clearance in the LULUCF sector. Total GHG emissions including net emissions or removals from LULUCF decreased by 9 per cent over the same period.
6. Mr. Suckling presented key policies and measures for achieving the Party's target, including its Emissions Reduction Fund and Safeguard Mechanism, which places a legal obligation on major emitters. The Party's Renewable Energy Target scheme aims to increase the share of electricity generated by renewables to at least 23.5 per cent by 2020. Australia's Clean Energy Finance Corporation provides more than 1 billion Australian dollars in financial support for deploying renewable technologies such as large-scale solar power, pumped solar power and electric vehicles. Australia is developing a hydrogen strategy to examine the potential to produce hydrogen for use in transport and industry, among others.
7. Regarding the Party's use of units from LULUCF activities, emissions and removals from the LULUCF sector are included in its 2020 and 2030 targets. With regard to the use of units from market-based mechanisms under the Convention and other mechanisms, the Party may use market-based mechanisms to achieve its target.
8. According to the Party's TRR/BR3, its total GHG emissions excluding LULUCF under the WEM scenario in 2020 and 2030 are projected to be 554,133.00 and 573,947.00 kt CO₂ eq, respectively, which is a decrease of 4.6 and 0.9 per cent, respectively, below the 1990 level. Australia's GHG emission intensity (GHG emissions per unit of gross domestic product) is projected to decrease by 41 per cent between 2000 and 2020, mainly as a result of implemented policies and measures, a decrease in land clearing, and structural changes in the national economy.
9. The 2020 projections suggest that Australia expects to achieve its 2020 target under the Convention. Australia uses an emission budget of 4,500,000 kt CO₂ eq for 2013–2020 to account for its GHG emission reductions by 2020.

¹ <https://unfccc.int/MA/Australia>.

² FCCC/TRR.3/AUS.

10. The opening presentation was followed by interventions and questions from the following delegations: Algeria, Belize, China, EU, India, Japan, Saudi Arabia, Switzerland, Trinidad and Tobago, United Kingdom of Great Britain and Northern Ireland, and United States of America. The questions related to (1) GHG emission trends and GHG inventory preparation, namely drivers of GHG emissions and removals from the LULUCF sector and of GHG emissions from liquefied natural gas production, and the application of the most recent IPCC guidelines for GHG inventory preparation; (2) the Party's 2020 and 2030 targets, namely its intention to use carry-over units and how it could strengthen those targets; (3) policies and measures, namely the abatement potential in 2020 of the Emissions Reduction Fund and the experience of auctions through the Fund, the potential future development of renewable energy and hydrogen technologies, and the assessment of the social and economic impacts of its policies and measures; (4) the enhancement of nature-based solutions for maximizing biodiversity and food security; and (5) the engagement of business and the role of civil society in the Party's climate action.

11. In response, Australia explained that since 2015, owing to a decline in emissions from forest conversion, the LULUCF sector has been a net sink. Australia has increased liquefied natural gas production since 2015 (by 41 per cent in 2017 and 18 per cent in 2018) owing to the launch of the North West Shelf Project and has experienced an increase in fugitive emissions. Australia is committed to improving its inventory and following IPCC guidelines in order to maximize the full scope of its abatement opportunities. It has voluntarily opted to use the *2013 Supplement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories: Wetlands* and plans to use the 2019 Refinement to the 2006 IPCC Guidelines for its next GHG inventory.

12. Australia noted that since its 2020 and 2030 targets are ambitious it does not intend to strengthen them. The Party intends to use carry-over units, to the extent necessary, to meet its 2030 target.

13. Australia expects that renewable energy will contribute 26 per cent of the country's electricity up until 2020 and up to 35 per cent by 2030. The share of renewable energy sources in electricity generation has increased significantly in recent years: in 2018, 19 per cent of electricity generation came from renewable energy sources, an increase of 25 per cent compared with the 2017 share. Australia has had eight auctions under the Emissions Reduction Fund, which have delivered overall 193 Mt CO₂ eq emission reductions at an average price of 12 Australian dollars/t. Australia is spending more than 100 million Australian dollars to support hydrogen innovation and research and development, and it intends to develop a supply chain for hydrogen. Impact assessments are an integral part of the Party's policy development process, and any legislative act introduced for parliamentary adoption must be accompanied by a regulatory impact statement on the economic and social impacts of the legislation.

14. With regard to nature-based solutions, Australia highlighted that savannah burning projects, which use indigenous land management methods, involve co-benefits such as the protection of indigenous livelihoods and biodiversity. The land sector is a key focus of Australia's Emissions Reduction Fund, and 279 out of the 486 projects that have been implemented and supported through the Fund are aimed at protecting native forests and regenerating forests. These projects have delivered 125 Mt CO₂ eq emission abatement as well as biodiversity benefits. Australia is also involved in blue carbon projects through its international partnerships.

15. Regarding the role of business and civil society, the Australian Government works with the business sector on climate action. The board members of companies have a fiduciary responsibility to take into account the impacts of climate change in their business operations. Civil society groups in Australia are very active and the Government consults with communities around the country to find positive solutions to climate change related issues.

16. Additional details of the answers to questions can be found in the recording of the session on the MA web page for Australia.

Summary report on the multilateral assessment of Croatia

1. The third MA of Croatia took place on 24 June 2019. Questions for Croatia had been submitted in writing two months before the working group session by the Chinese delegation. A list of the questions received and the answers provided by Croatia, as well as the webcast of the session, can be found on the MA web page for Croatia.¹
2. Croatia was represented by Višnja Grgasović from the Ministry of Environment and Energy.
3. Ms. Grgasović made an opening presentation summarizing Croatia's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target. As an EU member State, Croatia 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. Croatia's emission reduction target for sectors covered by the EU effort-sharing decision (i.e. non-ETS sectors) is to limit emission growth to 11 per cent above the 2005 level by 2020.
4. Ms. Grgasović presented Croatia's NDC under the Paris Agreement, which, as Croatia is an EU member State, is a target to reduce GHG emissions by at least 40 per cent below the 1990 level by 2030. Croatia is in the process of approving a draft low-carbon development strategy to 2030 with a view to 2050.
5. The Party's total GHG emissions excluding emissions and removals from LULUCF decreased by 21.4 per cent between 1990 and 2017, an average of 6 t CO₂ eq/capita. According to the Party's TRR/BR3,² the decrease results mainly from a decline in economic activity and energy consumption between 1990 and 1994, which offset the effect of the revival in economic activity between 1997 and 2007.
6. Ms. Grgasović presented key policies and measures for achieving the Party's target, including a feed-in tariff for renewable electricity, a long-term strategy to encourage investment in the refurbishment of the national building stock, programmes for energy efficiency in heating and cooling and public lighting, the introduction of a scheme for new charges for vehicles, the installation of charging stations for electric vehicles, and public procurement for clean and energy-efficient road vehicles. Croatia's innovative financing framework for funding its climate action was outlined. In 2003, Croatia implemented a carbon tax, which, along with other financial incentives, enabled the Party to invest nearly EUR 700 million in 2004–2017 in implementing more than 35,000 projects. Regarding the Party's use of units from LULUCF activities, they are accounted for under the Kyoto Protocol and assumed to result in net removals.
7. Given that its emissions from the EU ETS sector are subject to an EU-wide cap, Croatia presented the projected level of emissions by 2020 from non-ETS sectors under the WEM and WAM scenario, which, according to the Party's TRR/BR3, is 21.2 and 26.0 per cent, respectively, below the AEA for 2020. Croatia expects to meet its target under the WEM scenario.
8. The opening presentation was followed by interventions and questions from the following delegations: India and Saudi Arabia. The questions related to the steps taken to increase the use of renewable energy and reduce emissions from the transport and waste sectors; the increase in F-gas emissions; and plans for raising ambition.
9. In response, Croatia explained that it is working to improve the effectiveness of its feed-in tariff so as to enhance the uptake of renewable energy and is developing its new energy strategy and discussing further measures. Regarding waste, Croatia is implementing waste collection systems at the local level that will be the basis for future measures. Croatia has already implemented a number of measures in the transport sector and is likely to introduce purchase incentives for alternative-fuel vehicles. All F-gases consumed in the country are imported and were introduced to replace ozone-depleting substances. Croatia is

¹ <https://unfccc.int/MA/Croatia>.

² FCCC/TRR.3/HRV.

taking steps to replace the F-gases with substances that have lower global warming potential. Croatia's 2020 target includes a conditional offer to increase ambition, the conditions for which were not met; however, the EU's stringent target under the Paris Agreement of at least a 40 per cent emission reduction and the comprehensive policies and measures in place will allow for an emission reduction of 45 per cent by 2030.

10. Additional details of the answers to questions can be found in the recording of the session on the MA web page for Croatia.

Summary report on the multilateral assessment of Denmark

1. The third MA of Denmark took place on 24 June 2019. Questions for Denmark had been submitted in writing two months before the working group session by the following delegations: Australia, China, Japan, Thailand and United States. A list of the questions received and the answers provided by Denmark, as well as the webcast of the session, can be found on the MA web page for Denmark.¹
2. Denmark was represented by Anette Ejersted from the Ministry of Energy, Utilities and Climate.
3. Ms. Ejersted made an opening presentation summarizing Denmark's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target. As an EU member State, Denmark 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. Denmark's emission reduction target for non-ETS sectors is 20 per cent below the 2005 level by 2020.
4. The Party's total GHG emissions excluding emissions and removals from LULUCF decreased by 32 per cent between 1990 and 2017. According to its TRR/BR3,² the decrease results mainly from the decline in emissions from the non-transport energy, waste and agriculture sectors.
5. Ms. Ejersted cited key indicators for tracking the progress of the Party's mitigation measures, including its share of renewables in overall energy consumption, which was 24 per cent in 2017 and is projected to be around 42 per cent in 2020, exceeding both Denmark's EU target of 30 per cent and its domestic 2012 energy agreement target of 35 per cent. Wind power provided for 43 per cent of electricity consumption in 2017 and is projected to provide for 56 per cent by 2020, exceeding the 50 per cent goal in Denmark's 2012 energy agreement. Denmark's gross energy consumption (adjusted) decreased by 5.2 per cent between 2010 and 2017 and is projected to fall by 12 per cent from 2010 to 2020, exceeding the 7–8 per cent goal in its 2012 energy agreement.
6. Given that its emissions from the EU ETS sector are subject to an EU-wide cap, Denmark presented updated (April 2018) projected levels of emissions for until 2020 from non-ETS sectors under the WEM scenario, which are below the AEAs for all years. Denmark expects to meet its target under the WEM scenario.
7. The opening presentation was followed by interventions and questions from the following delegations: India, Japan and Saudi Arabia. The questions related to the evaluation of sectoral action plans and associated processes; trends in the provision of financial support to developing country Parties; the involvement of civil society and non-governmental organizations in Denmark's policy development process; the use of IPCC global warming potential values and of the 2019 Refinement to the 2006 IPCC Guidelines; and the major drivers of the increase in emissions projected to occur between 2020 and 2030 in Denmark.
8. In response, Denmark described how it annually evaluates the effects of its policies and measures and whether they are sufficient to achieve its targets. Regarding the role of civil society, Denmark has in place a system whereby comments may be made on every policy before it goes to Parliament. The Party currently uses global warming potential values from the IPCC Fourth Assessment Report, but, under the Paris Agreement, it will start using values from the IPCC Fifth Assessment Report. Denmark will consider how using the 2019 Refinement to the 2006 IPCC Guidelines could improve its inventories. The projected increase in emissions after 2020 is mainly the result of the Party's use of a 'frozen policy' approach for its projections, whereby it does not assume a replacement for a policy after its expiration date, even if it is likely that there will be one. This causes longer-term projections, such as those for 2030, of higher emissions.

¹ <https://unfccc.int/MA/Denmark>.

² FCCC/TRR.3/DNK.

9. Additional details of the answers to questions can be found in the recording of the session on the MA web page for Denmark.

Summary report on the multilateral assessment of Finland

1. The third MA of Finland took place on 24 June 2019. Questions for Finland had been submitted in writing two months before the working group session by the following delegations: China and Japan. A list of the questions received and the answers provided by Finland, as well as the webcast of the session, can be found on the MA web page for Finland.¹
2. Finland was represented by Outi Honkatukia from the Ministry of the Environment.
3. Ms. Honkatukia made an opening presentation summarizing Finland's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target. As an EU member State, Finland 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. Finland's emission reduction target for non-ETS sectors is 16 per cent below the 2005 level by 2020. Its emissions from non-ETS sectors were lower than the target in 2014, 2015 and 2017 (by 1.1, 0.9 and 0.1 Mt CO₂ eq, respectively) and higher for 2013, 2016 and, according to preliminary estimates, 2018 (by 0.2, 1.0 and 0.4 Mt CO₂ eq, respectively).
4. Finland presented its EU 2020 targets for renewable energy use in final consumption, biofuel use in transport and improvement in energy efficiency, which are 38, 20 and 20 per cent, respectively; by 2014 it had already achieved the renewable energy target.
5. Finland is committed to the EU target under the Paris Agreement to reduce emissions by at least 40 per cent below the 1990 level by 2030. Its target for non-ETS sectors within the EU target is a reduction of 39 per cent below the 2005 level by 2030. Finland has also set a long-term goal to reduce emissions by 80 per cent below the 1990 level by 2050. However, the Government has the goal of Finland becoming carbon neutral by 2035 and carbon negative thereafter.
6. According to Finland's preliminary estimates, its total GHG emissions excluding emissions and removals from LULUCF decreased by 21 per cent between 1990 and 2018, owing mainly to decreases in CO₂ emissions from industry and from residential, commercial and institutional buildings, and in methane emissions from the waste sector.
7. Ms. Honkatukia presented key policies and measures for achieving the Party's target, including the Climate Programme for Finnish Agriculture. Finland also has programmes to (1) improve the energy performance of buildings undergoing renovation or alteration, with the aim of achieving zero-energy buildings; (2) promote renewable energy such as wind power, forest chips and other wood-based energy, biogas in electricity and heat production, and solar power; and (3) improve the energy efficiency of the transport system. Ms. Honkatukia mentioned the difficulties in increasing the share of electric vehicles in road transport given the low population density and the relatively large distances that are travelled in Finland.
8. The Party's main policies, strategies and instruments to reduce GHG emissions include the Climate Change Act of 2015 and its 2017 medium-term climate change policy plan. The target included in the Climate Change Act is to reduce emissions by 80 per cent below the 1990 level by 2050. Work is under way to ensure that this target reflects the long-term temperature goal of the Paris Agreement and the findings in the IPCC Special Report on Global Warming of 1.5 °C.² The first priority of the Government is Finland becoming carbon neutral and protecting biodiversity. The Government will support the development of long-term climate measures by the EU so that the EU can achieve a reduction in GHG emissions of 55 per cent below the 1990 level by 2030 and carbon neutrality before 2050.

¹ <https://unfccc.int/MA/Finland>.

² IPCC. 2018. *Global Warming of 1.5 °C: An IPCC Special Report on the impacts of global warming of 1.5 °C above pre-industrial levels and related global greenhouse gas emission pathways in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty*. Geneva: IPCC. Available at <http://ipcc.ch/report/sr15/>.

Finally, the Government will continue cooperating with Nordic countries towards carbon neutrality and showing leadership in international climate policy.

9. According to the Party's TRR/BR3,³ and bearing in mind that its emissions from the EU ETS sector are subject to an EU-wide cap, the projected level of emissions by 2020 from non-ETS sectors under the WEM and WAM scenario is 1 per cent above and 0.05 per cent below, respectively, the AEA for 2020. Finland expects to meet its target under the WAM scenario.

10. The opening presentation was followed by interventions and questions from the Indian delegation. The questions related to historical GHG emissions, specifically the trends in emissions from the waste sector and from chemical industry, and the uncertainty of the estimates; and to projections of GHG emissions and the effect of policies and measures, specifically the assumptions made and the sector with the highest mitigation potential.

11. In response, Finland explained that the shift from landfilling waste to increasing the incineration of waste for district heating and other purposes has driven the continuous decrease in emissions from the waste sector since 1990, and that the implementation in 2008 of nitrous oxide abatement technologies with 80–90 per cent abatement rates was responsible for the decrease in emissions from chemical industry between 2008 and 2010. Regarding the uncertainty of the GHG emission and removal estimates, Finland referred to the national inventory report of its GHG inventory submission, which includes a detailed description of the uncertainty assessment for each category in each sector. Finland also explained that the net removals reported for the LULUCF sector represent the difference between the estimates of gross emissions and gross removals. Even if the net result is a relatively small amount (compared with the gross amounts), the relatively large uncertainty of the gross estimates results in a relatively large uncertainty of their difference.

12. Regarding projections of GHG emissions and the effect of policies and measures, Finland referred to its third biennial report and seventh national communication, which contain a description of the assumptions and methods used for the projections. Finland explained that it considers the EU ETS sector to have the greatest mitigation potential given the effects of the increasing price of emission allowances under the EU ETS and the advantageous cost–benefit mitigation potential when compared with measures in other sectors such as housing, agriculture and transport. Finland also explained that the projections of the decrease in net removals from the LULUCF sector reflect ecosystem and market dynamics; that is, the age-class structure and ownership structure of forests in Finland and the recovery of the global economy and its impact on the demand for forest products and their import and export. Finland further explained that the Government is assessing options for addressing the declining trend in the forest sink, including establishing targets for net removals for the State-owned forests and a pilot programme to incentivize increasing carbon sinks.

13. Additional details of the answers to questions can be found in the recording of the session on the MA web page for Finland.

³ FCCC/TRR.3/FIN.

Summary report on the multilateral assessment of Iceland

1. The third MA of Iceland took place on 24 June 2019. Questions for Iceland had been submitted in writing two months before the working group session by the following delegations: Canada, China and Japan. A list of the questions received and the answers provided by Iceland, as well as the webcast of the session, can be found on the MA web page for Iceland.¹
2. Iceland was represented by Helga Barðadóttir from the Ministry for the Environment and Natural Resources.
3. Ms. Barðadóttir made an opening presentation summarizing Iceland's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target. Iceland has a bilateral agreement with the EU to jointly achieve an economy-wide emission reduction target of 20 per cent below the 1990 level by 2020 for the second commitment period of the Kyoto Protocol. Iceland is also part of the EU ETS; therefore the joint target with the EU refers only to emissions not covered by the EU ETS. Iceland has the flexibility to include emissions and removals from the LULUCF sector in its target. Iceland's target under the Kyoto Protocol is equivalent to its commitment under the Convention. The latest projections indicate that Iceland will exceed its allocated emission allowance by 2020; therefore it is discussing with the EU how to comply with the target.
4. Iceland, jointly with Norway and the EU and its member States, has a target under the Paris Agreement to reduce GHG emissions by at least 40 per cent below the 1990 level by 2030. Although the arrangement with the EU is not yet finalized, Iceland expects its target for non-ETS sectors for 2021–2030 to be a 29 per cent emission reduction. Iceland has also set a long-term goal of achieving carbon neutrality by no later than 2040.
5. The Party's total GHG emissions excluding emissions and removals from LULUCF increased by 32.1 per cent between 1990 and 2017, owing mainly to emissions from aluminium and ferrosilicon production in the industrial processes sector and from transport and fishing industry in the energy sector.
6. Ms. Barðadóttir explained the Government's Climate Action Plan, which was presented in 2018. The Plan includes 34 measures. Among them, the most controversial measure is a total ban on new fossil fuel vehicles by 2030. Other key policies and measures for achieving the Party's target include the promotion of electric cars through, for example, subsidies and increasing the number of charging stations. Another key measure is to increase carbon sequestration in land use through afforestation, revegetation and reclaiming drained wetlands. Power-intensive industries in Iceland have signed a declaration with the Government to provide technical support for the use of a new technology, CarbFix, for transforming CO₂ emissions from aluminium and ferrosilicon plants to minerals in porous rock.
7. According to the Party's TRR/BR3,² its total GHG emissions excluding LULUCF in 2020 and 2030 are projected to be 5,769.91 and 5,589.67 kt CO₂, respectively, under the WEM scenario, which is an increase of 65.2 and 16.9 per cent, respectively, from the 1990 level. The projections for the transport sector indicate that transport emissions will peak in 2020. Iceland may face challenges in achieving its 2020 target under the Convention.
8. The opening presentation was followed by interventions and questions from the Indian delegation. The questions related to Iceland's plans for addressing the projected increase in emissions from the industrial processes and product use sector in 2030 in order to meet its Paris Agreement commitments; the projected decline in transport emissions being primarily a result of Iceland's carbon tax, levies or any other measures; challenges in using the 2019 Refinement to the 2006 IPCC Guidelines; and measures to address significant food waste.

¹ <https://unfccc.int/MA/Iceland>.

² FCCC/TRR.3/ISL.

9. In response, Iceland explained that it is working on improving the quality of its projections, especially for the power-intensive industries and the LULUCF sector, including the scientific basis of the projections and data collection. With regard to F-gases, Iceland is working on implementing the EU regulation on hydrofluorocarbons. Under its new Climate Action Plan, Iceland aims to substantially phase down the use of F-gases by 2030, and by complying with the EU regulation this could be achieved. Emissions from LULUCF are substantial and they are the key focus of the Climate Action Plan. Iceland explained that the carbon tax has not been taken into account in its projections for the transport sector, and the main challenge is to address the increasing emissions from tourism. Regarding food waste, Iceland plans to introduce measures such as taxing and banning the disposal of organic waste to landfill and is working with businesses and supermarkets to reduce food waste.

10. Additional details of the answers to questions can be found in the recording of the session on the MA web page for Iceland.

Summary report on the multilateral assessment of Ireland

1. The third MA of Ireland took place on 24 June 2019. Questions for Ireland had been submitted in writing two months before the working group session by the following delegations: Canada, China, Japan, Thailand and United States. A list of the questions received and the answers provided by Ireland, as well as the webcast of the session, can be found on the MA web page for Ireland.¹
2. Ireland was represented by Frank Maughan from the Department of Communications, Climate Action and Environment.
3. Mr. Maughan made an opening presentation summarizing Ireland's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target. As an EU member State, Ireland 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. Ireland's emission reduction target for non-ETS sectors is 20 per cent below the 2005 level by 2020.
4. Mr. Maughan presented Ireland's NDC as part of the EU target under the Paris Agreement, which is a target to reduce GHG emissions by at least 40 per cent below the 1990 level by 2030. Ireland launched a Climate Action Plan in 2019, which includes a commitment to evaluate in detail the changes required to adopt the more ambitious commitment of net zero emissions by 2050. This commitment will be included in a new climate change act.
5. According to the Party's TRR/BR3,² its total GHG emissions excluding emissions and removals from LULUCF increased by 10.9 per cent between 1990 and 2016, owing mainly to emissions from agriculture (which contributes around 30 per cent of Ireland's total emissions), transport (which contributes 20 per cent of total emissions but is expected to continue growing due to population increase and economic growth) and energy (accounting for 20 per cent of total emissions). Emissions peaked in 2001 and decreased by 13.8 per cent between 2001 and 2017 in association with the contraction of the economy. During this period, emissions became decoupled from economic growth.
6. Mr. Maughan presented key policies and measures for achieving the Party's target, including its detailed policy framework. Ireland adopted a Climate Action and Low Carbon Development Act in 2015, which provides the statutory basis for achieving its 2050 objective and under which a national mitigation plan and adaptation framework is prepared every five years. The 2019 Climate Action Plan sets out how Ireland proposes to meet its 2030 targets. The Plan builds on the 2015 Act and includes new governance oversight, quarterly reporting on action by all departments and annual updating. In addition, an independent Climate Change Advisory Council was established for recommending a five-year carbon budget for the whole economy and for evaluating policy.
7. The Climate Action Plan includes emission reduction commitments such as the phase-out of coal- and peat-fired electricity generation by 2025 and 2028, respectively; a 70 per cent contribution of renewables to electricity by 2030; a major shift to electric vehicles, plug-in hybrid vehicles and biofuels in transport; programmes to approach zero-emission energy-efficient buildings; a commitment to phase out oil boilers with electric heating sources (e.g. heat pumps); fuel substitution, particularly in cement production; and significant improvements in manure management and the efficiency of animal production.
8. Ireland highlighted its work with citizens and communities. The Party is committed to community engagement and outreach under the Climate Action Plan, including through a National Dialogue on Climate Action, a Just Transition Review Group and harnessing opportunities such as establishing regional transition teams to identify challenges and opportunities in peat extraction.

¹ <https://unfccc.int/MA/Ireland>.

² FCCC/TRR.3/IRL.

9. Ireland's work on renewable energy was outlined. In 2018, 33 per cent of gross electricity was from renewable sources thanks to feed-in tariffs. Ireland aims to reach the EU target of 40 per cent of gross electricity from renewable energy by 2020 through its Renewable Electricity Support Scheme, which promotes moving away from tariffs towards auctioning.

10. Given that its emissions from the EU ETS sector are subject to an EU-wide cap, Ireland presented the projected level of emissions by 2020 from non-ETS sectors under the WEM and WAM scenario, which according to the Party's TRR/BR3 is 21.2 and 19.0 per cent, respectively, above the AEA for 2020. Ireland stated that it will be able to comply with the EU targets owing to the EU legislation that allows the banking of allocations and their carry-over into future years and being able to rely on international purchases, particularly in 2019 and 2020.

11. According to the projections for 2020 under the WEM and WAM scenario, Ireland may face challenges in achieving its target under the scenarios. Current projections, which are in line with projected economic growth, show that emissions in 2020 may be only 1 per cent below the 2005 level by 2020. The emissions reported for the latest inventory year are approximately 7 per cent below the 2005 level.

12. The opening presentation was followed by interventions and questions from the following delegations: India, Japan, New Zealand and Saudi Arabia. The questions related to trends in energy use, the fossil fuels used in the residential sector and the increase in emissions in 2016; the fossil fuels and mitigation tools used across the industrial and transport sectors; the impact of Ireland's biofuels obligation; the decrease in emissions from landfills; the impact of Ireland's mitigation measures; how Ireland's green finance initiatives support the national mitigation plan and whether the initiatives direct financial flows to low-emission investment, as well as whether Ireland has quantified the capital required to fund its transition to a low-emission economy; and the social and health impacts of carbon taxation.

13. In response, Ireland explained that it uses a mix of natural gas, kerosene, coal and peat in the residential sector, and the increase in emissions in 2016 is attributable to low oil prices in 2015, which led to an increase in kerosene consumption. A range of measures are in place to reduce emissions from the transport sector, including the promotion of alternative fuels. Owing to economic recovery and an increase in population, Ireland has seen an increase in the use of fossil fuels across the transport and industrial sectors. The impact of Ireland's biofuels scheme in the transport sector was savings of 3.1 Mt CO₂ eq in 2005–2017. The decline in emissions from landfills is attributable to such improvements as the operation of new incinerators and increased recycling, as well as to increased export of waste. Assessment of the impact of mitigation measures takes place under the Climate Action and Low Carbon Development Act, which requires each ministry to report annually the impact of measures adopted in the sector under its responsibility.

14. Ireland has taken a number of steps domestically to mobilize financial investments and has issued its first sovereign green climate bonds, worth EUR 3 billion. In 2015, Ireland determined that EUR 30 billion would be needed to finance the implementation of the national low-carbon initiatives in energy efficiency, sustainable transport and renewable energy. Regarding the social and health impacts of carbon taxation, Ireland stated that the National Sustainability Energy Authority's programme Better Energy Warmer Homes includes data analysis on the health outcomes of retrofit programmes, and studies have shown that there is a correlation between health improvements and energy efficiency retrofits.

15. Additional details of the answers to questions can be found in the recording of the session on the MA web page for Ireland.

Summary report on the multilateral assessment of Italy

1. The third MA of Italy took place on 24 June 2019. Questions for Italy had been submitted in writing two months before the working group session by the following delegations: Australia, Canada, China, Japan, Turkey and United States. A list of the questions received and the answers provided by Italy, as well as the webcast of the session, can be found on the MA web page for Italy.¹
2. Italy was represented by Federica Fricano from the Ministry for Environment, Land and Sea Protection.
3. Ms. Fricano made an opening presentation summarizing Italy's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target. As an EU member State, Italy 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. Italy's emission reduction target for non-ETS sectors is 13 per cent below the 2005 level by 2020.
4. Ms. Fricano presented the EU's NDC under the Paris Agreement, which is a target to reduce GHG emissions by at least 40 per cent below the 1990 level by 2030. Italy's target is to reduce GHG emissions from the non-ETS sectors by 33 per cent below the 2005 level by 2030.
5. The Party's total GHG emissions excluding emissions and removals from LULUCF decreased by 17.4 per cent between 1990 and 2017, owing mainly to structural changes in the economy, the impacts of the global financial crisis of 2007–2008 and the effects of implemented policies and measures.
6. Ms. Fricano presented Italy's policy framework, outlining the various strategies and plans to achieve Italy's GHG emission reduction targets. Italy has an interministerial working group for developing the Party's climate change policies, which are complemented by scientific research. The Party's long-term low-carbon strategy is under preparation.
7. Ms. Fricano presented key policies and measures for achieving the Party's target, including the relevant EU directives relating to climate change mitigation. The share of renewable energy sources in Italy has steadily increased since 2000 due to a range of policies and measures, including legislative and financial instruments, incentivizing their adoption. Italy has a 'white certificates' scheme that provides tradable instruments aimed at promoting energy efficiency in the industrial, residential and service sectors, legislation on improving the energy efficiency of buildings, and tax reductions for energy efficiency renovations. Ms. Fricano outlined regulatory, planning and economic measures for reducing GHG emissions from the transport sector.
8. Given that its emissions from the EU ETS sector are subject to an EU-wide cap, Italy presented the projected level of emissions by 2020 from non-ETS sectors under the WEM scenario, which is 7.9 per cent below the AEA for 2020. Italy expects to meet its target under the WEM scenario. According to the projections, Italy's total emissions under the WEM scenario are projected to be nearly 430 and 400 Mt CO₂ eq by 2020 and 2030, respectively.
9. The opening presentation was followed by interventions and questions from the following delegations: China, India, Republic of Korea and United States. The questions related to the increase in emissions between 2014 and 2015 after the steady decrease up until 2014, and the potential impact of a continued increase in emissions on the achievement of Italy's target; whether the current or planned policies and measures will help to achieve the decoupling of the projected increase in gross electricity production by power plants from the associated emissions by 2030; the increase in the share of finance provided for adaptation relative to that provided for mitigation between 2015 and 2016; the measures undertaken to achieve a greater share of renewable energy sources in total primary energy supply; lessons learned regarding the integration of intermittent energy sources such as solar and wind energy

¹ <https://unfccc.int/MA/Italy>.

into the power grid; and the policies and measures aimed at making financial flows consistent with the low-carbon transition and climate-resilient development.

10. In response, Italy explained that it has an incentive scheme for renewable energy sources under a legislative framework that defines, as well as the incentives, the mechanism and the institutional and financial tools for achieving its renewable energy source targets. Since 2012, Italy has had a feed-in tariff scheme to provide compensation for energy produced using photovoltaic and thermodynamic technologies for a fixed period. Italy also explained that, because of the large increase in its wind production capacity, its utilization rates are regulated by electricity demand and are managed by power plant operators. Ongoing analysis of the capacity and the territorial allocation of storage is in place with the aim of reducing losses and increasing the elasticity of power supply in anticipation of the planned increase in energy production from renewable energy sources by 2030.

11. Additional details of the answers to questions can be found in the recording of the session on the MA web page for Italy.

Summary report on the multilateral assessment of Japan

1. The third MA of Japan took place on 24 June 2019. Questions for Japan had been submitted in writing two months before the working group session by the following delegations: Australia, Canada, China, EU, Thailand, Turkey and United States. A list of the questions received and the answers provided by Japan, as well as the webcast of the session, can be found on the MA web page for Japan.¹
2. Japan was represented by Nobuhiro Kino from the Ministry of the Environment.
3. Mr. Kino made an opening presentation summarizing Japan's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target. Under the Convention, Japan made a commitment to reduce its GHG emissions by 3.8 per cent below the fiscal year 2005 level by 2020.
4. Mr. Kino presented Japan's NDC under the Paris Agreement, which is a target to reduce GHG emissions by 26 per cent below the fiscal year 2013 level by 2030. Japan has formulated a long-term strategy with a vision for a decarbonized society and aims to accomplish this ultimate goal as early as possible in the second half of the century.
5. According to the Party's TRR/BR3,² its total GHG emissions excluding emissions and removals from LULUCF increased by 3 per cent between 1990 and 2016, whereas total GHG emissions including net emissions and removals from LULUCF increased by 3.6 per cent over the same period. The increase in total emissions was driven mainly by the increase in CO₂ emissions attributed to economic growth and associated energy demand. Furthermore, the recent increase in coal consumption for power generation in energy industries, resulting from a shift from nuclear to fossil fuel-based electricity generation after the 2011 East Japan earthquake, also played a part. Emissions of hydrofluorocarbons also increased considerably as a result of replacing ozone-depleting substances controlled by the Montreal Protocol. Total GHG emissions including emissions and removals from LULUCF decreased by 10.6 per cent between fiscal years 2005 and 2017.
6. Mr. Kino presented key policies and measures for achieving the Party's target, including the 2016 Plan for Global Warming Countermeasures, which is Japan's plan for global warming prevention and prescribes the targets for GHG emission reductions and removals. The aim is to achieve a midterm target of a 26 per cent reduction in emissions compared with the 2013 fiscal year level by fiscal year 2030, and the Plan includes strategic actions towards a long-term goal of an 80 per cent reduction in emissions by 2050. Japan will disclose its GHG emission levels twice a year and review its progress annually, and revise the Plan every three years, as appropriate.
7. The five key policies and measures implemented by Japan include (1) an industry action plan under which industrial organizations, such as the Japan Iron and Steel Federation and the Japan Automobile Manufacturers Association, voluntarily establish emission reduction targets and develop and introduce low-carbon products and innovative technologies; (2) the Top Runner Programme, which sets energy efficiency standards for household electrical appliances, automobiles and building materials that are based on the models with the highest efficiency in each category; (3) a feed-in tariff scheme, introduced in 2012, to boost renewable energy use; (4) policies and measures addressing F-gas emissions, including the replacement of fluorocarbons by natural refrigerants, the prevention of leakage from equipment and the promotion of recovery; and (5) the Joint Crediting Mechanism, whereby GHG emission reductions and removals associated with the diffusion of low-carbon technologies in developing countries through relevant projects that generate credits that can be used towards achieving Japan's 2020 target are quantitatively evaluated.
8. According to the Party's TRR/BR3, its total GHG emissions excluding LULUCF in 2020 and 2030 are projected to be 1,399,565.40 and 1,079,500.00 kt CO₂ eq, respectively, under the WEM scenario, which is an increase of 10.4 per cent and a decrease of 14.9 per

¹ <https://unfccc.int/MA/Japan>.

² FCCC/TRR.3/JPN.

cent, respectively, relative to the 1990 level. When relating the 2020 projected emissions to 2005, the base year chosen by Japan for its quantified economy-wide emission reduction target for 2020, the projections represent an increase of 0.2 per cent. When relating the 2030 projected emissions to 2013, the base year chosen by Japan for its 2030 target and also the year of the highest emissions in Japan to date, the projections represent a decrease of 23.3 per cent. The 2020 projections suggest that Japan may face challenges in achieving its 2020 target under the Convention.

9. The opening presentation was followed by interventions and questions from the following delegations: Australia, India, Trinidad and Tobago, and United States. The questions related to measures for reducing F-gas emissions, including a detailed description of the measures, their status of implementation and the achievement of the measures and whether any additional measures are planned; the quality assurance and quality control process for the GHG inventory; Japan's progress towards its 2030 target; the recent reduction in GHG emissions in the country; and Japan's long-term strategy, which addresses emissions from coal-fired power generation and takes into account the IPCC Special Report on Global Warming of 1.5 °C.

10. In response, Japan explained that its GHG emissions have decreased in the past four years due mainly to the reduction in CO₂ emissions from the energy sector as a result of the increasing share of renewable energy, such as solar and wind power, in the energy mix; the relaunch of operations at nuclear power plants; and the progress of energy-saving measures. Regarding measures to reduce F-gas emissions, Japan highlighted that the Plan for Global Warming Countermeasures includes a target for a quantitative recovery rate of F-gases from waste products of 70 per cent (the current recovery rate is less than 40 per cent). Achieving this target will contribute to Japan achieving its 2030 NDC target. Furthermore, Japan is implementing emission control measures in the life cycle of F-gases, such as inspection of equipment to prevent leakage during use and emissions during disposal.

11. Regarding coal-fired power generation and Japan's long-term strategy, the vision for the energy sector in Japan is to develop and use renewable energy as its major power source, phase out inefficient coal use, and develop technologies for carbon capture and storage and carbon capture, utilization and storage. Japan is accelerating its efforts through innovation in order to reduce the costs of these two technologies. Regarding Japan's long-term strategy and consideration of the IPCC Special Report on Global Warming of 1.5 °C, the Party will contribute to achieving the temperature goal set in the Paris Agreement and make efforts to limit temperature increase to 1.5 °C above pre-industrial levels. Regarding the quality assurance and quality control of its GHG inventory, Japan has a special committee of experts developing the inventory, and every year it invites two experts who are not members of the committee to review the GHG inventory and propose ideas for improving it.

12. Additional details of the answers to questions can be found in the recording of the session on the MA web page for Japan.

Summary report on the multilateral assessment of Liechtenstein

1. The third MA of Liechtenstein took place on 24 June 2019. Questions for Liechtenstein had been submitted in writing two months before the working group session by the following delegations: Brazil and China. A list of the questions received and the answers provided by Liechtenstein, as well as the webcast of the session, can be found on the MA web page for Liechtenstein.¹
2. Liechtenstein was represented by Heike Summer from the Office of Environment.
3. Ms. Summer made an opening presentation summarizing Liechtenstein's national circumstances, GHG emission trends and key policies and measures. Under the Convention, Liechtenstein made a commitment to reduce its GHG emissions by 20 per cent below the 1990 level by 2020.
4. Ms. Summer explained that a long-term climate target by 2050 is under consideration by the Government and the Party plans to announce it at the twenty-fifth session of the Conference of the Parties.
5. According to the Party's TRR/BR3,² its total GHG emissions excluding emissions and removals from LULUCF decreased by 13 per cent between 1990 and 2015, owing mainly to fuel prices and increased efforts to reduce fuel combustion activities in the energy sector, particularly in the transport and other sectors.
6. Ms. Summer presented key policies and measures for achieving the Party's target, including the CO₂ Act, under which there is a CO₂ levy on fossil fuels; the EU ETS; the Energy Efficiency Act; and the Energy Strategy 2020. The rapid growth in the use of solar photovoltaic power in the country was highlighted.
7. According to the Party's TRR/BR3, its total GHG emissions excluding LULUCF in 2020 and 2030 are projected to be 175.10 and 158.54 kt CO₂ eq, respectively, under the WEM scenario, which is a decrease of 23.6 and 30.8 per cent, respectively, below the 1990 level. Under the WAM scenario, emissions in 2020 and 2030, amounting to around 174.73 and 145.59 kt CO₂ eq, respectively, are projected to be lower than those in 1990 by 23.8 and 36.5 per cent, respectively. The 2020 projections suggest that Liechtenstein may face challenges in achieving its 2020 target under the Convention.
8. The opening presentation was followed by interventions and questions from the following delegations: India, Mexico, Republic of Korea and Switzerland. The questions related to the development of Liechtenstein's energy strategy beyond 2030, renewable energy targets, and policies and measures that promote renewable energy sources other than solar; the increase in hydrofluorocarbon emissions and which policies and measures are in place to restrict artificial cooling; why forest management was a net source of GHG emissions in the country in 2008–2014; and how non-State actors have been engaged in the climate change process.
9. In response, Liechtenstein explained that the energy strategy, which is under development, targets 2030 but has a vision for 2050. In Liechtenstein, solar energy, firewood, biogas and hydropower are used as renewable energy sources. The Party explained that the Building Act restricts artificial cooling. Liechtenstein stated that it would follow up with the Party that raised the question related to LULUCF. Finally, Liechtenstein explained that the Government has good relations with non-State actors and responds quickly to questions from stakeholders.
10. Additional details of the answers to questions can be found in the recording of the session on the MA web page for Liechtenstein.

¹ <https://unfccc.int/MA/Liechtenstein>.

² FCCC/TRR.3/LIE.

Summary report on the multilateral assessment of Malta

1. The third MA of Malta took place on 24 June 2019. Questions for Malta had been submitted in writing two months before the working group session by the Chinese delegation. A list of the questions received and the answers provided by Malta, as well as the webcast of the session, can be found on the MA web page for Malta.¹
2. Malta was represented by Saviour Vassallo from the Malta Resources Authority.
3. Mr. Vassallo made an opening presentation summarizing Malta's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target. As an EU member State, Malta 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. Malta's emission reduction target for non-ETS sectors is to limit emission growth to 5 per cent above the 2005 level by 2020.
4. Mr. Vassallo presented Malta's NDC under the Paris Agreement, which is a target to reduce GHG emissions by at least 40 per cent below the 1990 level by 2030. Malta has not yet set a long-term goal to reduce emissions by 2050 but is developing specific targets for each sector.
5. According to the Party's TRR/BR3,² its total GHG emissions excluding emissions and removals from LULUCF decreased by 9.1 per cent between 1990 and 2016, owing mainly to new, more efficient generation capacity replacing older capacity, a fuel switch from heavy fuel oil to natural gas and gas oil, and a submarine connection to the European electricity grid.
6. Mr. Vassallo presented key policies and measures for achieving the Party's target, including the Climate Action Act, which provides the national regulatory framework, policies incentivizing greater uptake of renewable energy sources (mainly photovoltaic), policies for improved demand-side energy efficiency, the holistic National Transport Strategy and Transport Master Plan (2050) and the low-carbon development strategy. Malta's limited geographical area and insularity pose challenges, including land-use conflicts, resource scarcity and unfavourable economies of scale, resulting in high mitigation costs. Conversely, its size and insularity mean that individual measures can have a large impact on emissions.
7. Given that its emissions from the EU ETS sector are subject to an EU-wide cap, Malta presented the projected level of emissions by 2020 from non-ETS sectors under the WEM scenario, which is 10.9 per cent above the AEA for 2020. Malta may face challenges in meeting its target under the WEM scenario. The Party confirmed that it is and intends to continue using flexible mechanisms via the trading of AEAs available to it under the EU monitoring mechanism.
8. The opening presentation was followed by interventions and questions from the Indian delegation. The questions related to the measures taken with respect to F-gas emissions from the industrial processes and product use sector; the uncertainty across sectors; and the Party's institutional arrangements.
9. In response, Malta explained that F-gas emissions are mainly driven by increased air conditioning and the main mitigation instrument is the implementation of the EU F-gas regulation; that the industrial processes and product use sector has the highest uncertainty in the inventory calculations; and that energy industries, transport and refrigeration account for by far the highest levels of emissions. Malta's institutional arrangements are described in its low-carbon strategy, which details its institutional set-up; the Climate Action Board, implemented under the Climate Action Act; the Interministerial Committee on Climate Change; and the Greenhouse Gas Emission Inventory Agency.
10. Additional details of the answers to questions can be found in the recording of the session on the MA web page for Malta.

¹ <https://unfccc.int/MA/Malta>.

² FCCC/TRR.3/MLT.

Summary report on the multilateral assessment of Monaco

1. The third MA of Monaco took place on 24 June 2019. Questions for Monaco had been submitted in writing two months before the working group session by the following delegations: Brazil and China. A list of the questions received and the answers provided by Monaco, as well as the webcast of the session, can be found on the MA web page for Monaco.¹
2. Monaco was represented by Mr. Patrick Roland from the Environment Department of the Environment.
3. Mr. Roland made an opening presentation summarizing Monaco's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target. Under the Convention, Monaco made a commitment to reduce its GHG emissions by 30 per cent below the 1990 level by 2020.
4. Mr. Roland presented Monaco's NDC under the Paris Agreement, which is a target to reduce GHG emissions by 50 per cent below the 1990 level by 2030. Monaco has also set a long-term goal to reduce emissions by 80 per cent by 2050 with a view to achieving carbon neutrality thereafter.
5. Monaco presented data from its 2019 GHG inventory submission, showing its total GHG emissions excluding emissions and removals from LULUCF to be 101.42 and 86.59 kt CO₂ in 1990 and 2017, respectively. The emission decrease between 1990 and 2017 is attributable mainly to the gradual decrease in annual energy emissions observed since 2000, which in turn is attributable to implemented policies and measures.
6. Mr. Roland presented key policies and measures for achieving the Party's target, including the 2018 National Energy Transition Pact, a progress tool with a commitment charter and sectoral action plans that enables all stakeholders to play a role in the energy transition. The "committed retailer and restaurant" label supports sustainable consumption measures focusing on recycling glass waste, reducing food waste and banning thick plastic straws. In 2017, the Government adopted a waste management plan for until 2030, which addresses the reduction of waste production, the increased recovery of waste and increased recycling, and includes a regulation banning plastic bags and single-use plastic utensils. Monaco has clean mobility subsidies for the purchase of electric and hybrid vehicles and electric bicycles and for the development of public transport infrastructure.
7. Measures have also been taken to strengthen the energy efficiency standards for buildings specific to Monaco's urban context. Energy audits are planned for all buildings, and domestic fuel oil use for heating and hot water will be banned from 2022. District heating-cooling networks using seawater are under development, as are other measures on the energy supply side.
8. According to the Party's TRR/BR3,² its total GHG emissions excluding LULUCF in 2020 and 2030 are projected to be 66.16 and 55.77 kt CO₂, respectively, under the WEM scenario, which is a decrease of 33.4 and 43.8 per cent, respectively, below the 1990 level. Under the WAM scenario, emissions in 2020 and 2030, amounting to around 61.82 and 44.89 kt CO₂ eq, respectively, are projected to be lower than those in 1990 by 37.8 and 54.8 per cent, respectively. The 2020 projections suggest that Monaco expects to achieve its 2020 target under the Convention.
9. The opening presentation was followed by interventions and questions from the following delegations: Mexico, Republic of Korea and Switzerland. The questions related to the increasing trend in F-gas emissions from air conditioning and the measures and strategies in place to stop this trend, the existing waste management policy and the engagement of non-State actors in reducing emissions.

¹ <https://unfccc.int/MA/Monaco>.

² FCCC/TRR.3/MCO.

10. In response, Monaco explained that it is working on a new F-gas regulation aiming to improve control of their use and to reduce the use of those F-gases that have a high global warming potential. Regarding waste management practices, Monaco relies on proven best practices, aiming for best waste treatment and maximum recovery and reuse. Regarding the engagement of non-State actors in reducing emissions, Monaco referred to the National Energy Transition Pact, which enables residents, workers, businesses, institutions and associations to contribute to the energy transition effort.

11. Additional details of the answers to questions can be found in the recording of the session on the MA web page for Monaco.

Summary report on the multilateral assessment of Norway

1. The third MA of Norway took place on 25 June 2019. Questions for Norway had been submitted in writing two months before the working group session by the following delegations: Brazil and United States. A list of the questions received and the answers provided by Norway, as well as the webcast of the session, can be found on the MA web page for Norway.¹
2. Norway was represented by Peer Stiansen from the Ministry of Climate and Environment.
3. Mr. Stiansen made an opening presentation summarizing Norway's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target. Under the Convention, Norway made a commitment to reduce its GHG emissions by 30 per cent below the 1990 level by 2020.
4. Mr. Stiansen presented Norway's NDC under the Paris Agreement, which is a target to reduce GHG emissions by at least 40 per cent below the 1990 level by 2030. He provided information on Norway's Climate Change Act, which is aimed at facilitating the Party's targeted transition to carbon neutrality by 2030. Norway seeks to fulfil its NDC in collaboration with Iceland and the EU and its member States.
5. Norway has set a long-term goal of reducing emissions by 80–90 per cent below the 1990 level by 2050 in line with its aim to become a low-emission society. It is working on a low-emission development strategy, to be submitted to Parliament in 2019.
6. According to the Party's TRR/BR3,² its total GHG emissions excluding emissions and removals from LULUCF increased by 3 per cent between 1990 and 2016, owing mainly to strong economic and population growth and the expansion of oil and gas extraction and processing. These factors led to increased use of fossil fuels and consequently higher GHG emissions from the petroleum and transport sectors. The total GHG emissions in 2018 reached 53 Mt, with transport contributing approximately 30 per cent of the emissions.
7. Mr. Stiansen presented key policies and measures for achieving the Party's target. Norway is implementing domestic policies and measures as well as cooperating with other countries on reducing emissions through the Kyoto Protocol mechanisms, particularly emissions trading in Europe and the clean development mechanism. GHG emission reduction has been incorporated into Norway's policies since 1980 and a comprehensive set of measures covering both GHG emissions and GHG removals is in place. Cross-sectoral economic instruments form the basis of the measures. The four main policies and measures are green taxes, the EU ETS, support for developing energy-efficient and climate-friendly solutions, and regulations and standards. Green taxes and the EU ETS together account for more than 80 per cent of emission reductions so far. Two success stories were presented: from January to May 2018, 44.2 per cent of new passenger cars were zero-emission vehicles; and Norway is the first country in the world to have a battery-operated electric ferry.
8. According to the Party's TRR/BR3, its total GHG emissions excluding LULUCF in 2020 and 2030 are projected to be 51,781 and 48,286 kt CO₂ eq, respectively, under the WEM scenario, which is a decrease of 0.3 and 7.0 per cent, respectively, below the 1990 level. The challenge of quantifying the effects of policies and measures in relation to initiatives such as grant schemes and renewable energy was highlighted.
9. Regarding Norway's progress towards its targets, projections in the Party's first national communication and biennial report indicated there would be a need to acquire more than 100 million emission reduction units from 2013 to 2020. However, emissions have initially been lower than projected, which reflects strengthened domestic policies and measures. Norway's target is achievable through sustained efforts, both domestic and through the Kyoto Protocol mechanisms. In assessing progress towards its targets, Norway's participation in the EU ETS is to be taken into account.

¹ <https://unfccc.int/MA/Norway>.

² FCCC/TRR.3/NOR.

10. The opening presentation was followed by interventions and questions from the following delegations: China, India, Republic of Korea, Saudi Arabia and United States. The questions related to experience and challenges with hydrogen energy use and policies; progress in evaluating and implementing the CO₂ tax in the agriculture sector and other instruments considered for the sector; the level of consultation with industry when evaluating the success of policies to reduce CO₂ emissions, and lessons learned; the contribution of local governments to enhancing national ambition, in particular for adaptation; the mitigation impacts (emission reductions) achieved thus far by each of Norway's policies and measures, to help understand their effectiveness; challenges and opportunities in implementing the battery-operated electric car ferry and the global seed vault; and the social and economic impacts of taxation in the transport sector.

11. In response, Norway explained that the Government is working on a hydrogen strategy that will be launched in the near future and that hydrogen is currently used in transport, including in passenger cars that can be purchased. Norway highlighted its long history of competence in hydrogen technology, particularly in the transport sector, and its willingness to share such technology through cooperation agreements. Regarding taxation in the agriculture sector, Norway outlined the important role of the sector in responding to climate change and outlined existing instruments, such as border protection measures, market regulation systems, economic instruments, laws, and research and communication efforts. Norway highlighted the mutual agreement between farmers and the Government of their intention to reduce emissions from the agriculture sector by 5 Mt CO₂ eq towards 2030.

12. Norway confirmed that local consultation took place, and underscored the important role of local municipalities in enhancing ambition – their awareness of challenges such as flash flooding and extreme weather is necessary to ensure suitable adaptation. Furthermore, the important role of local communities in understanding and adapting to challenges in areas such as city planning, transport and water supply was also underscored. Norway highlighted ongoing efforts in assessing and understanding the impacts of mitigation policies that will yield quantitative results in the future.

13. Regarding electric ferries, a number of measures and incentives, as well as the development of the required technology, encourage their use; and when their number is scaled up, the ferries will become cheaper and more affordable, particularly for travelling short distances. Regarding the seed vault, water intrusion in the facility has been observed, which was not anticipated for the next 100 years. Norway has taken the necessary countermeasures, such as water pumping, to ensure a safe, dry, cold environment. The tax breaks and incentives for electric vehicles are a significant achievement and have resulted in greater affordability of and access to electric cars for a wide cross-section of the population, which is a demonstration of the social and economic impacts of taxation in the transport sector.

14. Additional details of the answers to questions can be found in the recording of the session on the MA web page for Norway.

Summary report on the multilateral assessment of Poland

1. The third MA of Poland took place on 25 June 2019. Questions for Poland had been submitted in writing two months before the working group session by the following delegations: Australia, Canada, China, Japan and United States. A list of the questions received and the answers provided by Poland, as well as the webcast of the session, can be found on the MA web page for Poland.¹
2. Poland was represented by Paweł Różycki from the Ministry of the Environment.
3. Mr. Różycki made an opening presentation summarizing Poland's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target. As an EU member State, Poland 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. Poland's emission reduction target for non-ETS sectors is to reduce emissions by 14 per cent below the 2005 level by 2020.
4. Poland's total GHG emissions excluding emissions and removals from LULUCF decreased by 15.3 per cent between 1990 and 2016, owing mainly to decreases in emissions from energy industries (30.9 per cent) and manufacturing industries and construction (33.8 per cent) due to the economic restructuring and modernization of energy-intensive industries in the early 1990s after the economic transformation; stricter environmental policy, in particular after Poland's accession to the EU in 2004; the increasing share of services over manufacturing and agriculture; and the economic downturn in the late 2000s.
5. Mr. Różycki presented key policies and measures for achieving the Party's target, including the EU ETS; the National Energy and Climate Plan, which includes the Party's most important policies and measures, namely the National Renewable Energy Action Plan, the nuclear power programme and the National Energy Efficiency Action Plan; the clean air programme; the National Programme for the Augmentation of Forest Cover; and specific policies and measures targeting agriculture, transport and waste management.
6. Given that its emissions from the EU ETS sector are subject to an EU-wide cap, Poland presented the projected level of emissions by 2020 from non-ETS sectors under the WEM scenario, which is 7 per cent below the AEA for 2020. Poland expects to meet its target under the WEM scenario.
7. The opening presentation was followed by interventions and questions from the following delegations: China, India, Japan, Saudi Arabia and United States. The questions related to the Party's institutional arrangements for the preparation of biennial reports, and the roles and responsibilities of relevant ministries and government agencies; policies and measures that incentivize behavioural change towards a more sustainable and climate-friendly society; the level of GHG emission reduction resulting from the implementation of technological measures in 2010–2015; the reasons for not achieving energy savings in the transport sector despite the observed energy efficiency improvements in almost all sectors; the impact of the increased use of biomass on meeting the renewable energy target in 2020; projections of emissions and removals from the LULUCF sector and measures to ensure that future harvesting does not exceed a sustainable level; and the impact of the Global Methane Initiative on the reduction of methane emissions in Poland.
8. In response, Poland explained that ministries and agencies responsible for energy, infrastructure, transport, agriculture, entrepreneurship and technology provided inputs to the ministry responsible for environment for the preparation of the third biennial report. In the context of behavioural change programmes, Poland emphasized the concept of just transition, which includes a social awareness component, and indicated that it is launching a number of climate change and air protection programmes to promote behavioural change. With regard to policies and measures, meeting the renewable energy target will not require increased use of biomass. Fuel consumption in and consequently GHG emissions from the transport sector have been increasing since 1990 due to the significant increase in demand for passenger and cargo transport driven by steady economic growth. Poland highlighted the reduction of

¹ <https://unfccc.int/MA/Poland>.

nitrous oxide emissions from nitric acid production as an example of the effective implementation of technological measures and indicated that it could follow up with the Party regarding experience with the Global Methane Initiative.

9. Additional details of the answers to questions can be found in the recording of the session on the MA web page for Poland.

Summary report on the multilateral assessment of Romania

1. The third MA of Romania took place on 25 June 2019. Questions for Romania had been submitted in writing two months before the working group session by the Chinese delegation. A list of the questions received and the answers provided by Romania, as well as the webcast of the session, can be found on the MA web page for Romania.¹
2. Romania was represented by Ion Cimpeanu from the Ministry of Environment.
3. Mr. Cimpeanu made an opening presentation summarizing Romania's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target. As an EU member State, Romania 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. Romania's emission reduction target for non-ETS sectors is to limit emission growth to 19 per cent above the 2005 level by 2020. Also, Romania will contribute to the EU's NDC under the Paris Agreement, which is a target to reduce GHG emissions by at least 40 per cent below the 1990 level by 2030.
4. The Party's total GHG emissions excluding emissions and removals from LULUCF decreased by 55.7 per cent between 1990 and 2017, owing mainly to structural changes in the economy following Romania's transition to a market-based economy, improvements in technology, the effects of the global financial crisis of 2007–2008 and the implementation of mitigation policies and measures.
5. Mr. Cimpeanu presented key policies and measures to achieve the Party's target, including those addressing renewable energy sources, energy efficiency, transport and waste management. As a result of the implementation of policies and measures, Romania is among the best-performing EU member States with regard to the adoption of renewable energy sources and energy efficiency, having already achieved its renewable energy and energy efficiency targets for 2020 under the EU climate and energy package. Regarding the Party's use of units from LULUCF activities, being an EU member State, Romania will not make use of the contribution of LULUCF towards achieving its 2020 target under the Convention.
6. Given that its emissions from the EU ETS sector are subject to an EU-wide cap, Romania presented the projected level of emissions by 2020 from non-ETS sectors under the WEM scenario, which is 17.3 per cent below the AEA for 2020. Romania expects to meet its target under the WEM scenario.
7. The opening presentation was followed by interventions and questions from the Indian delegation. The questions related to the continuation of the decrease in emissions since 2015; measures undertaken to ensure progress on a low-carbon development pathway; and measures undertaken to address emissions from the transport sector.
8. In response, Romania explained that it has a range of policies and measures addressing transport emissions that are among the most ambitious in the world, including a national incentive scheme for the purchase of electric vehicles that has the highest subsidy in the EU (EUR 10,000 for the purchase of fully electric vehicles) and a national programme providing subsidies to railway companies for transporting trucks through Romania using the rolling highway system. Romania also has national solar grid programmes providing subsidies to households for both grid-connected and off-grid solar installation.
9. Additional details of the answers to questions can be found in the recording of the session on the MA web page for Romania.

¹ <https://unfccc.int/MA/Romania>.

Summary report on the multilateral assessment of the Russian Federation

1. The third MA of the Russian Federation took place on 25 June 2019. Questions for the Russian Federation had been submitted in writing two months before the working group session by the following delegations: China, EU and Turkey. A list of the questions received and the answers provided by the Russian Federation, as well as the webcast of the session, can be found on the MA web page for the Russian Federation.¹

2. The Russian Federation was represented by Alexander Nakhutin from the Institute of Global Climate and Ecology.

3. Mr. Nakhutin made an opening presentation summarizing the Russian Federation's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target. Under the Convention, the Russian Federation made a commitment to reduce its GHG emissions by 25 per cent below the 1990 level by 2020. This commitment was adopted in 2013 by Presidential Decree No. 752 on reducing GHG emissions with the aim of implementing the Russian Federation's Climate Doctrine.

4. Mr. Nakhutin presented the Russian Federation's intended nationally determined contribution under the Paris Agreement, which is a target to reduce GHG emissions by 25–30 per cent below the 1990 level by 2030.

5. According to the Party's TRR/BR3,² its total GHG emissions excluding emissions and removals from LULUCF decreased by 32.7 per cent between 1990 and 2017, owing mainly to energy efficiency and energy savings in the energy sector, as well as to the structural decline in the economy.

6. Mr. Nakhutin presented key policies and measures for achieving the Party's target, including the 2014 action plan to implement the 2020 target through three key measures across the economy: the regulation of GHGs in all sectors, including making use of opportunities for using national carbon market mechanisms; the performance evaluation and projections of GHG emissions for up until 2020 and 2030; and the creation of multilevel accounting systems for GHG emissions. Additional measures such as carbon taxation and emissions trading are being discussed and may be implemented after 2020. Regarding the use of units from market-based mechanisms under the Convention and other mechanisms, international emissions trading and other international market-based mechanisms will not be used for achieving the Party's target.

7. Mr. Nakhutin highlighted the Russian Federation's key policies and measures related to one of its success stories – the public transport system in Moscow, where it has, for example, reorganized the ground transportation network, set aside dedicated traffic lanes for public transport and accelerated the construction of new metro lines and stations.

8. According to the Party's TRR/BR3, its total GHG emissions excluding LULUCF in 2020 and 2030 are projected to be 2,743,000 and 2,791,900 kt CO₂, respectively, under the WEM scenario, which is a decrease of 27.2 and 25.9 per cent, respectively, below the 1990 level. Under the WAM scenario, emissions in 2020 and 2030, amounting to around 2,645,000 and 2,528,200 kt CO₂ eq, respectively, are projected to be lower than those in 1990 by 29.8 and 32.9 per cent, respectively. The 2020 projections suggest that the Russian Federation expects to meet its 2020 target under the Convention.

9. The opening presentation was followed by interventions and questions from the following delegations: China, India, Republic of Korea, Saudi Arabia and Ukraine. The questions related to the use of 2007 as the base year in the scenarios for the evaluation of the effects of policies and measures; the Climate Doctrine, which will be revised in 2020; the Party's low-carbon development plan; whether the high cost of parking in Moscow is a useful

¹ https://unfccc.int/MA/Russian_Federation.

² FCCC/TRR.3/RUS.

measure for reducing GHG emissions; and the plan to enhance the Russian Federation's 2020 quantified economy-wide emission reduction target. One Party made a statement regarding the territorial coverage of the biennial report of the Russian Federation.³

10. In response, the Russian Federation explained that, with regard to projections, it continues to use 1990 as the base year for its targets. The Party considers that, as new measures are introduced, a more recent year should be used as the base year for projection scenarios in line with the "Guidelines for the preparation of national communications by Parties included in Annex I to the Convention, Part II: UNFCCC reporting guidelines on national communications". Given that a number of new energy policies and measures were adopted in 2007 to harness the large potential for mitigation in the energy sector, 2007 was used as the starting point for the WEM and WAM scenario. The high cost of parking in Moscow and other cities has proven to be a success story and, combined with other policies, to be effective in reducing GHG emissions and reducing traffic and air pollution. The Russian Federation highlighted that a number of European countries are implementing similar policies.

11. The Climate Doctrine of the Russian Federation covers all aspects of climate-related activities; for example, it includes chapters on the national communication as well as chapters on international climate change activities and climate change negotiations. The low-carbon development strategy being drafted by the responsible ministries will be published in late 2019. The 2030 emission reduction targets of the Russian Federation will be revised by the end of 2019 and the associated implementation plan, containing a set of measures, will be prepared and submitted to the Government in mid-2020.

12. Additional details of the answers to questions can be found in the recording of the session on the MA web page for Russian Federation.

³ Available at <https://unfccc.int/documents/198281>.

Summary report on the multilateral assessment of Slovenia

1. The third MA of Slovenia took place on 25 June 2019. Questions for Slovenia had been submitted in writing two months before the working group session by the following delegations: China and Japan. A list of the questions received and the answers provided by Slovenia, as well as the webcast of the session, can be found on the MA web page for Slovenia.¹
2. Slovenia was represented by Zoran Kus from the Ministry of the Environment and Spatial Planning.
3. Mr. Kus made an opening presentation summarizing Slovenia's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target. As an 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 non-ETS sectors is to limit emission growth to 4 per cent above the 2005 level by 2020. Mr. Kus indicated that Slovenia will easily meet its 2020 target.
4. Mr. Kus presented Slovenia's NDC under the Paris Agreement, which, as Slovenia is a member of the EU, is a target to reduce GHG emissions by at least 40 per cent below the 1990 level by 2030. Slovenia also supports the EU long-term net zero GHG emissions by 2050 goal and will follow other countries in formulating legislation to establish the goal by law.
5. According to the Party's TRR/BR3,² the total GHG emissions excluding emissions and removals from LULUCF decreased by 9.5 per cent between 1990 and 2015, owing mainly to major structural changes in the economy after Slovenia gained its independence in the early 1990s; the global financial crisis of 2007–2008, which led to reduced consumption of energy and production in the manufacturing sector; and the impact of implemented environmental legislation and policies and measures related to climate change.
6. Mr. Kus addressed the need for a new manner of thinking to achieve global climate targets and presented Slovenia's framework for "climate-environmental-development crisis" up to 2050, which includes six pillars of action. He highlighted the Party's green growth agenda, which requires the decoupling of gross domestic product from emissions in order to meet the 1.5 °C global temperature goal.
7. According to the Party's TRR/BR3, Slovenia's main policy framework for energy and climate change is derived from EU climate policy. The legislative framework for Slovenia's climate change policy is underpinned by the Environmental Protection Act, the Energy Act, the Road Transport Act and the Railway Transport Act. The key plans and programmes supporting Slovenia's climate change goals are the promotion of public passenger transport, energy-efficient driving, energy efficiency, the use of renewable energy sources in buildings and the reduction of landfilled biodegradable waste.
8. Given that its emissions from the EU ETS sector are subject to an EU-wide cap, Slovenia presented the projected level of emissions by 2020 from non-ETS sectors under the WEM scenario, which is 12.4 per cent below the AEA for 2020. Slovenia expects to meet its target under the WEM scenario.
9. The opening presentation was followed by interventions and questions from the Indian delegation. The questions related to the trend in net emissions and removals from grassland (which has changed from an overall sink to a net source of emissions in recent years) and the increasing trend in emissions from transport.
10. In response, Slovenia explained that the trend in net CO₂ emissions and removals from grassland is attributable to a methodological problem in estimating the emissions and that, according to the new estimates presented in the Party's 2019 annual submission, the category grassland has been a net sink over the entire time series. The large share of emissions from

¹ <https://unfccc.int/MA/Slovenia>.

² FCCC/TRR.3/SVN.

transport is attributable to national circumstances (numerous remote settlements that hinder the widespread implementation of public transport) and the exposure to transit transport and the respective fuel sales, where the associated emissions are accounted for by the country selling the fuel, which have a significant impact on the national GHG emissions.

11. Additional details of the answers to questions can be found in the recording of the session on the MA web page for Slovenia.

Summary report on the multilateral assessment of Spain

1. The third MA of Spain took place on 25 June 2019. Questions for Spain had been submitted in writing two months before the working group session by the following delegations: Canada, China and Turkey. A list of the questions received and the answers provided by Spain, as well as the webcast of the session, can be found on the MA web page for Spain.¹
2. Spain was represented by Eduardo Gonzalez Fernandez from the Ministry for the Ecological Transition.
3. Mr. Gonzalez made an opening presentation summarizing Spain's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target. As an EU member State, Spain 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. Spain's emission reduction target for non-ETS sectors is 10 per cent below the 2005 level by 2020.
4. In addition, Spain's emission reduction target for non-ETS sectors is to reduce GHG emissions by 26 per cent below the 2005 level by 2030; and, as part of its draft Integrated National Energy and Climate Plan, Spain has a more ambitious target for the non-ETS sectors: to reduce GHG emissions by 38 per cent below the 2005 level by 2030. Spain is also in the process of setting a long-term goal of reducing GHG emissions by 90 per cent below the 1990 level by 2050 and possibly of achieving carbon neutrality with a 100 per cent renewable energy electricity generation system.
5. The Party's total GHG emissions excluding emissions and removals from LULUCF increased by 12.9 per cent between 1990 and 2016. This overall trend is the result of opposing trends in GHG emissions in different parts of this period: the increase in total emissions by 54.2 per cent in 1990–2007 was driven mainly by strong economic and population growth; while the economic downturn and population stabilization that followed in 2008–2014, together with mitigation policies and measures (mainly the introduction of renewable electricity generation), contributed to a subsequent strong decrease in GHG emissions, followed by a stable level of emissions in recent years.
6. Mr. Gonzalez presented key policies and measures for achieving the Party's target, including the Climate Projects, Renewable Energy Action Plan 2011–2020, Energy Efficiency Action Plan 2014–2020 and Energy Efficiency Action Plan 2017–2020, the promotion of biofuels and the national tax on F-gases. The mitigation effect of the latter innovative policy on F-gases is the most significant of the policies and measures evaluated. Mr. Gonzalez indicated that Spain will face a number of future challenges, including the need for improved governance of the reporting and monitoring process and the deployment of renewable energy sources and electrification of end uses, all in the context of continued sustainable economic growth.
7. Spain's efforts to achieve a low-carbon economy are ongoing through three pillars: the Climate Change and Energy Transition Law, the Integrated National Energy and Climate Plan and the 2050 Spanish Low Carbon and Climate Resilience Strategy. The main goal of this work is to provide a framework for its 2030 and 2050 targets. The initiatives related to the Climate Change and Energy Transition Law focus on decarbonizing the Spanish economy, improving economic growth and health, ensuring a just transition and making a safe environment.
8. Given that its emissions from the EU ETS sectors are subject to an EU-wide cap, Spain presented the projected level of emissions by 2020 from non-ETS sectors under the WEM and WAM scenario, which for the WEM scenario is 11 per cent below the AEA for 2020. Spain expects to meet its target under the WEM and WAM scenario.

¹ <https://unfccc.int/MA/Spain>.

9. According to Spain's TRR/BR3,² its total GHG emissions excluding LULUCF in 2020 and 2030 are projected, under the WEM scenario, to increase by 15.7 and 14.8 per cent, respectively, above the 1990 level.

10. The opening presentation was followed by interventions and questions from the following delegations: India and Republic of Korea. The questions related to the measures taken to achieve and the reasons for the unprecedented reduction in hydrofluorocarbon emissions between 2014 and 2015; the overall architecture of the monitoring, reporting and verification system; and the challenges in the legislative process for adopting the Climate Change and Energy Transition Law.

11. In response, Spain explained that in 2014 it implemented a law on the taxation of F-gases based on their global warming potential through a combination of implementing the EU regulation on phasing out F-gases; implementing taxation of F-gases, which allowed companies and users to reduce or eliminate leaks of these gases and implement alternative technologies; and allocating subsidies to companies for facilitating the transition to other technologies.

12. Regarding adoption of the Climate Change and Energy Transition Law, Spain explained that broad consensus on the future of the country was needed among industry, civil society stakeholders and government ministries affected by the Law, which was achieved through public consultation and designing the Law in accordance with the country's needs. In addition, co-benefits have been identified that could help support sectors potentially affected by the Law. This process continues and the Law is expected to be presented to Parliament at the end of 2019 or early in 2020.

13. Additional details of the answers to questions can be found in the recording of the session on the MA web page for Spain.

² FCCC/TRR.3/ESP.

Summary report on the multilateral assessment of Sweden

1. The third MA of Sweden took place on 25 June 2019. Questions for Sweden had been submitted in writing two months before the working group session by the following delegations: Australia, China, Japan and Thailand. A list of the questions received and the answers provided by Sweden, as well as the webcast of the session, can be found on the MA web page for Sweden.¹
2. Sweden was represented by Roger Sedin from the Ministry of the Environment.
3. Mr. Sedin made an opening presentation summarizing Sweden's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target. As an EU member State, Sweden 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. Sweden's emission reduction target for non-ETS sectors is 17 per cent below the 2005 level by 2020. Sweden also has a domestic target for non-ETS sectors of 40 per cent below the 1990 level by 2020. Mr. Sedin noted that additional measures are needed to meet the national target, which can be met mostly through national measures, although meeting the target through international measures is a possibility.
4. Mr. Sedin presented Sweden's climate policy framework, which consists of a climate act, new targets for net zero GHG emissions by 2045 with negative emissions thereafter, and a climate policy council. The framework includes additional targets for 2030: domestic transport emissions are to be reduced by 70 per cent compared with the 2010 level and emissions from non-ETS sectors should be at least 63 per cent below the 1990 level. Present and future governments are required to set a long-term goal to reduce emissions. Under the Climate Act of 2017, Sweden produces an annual climate report and a climate action plan every four years.
5. Sweden has a wide range of complementary policy instruments: measures at both the EU and national level, a carbon tax (since 1991), subsidies, investment programmes, public awareness-raising initiatives (e.g. the provision of advice on energy and the climate), regulations (e.g. the EU mandatory emission reduction targets for new cars), municipal and nationwide planning processes (e.g. for public transportation), and research and development projects (e.g. in the energy sector).
6. Sweden has reduced emissions across the economy by implementing a broad range of climate actions prior to and after 1990 and is on track to overachieve its part of the EU 2020 pledge by a significant margin. Sweden has recently introduced a number of new policies, including an aviation tax on domestic flights; the Industrial Leap initiative, which provides financial support for Swedish industry to take the leap towards net zero emissions; a fee and rebate system for new vehicles; and a bonus for low-emission cars, light trucks and buses, and higher taxes for new higher-emission vehicles.
7. According to the Party's TRR/BR3,² total GHG emissions excluding emissions and removals from LULUCF decreased by 26 per cent between 1990 and 2017 across the whole economy, owing mainly to a shift from oil heating in buildings to district heating, which makes use of household waste and biomass products such as wood scraps from forestry, and to the use of carbon-free electricity and heat pumps. Sweden still faces challenges in reducing emissions from the transport, agriculture and industry sectors. Sweden has continued to maintain its carbon sinks through sustainable forest management.
8. Given that its emissions from the EU ETS sector are subject to an EU-wide cap, Sweden presented the projected level of emissions by 2020 from non-ETS sectors under the WEM scenario, which according to the Party's TRR/BR3 is 30.3 per cent below the 1990 level. Sweden expects to exceed its target under the WEM scenario.

¹ <https://unfccc.int/MA/Sweden>.

² FCCC/TRR.3/SWE.

9. The opening presentation was followed by interventions and questions from the following delegations: China, India and Switzerland. The questions related to how Sweden will develop its use of electric vehicles to reduce GHG emissions; the fossil fuel alternatives for heating in the residential sector; the mitigation measures Sweden has taken to reduce emissions from its hydrogen production facilities; the legal regime for Sweden's Ordinance on Climate Reporting and its methodology; how the national Climate Act of 2017 imposes responsibility on current and future governments regarding climate targets and clear progress, including how, for the benefit of other Parties, Sweden ensures a stable policy framework for long-term climate targets, and which safeguards prevent the targets being overthrown or modified by future governments; and the rules and composition of the Swedish Climate Policy Council.

10. In response, Sweden explained that its bonus-malus system, which rewards the owners of low-emission cars and penalizes the owners of higher-emission cars, helps to reduce emissions from the transport sector. Sweden outlined that the reduction in residential emissions has taken place over a number of years, through the provision of grants to increase district heating, the use of biofuels from forestry and household waste, and the use of insulation and energy-efficient heat pumps. The new incentive programme Industrial Leap aims to find solutions to the problem of increasing emissions from hydrogen production.

11. The legal regime for the Ordinance on Climate Reporting includes formal agreements with the Environmental Protection Agency and other relevant agencies. The Ordinance has been revised to make it compatible with the requirements under the Paris Agreement and EU regulations. Regarding how Sweden ensures a stable policy framework, the Party stated that the law is legally binding for all governments regardless of their political priorities, making it harder to repeal, and comprises a form of public accountability, thereby promoting long-term climate policy. The terms of reference for the Climate Policy Council are laid down in the Ordinance. Members of the Council are appointed by the Government and all members have specific scientific competences.

12. Additional details of the answers to questions can be found in the recording of the session on the MA web page for Sweden.

Summary report on the multilateral assessment of the United Kingdom of Great Britain and Northern Ireland

1. The third MA of the United Kingdom of Great Britain and Northern Ireland took place on 25 June 2019. Questions for the United Kingdom had been submitted in writing two months before the working group session by the following delegations: Australia, Canada, China, Japan, Turkey and United States. A list of the questions received and the answers provided by the United Kingdom, as well as the webcast of the session, can be found on the MA web page for the United Kingdom.¹
2. The United Kingdom was represented by Huw Davies from the Department for Business, Energy and Industrial Strategy.
3. Mr. Davies made an opening presentation summarizing the United Kingdom's progress in implementation towards achieving emission reductions and removals related to its quantified economy-wide emission reduction target. As an EU member State, the United Kingdom 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. The United Kingdom's emission reduction target for non-ETS sectors is 16 per cent below the 2005 level by 2020.
4. Mr. Davies presented the United Kingdom's NDC under the Paris Agreement, which is a target to reduce GHG emissions by at least 40 per cent below the 1990 level by 2030. The United Kingdom has also set a long-term goal to reduce emissions by 80 per cent below the 1990 level by 2050.
5. According to the Party's TRR/BR3,² its total GHG emissions excluding emissions and removals from LULUCF decreased by 40.9 per cent between 1990 and 2016, owing mainly to a decrease in emissions from the energy sector, particularly at power stations as a result of a significant switch from the use of coal to the use of other less carbon-intensive fuels and renewables.
6. Mr. Davies presented key policies and measures for achieving the Party's target, including the Climate Change Act 2008, which introduced legally binding emission reduction targets for 2050 and carbon budgets that set a cap on emissions over successive five-year periods; Contracts for Difference, a mechanism to support low-carbon electricity generation; and the landfill tax, which applies charges on material going to landfill. Contracts for Difference and the landfill tax have proven to be particularly successful in reducing emissions from the energy and waste sectors, respectively. Conversely, the 2001 vehicle excise duty regime, which reduced taxation on lower-emission vehicles, did not achieve the desired result, eventually resulting in incentivizing the use of diesel vehicles, which had unintended negative consequences for air quality.
7. Mr. Davies also presented the United Kingdom's 2016 Clean Growth Strategy, which sets out the post-2020 strategy to lower GHG emissions, focusing on areas where clear co-benefits exist. The Strategy includes investments of more than 2.5 billion pounds sterling in low-carbon innovation up until 2021. This is the country's largest increase in public investment in research and science in the last 40 years. The Party is also legislating to set a new ambitious national target of net zero GHG emissions by 2050.
8. Given that its emissions from the EU ETS sector are subject to an EU-wide cap, the United Kingdom presented the projected level of emissions by 2020 from non-ETS sectors under the WEM scenario, which according to the Party's TRR/BR3 is 17.9 per cent below the AEA for 2020.
9. Mr. Davies explained that the United Kingdom is on track to meet its part of the EU effort-sharing decision for non-ETS sectors and that the United Kingdom's total emissions in 2020 are projected to be 46 per cent lower than in 1990.

¹ https://unfccc.int/MA/United_Kingdom.

² FCCC/TRR.3/GBR.

10. The opening presentation was followed by interventions and questions from the following delegations: Australia, India and New Zealand. The questions related to the national GHG inventory system, the implementation of the Clean Growth Strategy and the net zero emission target for 2050.

11. In response, the United Kingdom explained that its national inventory arrangements, with a private sector inventory agency undertaking the inventory compilation under the supervision of the Government, has been very successful. Contracting the inventory out has allowed the Party to access a wider range of expertise than exists within the Government. The intellectual property associated with the inventory is vested in the Government, thus ensuring a smooth handover should the inventory agency change at any time.

12. As an example of the implementation of the Clean Growth Strategy, the United Kingdom developed a road map to 2050 for the eight most heat-intensive industrial sectors, proposing a range of indicative pathways to show how carbon emissions can be reduced in those sectors. The previously mentioned plan to invest more than 2.5 billion pounds sterling in low-carbon innovation up until 2021 was also referred to.

13. The Government commissioned the Committee on Climate Change to reassess the United Kingdom's long-term emission reduction targets. In May 2019, the Committee published its recommendation of a new target: net zero GHG emissions by 2050. The Government is working on legislation to establish a net zero emission target by law.

14. Additional details of the answers to questions can be found in the recording of the session on the MA web page for United Kingdom.
