Session SBI45 (2016)

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Question by Japan at Wednesday, 31 August 2016

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

Type: Before 31 August

Title: Frequency of updating projections

How often are projection data updated or how often will they be updated in the future?

Answer by Czech Republic, Wednesday, 12 October 2016

The projection data are updated every 2 years in line with the Regulation (EU) No 525/2013 on a mechanism for monitoring and reporting greenhouse gas emissions and for reporting other information at national and Union level relevant to climate change and the frequency of updates is not envisaged to change in the future.

Question by Brazil at Wednesday, 31 August 2016

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

Type: Before 31 August

Title: CTF Table 3

Regarding mitigation actions referred to in “CTF Table 3 Progress in achievement of the quantified economy-wide emission reduction target: information on mitigation actions and their effects”, are there any current estimates of mitigation impacts since the respective years of implementation?

Answer by Czech Republic, Wednesday, 12 October 2016

For current estimates of the mitigation effects regarding adopted PAMs please see the attached file „GHG_Projection_PAMs.pdf“.

Attachment: GHG_Projection_PAMs.pdf

Question by Switzerland at Wednesday, 31 August 2016

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

Type: Before 31 August

Title: Climate policy development

In its 2nd BR, the Czech Republic mentions the new Climate Protection Policy under preparation by an Interministerial Working Group which will serve as a Low Carbon Development Strategy until 2030 and beyond.

Could the Czech Republic report on lessons learned to date from this important climate policy development process?

Answer by Czech Republic, Wednesday, 12 October 2016

The Climate Protection Policy of the Czech Republic has been prepared by the Ministry of the Environment in cooperation with the Interministerial working group for climate issues. This group includes relevant ministries (agriculture, industry and trade, transport, finance, foreign affairs etc.) as well as stakeholders (industry and NGOs representatives). The main lesson learned is that preceding cooperation and detailed discussions on expert level before official approval process enables better explanation and understanding of specific measures and policies. This is important for subsequent easier official approval process and later implementation as well.

For the 2030 horizon detailed policies, measures and projections have been included. For 2050 there is included an indicative target 80 % GHG reduction against 1990 and the scenarios after 2030 are more technology/fuel based. In June 2016 the government took note of the Climate Protection Policy draft and decided that it shall be submitted for the Strategic Environmental Assessment (SEA). The final adoption by the government (including SEA results) is expected by 31 March 2017.

Question by China at Monday, 29 August 2016

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

Type: Before 31 August

Title: transport emission

According to BR2 GHG emissions from the Energy sector (stationary combustion) and the Agricultural sector has been substantially decreased, but emissions from Transport have been growing constantly. Given the significant share of transport sector in the total emission and its increasing trend, has the Czech Republic set domestic sectoral emission reduction target and how will Czech Republic strengthen their efforts on mitigation

in transport sector in the future?

Answer by Czech Republic, Wednesday, 12 October 2016

Despite a recent period of decreasing emissions from transport, based on long term trends, transport is still a key GHG emission sector in the Czech Republic. The mix of PAMs in the transport sectors includes e.g. economic instruments (taxes, congestion charges, road tolls), more stringent regulation (emission limits and standards, minimal share of biofuels) and incentives for quicker renewal of car fleet and increased use of alternative drives, including the development of infrastructure for alternative drives (EV, CNG, LPG or plug-in hybrids). Other important measures are focused on increasing the attractiveness and effectivity of public transport, including incentives for new cycling infrastructure development.

Question by China at Monday, 29 August 2016

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

Type: Before 31 August

Title: assumption on carbon price

We noticed that the carbon price assumptions for the year 2025 and 2030 in Tab.5-5 of Czech's BR2 is inconsistent with values recommended by EU in CTF TABLE5. Could the Czech Republic provide further clarification regarding this matter?

Answer by Czech Republic, Wednesday, 12 October 2016

For carbon price the Czech Republic has used the recommended parameters from the document „Recommended parameters for reporting on GHG projections in 2015 (Final after consultation, 17 June 2014)". Most of the EU Member States used these recommended parameters for their projections but not all. TheEU-28 carbon price in EU CTF Table 5 has been derived as weighted average of the values of carbon prices as reported by Member States under the Monitoring Mechanism Regulation in 2015.

Question by China at Monday, 29 August 2016

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

Type: Before 31 August

Title: projections

It is stated in BR2 that, GHG emission projection of year 2025 is 2.3 Mt CO2eq lower than that in previous projections, despite that the construction plan of new nuclear power plants is postponed from the period 2020-2025 to 2030-2035 according to Chapter 5 of BR2. What are the major drivers which have been taken into account in the current projection for the emission reduction before 2025?

Answer by Czech Republic, Wednesday, 12 October 2016

In short to medium term the emission reductions in the Czech Republic are driven especially by the investments financed from the EU Structural Funds, e.g. measures increasing energy efficiency and use of renewable energy. More stringent emission and pollution standards and limits for energy and industrial installations resulting from the EU legislation are also important drivers. This in combination with depleting domestic coal reserves leads to decommissioning a part of coal power generation capacity. Moreover decrease of GHG emissions is also linked with gradually increasing renewable energy generation in electricity and heat production.

Question by China at Monday, 29 August 2016

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

Type: Before 31 August

Title: Climate Protection Policy

In 2015, after the establishment of the inter-ministerial working group for climate change, the Climate Protection Policy document has been published. Could the Czech Republic reveal more information on the key differences between this document and former National Programme?

Answer by Czech Republic, Wednesday, 12 October 2016

The former National Programme was adopted in 2004 under different circumstances when the Czech Republic has just joined the EU. The new Climate Protection Policy is aimed at detailed mitigation policies and measures and reflects current social and economic development as well as new EU legislation and political and science progress. The original National Programme included both the mitigation and adaptation parts at a relatively general level. The Czech Republic has already adopted a separate National Adaptation Strategy in 2015 and currently a National Implementation Plan on Adaptation is being prepared. Other key difference is that the Climate Protection Policy should also serve as a low carbon development strategy and therefore also includes an outlook and indicative reduction target

by 2050.

In June 2016 the government took note of the Climate Protection Policy draft and decided that it shall be submitted for the Strategic Environmental Assessment (SEA). The final adoption by the government (including SEA results) is expected by 31 March 2017.

Question by China at Monday, 29 August 2016

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

Type: Before 31 August

Title: sectoral mitigation targets

To achieve the emission reduction target for non-ETS target under the EU-ESD, has Croatia formulated any sectoral goals?

Answer by Czech Republic, Wednesday, 12 October 2016

We expect that the Czech Republic will fulfill its 2020 non-ETS target and therefore no specific goals have been introduced or adopted for the individual non-ETS sectors yet. Also the non-ETS targets for individual Member States for the period 2021 – 2030 have not been adopted yet and are currently under discussion. However, specific goals or carbon budgets for individual sectors could be introduced in future if the Czech Republic will have any problems in reaching its non-ETS targets.

Question by China at Monday, 29 August 2016

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

Type: Before 31 August

Title: base year emission of F-gases

Czech Republic referred 1990 to be the base year for F-gases listed in table 3-1 during the technical review. However, in table 2-1 of BR2, HFCs, PFCs and NF_3 emissions are reported as 'not estimated' until 1995. Could Czech Republic provide further clarification regarding this inconsistency?

Answer by Czech Republic, Wednesday, 12 October 2016

Like most of the EU Member States the Czech Republic has adopted 1995 as base year for HFCs, PFCs, SF_6 and NF_3. However, the EU in its INDC stated 1990 as base year for all GHGs and therefore it is included also in CTF table 2(b). This inconsistency will be addressed in the next BR submission by the Czech Republic as required by the TERT.

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