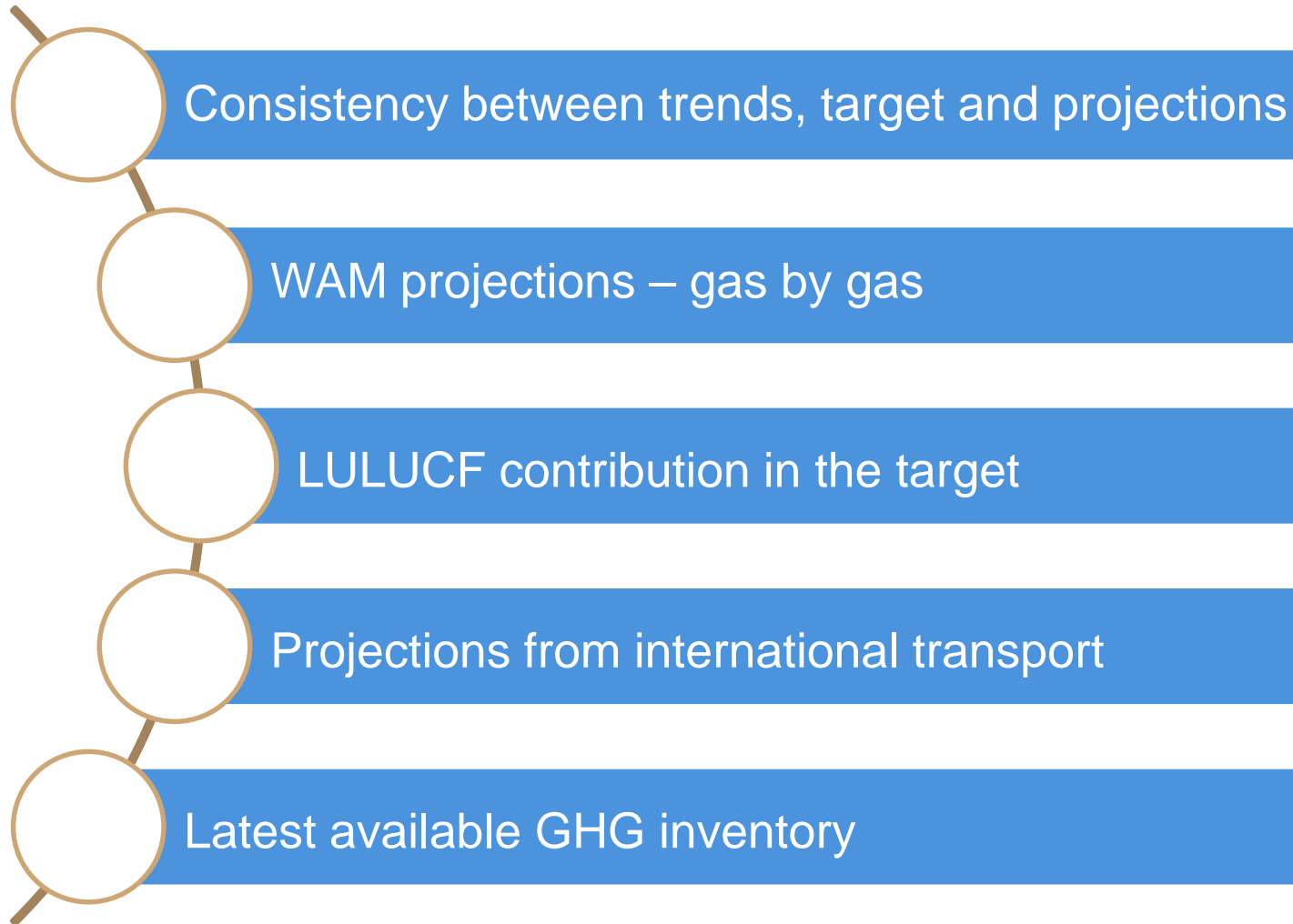


RPG 2017 – New issues in GHG trends, projections and target

Bonn, Germany, 6-7 March 2017

Outline of the presentation



Consistency between trends, projections and target

Reporting requirement(s):

- According to the UNFCCC reporting guidelines on inventories (para 28), inventory shall contain information on following GHGs: CO₂, CH₄, N₂O, PFCs, HFCs, SF₆ and NF₃;
- According to the current NC reporting guidelines (para 34 and 35), projections shall be presented on a sectoral basis, to the extent possible; and projections shall be presented on a gas-by-gas basis for the following GHGs: CO₂, CH₄, N₂O, PFCs, HFCs and SF₆;
- New draft NC reporting guidelines includes NF₃ (shall requirement, para 32)
- According to the BR reporting guidelines (para 5), description of Party's target shall include, *inter alia*, gases and sectors covered in the target.

Review challenge:

How to review consistency between trends, projections and target with regards to inclusion of LULUCF and NF₃?

Consistency between trends, projections and target

Example:

*The ERT noted that CTF table 6(a) does not include the required information on LULUCF sector projections for 2020 or 2030. Canada explained in its BR2 that it would be misleading to report projections for LULUCF since it is in the process of developing a new estimation methodology that would significantly affect projected LULUCF emissions as it removes the impacts of natural disturbances from the estimates of managed forest emissions and removals. **The ERT recommends that Canada improve the completeness of its reporting by including, in its next BR, the information on projections for the LULUCF sector.***

Consistency between trends, projections and target

Suggested approach:

- Complete reporting on projections **does not depend** on whether particular sector or gas is included or excluded in the target or what kind of accounting approach is applied → **Parties must include in their GHG inventory and projections all gases and sectors (to the extent possible only for projections)**
- However, if certain gas or sector is included in a target and is not included in projections, ERT could not completely assess progress towards target → **this is relevant for the assessment of progress**
- The ERT should recommend that the Party include projections for missing gas (e.g. NF_3) or sector, to the extent possible (e.g. LULUCF)

Requirement to present on gas-by-gas basis in ‘with additional measures’ projections

Reporting requirement(s):

- According to the NC reporting guidelines: Parties **may** report ‘without measures’ and ‘with additional measures’ projections (para 28), ... projections **shall** be presented on a gas-by-gas basis (para 35).

Review challenge:

How to treat a reporting requirement to present on a gas-by-gas basis the ‘with additional measures’ projections?

Suggested approach:

- In cases when the ‘with additional measures’ projections are reported, these projections have to be presented on a gas-by-gas basis, similar to WEM.
- The ERT should check whether the ‘with additional measures’ projections are presented on gas-by-gas basis and by sector. If these non-mandatory projections are not presented on gas-by-gas basis, the ERT should formulate a recommendation to the Party.

Contribution of LULUCF units for achievement of the target

Reporting requirement(s):

- According to BR reporting guidelines (para 9)., for the base year, information reported on the emission reduction target shall include the following:
 - a) Total GHG emissions, excluding emissions and removals from the LULUCF sector;
 - b) Emissions and/or removals from the LULUCF sector based on the accounting approach applied taking into consideration any relevant decisions of the COP and the activities and/or lands that will be accounted for; and
 - c) Total GHG emissions, including emissions and removals from the LULUCF sector;

Review challenge:

How to review the contribution of LULUCF units towards achieving its target?

Contribution of LULUCF units for achievement of the target

Example:

The ERT noted that the information reported by Romania on the contribution of LULUCF to progress in the quantified economy-wide emission reduction target in the textual part of the BR2 (section 3.4) differs from that reported in CTF table 4.

Although Romania indicated in the textual part of the BR2 that the contribution from the LULUCF sector is not included in the joint EU quantified economy-wide emission reduction target under the Convention, CTF table 4 includes contributions from the LULUCF sector for the years 2010–2012. During the review, in response to a question raised by the ERT, Romania confirmed that it does not intend to use the contribution of the LULUCF sector to achieve its target.

The ERT recommends that, in order to enhance the transparency of its reporting, Romania ensure consistency between the information on the contribution from LULUCF in the textual part of the BR and that in CTF table 4, including by using custom footnotes and/or the notation key “NA” in CTF table 4 in its next BR submission.

Contribution of LULUCF units for achievement of the target

Suggested approach:

- If inconsistent information is provided on the contribution of LULUCF units towards achieving its target, or if a Party erroneously reports in BR CTF table 4 the contribution from LULUCF (e.g. the Party does not account for LULUCF units in its target, or the Party presented Kyoto Protocol specific data, such as Assigned Amount Units, instead of Convention data), it is essential for the ERT to clarify this with the Party during the review and reflect the correct information in the TRR and in the table of the TRR on progress. The ERT should:
 - a) Note in the review report the reported information;
 - b) Assess what the correct information should be;
 - c) Provide a recommendation for the Party to enhance the transparency of its reporting by providing the correct information in its next submission.

For example, the Party may add a footnote in CTF table 4(a)II explaining that the LULUCF is not covered by the target.

Contribution of LULUCF units for achievement of the target

Suggested approach (cont.):

- For all Parties that include LULUCF in their target under the Convention, the ERT should include the information reported (either in the BR CTF tables or during the review) on “LULUCF emissions/removals” in the table of the TRR on progress. Calculation check: “Emissions including LULUCF” should be the sum of “Emissions excluding LULUCF” and “LULUCF emissions/removals”.
- For all Parties that do not include LULUCF in their target under the Convention, the ERT should use the notation key “NA” (not applicable) for “LULUCF emissions/removals” and “Emissions including LULUCF” in the table of the TRR on progress (this applies to all EU MS).

Projections of maritime and aviation emissions

Reporting requirements:

NC : Projections **shall be presented on a sectoral basis, to the extent possible**, using the same sectoral categories used in the policies and measures section. (para.34)

- To ensure consistency with inventory reporting, emissions projections related to fuel sold to ships and aircraft engaged in international transport **shall, to the extent possible, be reported separately and not included in the totals**. (para.36)

BR : Each Annex I Party shall report the updated projections for 2020 and 2030 consistent with the NC reporting guidelines. (para.11)

Review challenge:

- “shall, to the extent possible”: how, and to what extent, the application of this requirement should be strict?
- What is the reason for the Party not reporting separately?
 - CRF table 1D for annual GHG inventory submission provides the consumption data and emissions of international bunker fuels separately from domestic aviation/navigation.
 - For many Parties, policies are guided by the ICAO/IMO and the EU.

Projections of maritime and aviation emissions

Example 1:

The description in the BR:

“The anticipated fuel consumption for aircrafts used for civil international flights is provided in table below. It was also taken into account that international aviation GHG trends will follow the same trend as projected in civil aviation subsector.”

The ERT found that no separation in the projection. No quantified information on the international bunker emissions projection in the BR/CTF.

ERT findings in the TRR

*In the BR2 and CTF table 6(a), Lithuania did not report separately on the projections of emissions from fuel sold to ships and international aircraft as required by the UNFCCC reporting guidelines on BRs. Furthermore, these emissions were included in the totals. During the review, Lithuania clarified that it is possible to report such projections separately. To improve transparency, **the ERT recommends that Lithuania report separately, to the extent possible**, its emission projections related to fuel sold to ships and aircraft engaged in international transport in its next BR and not to include them in the totals.*

Projections of maritime and aviation emissions

Example 2:

The BR includes sub-section of the projection of emissions from international bunker, separately from other sectoral projections

***International bunkers** -Policies and measures in the WM projection*

“Finland has participated actively in IMO’s ...would result in considerable reductions of ...CO₂ emissions. In aviation the objective was to increase the use of biofuels so that the share would be 40 % in 2050, which is in line with the common EU target. “

Comparing projections provided in BR and CTF table 6 (a), the ERT can confirm that the emissions from international bunker are not included in the national total.

ERT findings in the TRR

*Finland reported in its BR2 and CTF table 6(a) ...Projections are presented as a total and on a sectoral basis, ...are also provided in an aggregated format for each sector and the total GHG emissions were prepared using GWP values from the IPCC AR4. Emission projections related to fuel sold to ships and aircraft engaged in international transport were **reported in textual format and were not included in the totals.***

Projections of maritime and aviation emissions

Suggested approach:

- As this pertains to mandatory reporting requirement, recommendation should be made to report projections separately, to the extent possible.
- Check how the projections of international aviation and maritime transport are reported in the BR/NC, and CTF tables

Use of latest available GHG inventory

Reporting requirement(s):

NC: The information provided in the national communication **should be consistent with that provided in the annual inventory information submission of the year in which the national communication is submitted**, and any **differences should be fully explained**. (para.10)

BR: The information provided in the biennial report **should be consistent with that provided in the most recent annual inventory submission**, and any differences should be fully explained. (para.2)

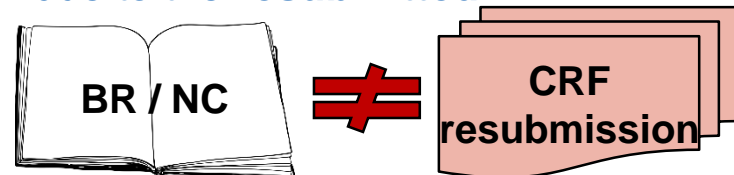
Review challenge:

- Which GHG inventory data should be reflected in the TRR?
 - During the review and drafting period, updated GHG inventory data from the ones reported in the BR/CTF tend to be available for the ERT.
 - Should the latest available data be reflected in the TRR?
 - If yes, what is the appropriate timing to fix the related values for drafting?

Use of latest available GHG inventory

Example 1:

- During the review, the ERT was informed by the Party the difference between the information in the inventory submission and the BR due to the **resubmitted inventory data** after the inventory review.



ERT findings in the TRR

*Hungary has provided a summary of information on GHG emission trends for the period 1990– 2011 in its BR1 and CTF table 1. This information is broadly consistent with the 2013 national GHG inventory submission. During the review, it was explained by the Party that there are differences in information reported on emission trends in the inventory submission and in the BR1, which are a consequence of the review of the 2013 annual submission. The additional information provided contributes to enhancing the transparency of reporting. **The ERT encourages Hungary to provide explanations for such observed inconsistencies as appropriate in the text of its next biennial report. To reflect the most recently available data, version 2.1 of the 2014 annual inventory data has been used as the basis for discussion in this report.** (TRR1 HUN)*

Use of latest available GHG inventory

Example 2:

- During the review, the latest annual inventory submission is made available.



ERT findings in the TRR

*Germany has provided a summary of information on GHG emission trends for the period 1990–2011. This information is fully consistent with the 2013 national GHG inventory submission. During the review, **the ERT took note of the 2014 annual submission. The relevant information therein is reflected in this report and presented in the following paragraphs.** (IDR6 DEU)*

*The United Kingdom provided in its NC6 a summary of information on GHG emission trends for the period 1990–2011. This information is fully consistent with the 2013 national GHG inventory submission. During the review, **the ERT took note of the 2014 annual submission, which includes updated GHG emission estimates and additional data for the year 2012. The relevant information therein is reflected in this report.** (IDR6 GBR)*

Use of latest available GHG inventory

Suggested approach:

- The ERT takes note of the latest data/submission.
- The ERT should **factually reflect** historical GHG emissions data **in the TRR** using the **latest available GHG inventory** data/submission, provided by the Party to the ERT, or submitted as official GHG inventory submission, **at the time of the review week**.
- Description of the national inventory arrangements should be reviewed as reported in the BR/NC submission, if not specified otherwise by the Party under review.