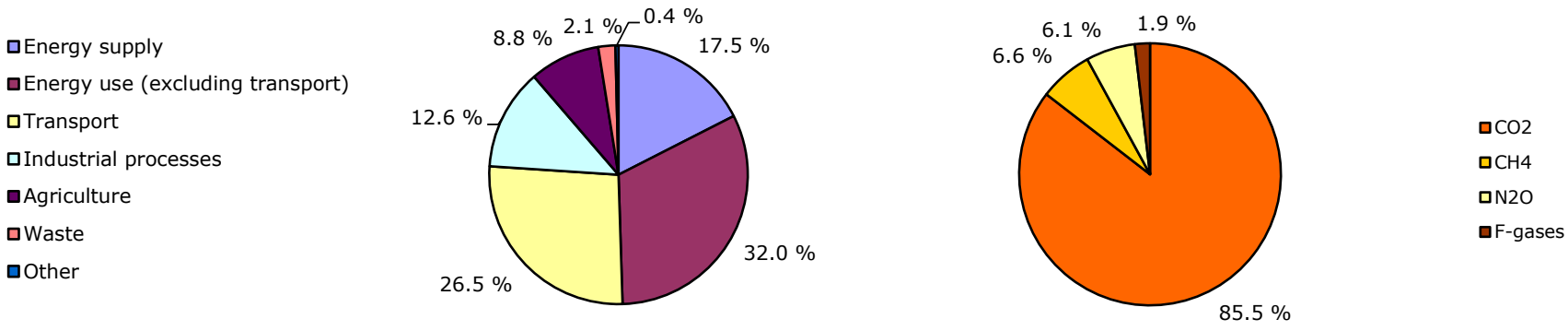
GHG trends and projections in Austria

European Environment Agency

Key GHG data ([1])	1990	2008	2009	2010	2011 ([2])	2012	1990–2011	2010–2011 ([2])
Average 2008–2012 target under the Kyoto Protocol (Mt CO_2-eq.)		68.8	68.8	68.8	68.8	68.8		
Total GHG emissions (Mt CO_2-eq.)	78.2	87.0	79.7	84.6	81.9	n.a.	4.8%	-3.1%
GHG from international bunkers ([3]) (Mt CO_2-eq.)	0.9	2.2	1.9	2.1	2.1	n.a.	133.0%	1.4%
GHG per capita (t CO_2-eq. / capita)	10.2	10.5	9.5	10.1	9.8	n.a.	-4.6%	-3.5%
GHG per GDP (constant prices) ([4]) (g CO_2-eq. / euro)	451	325	310	322	302	n.a.	-33.1%	-6.1%
Share of GHG in total EU-27 emissions (%)	1.4 %	1.7 %	1.7 %	1.8 %	1.8 %	n.a.	27.2%	-0.6%
EU ETS allocated allowances (free + auctioning)		30.2	32.4	33.1	33.2	n.a.		0.3%
EU ETS verified emissions - all installations ([5]) (Mt CO_2-eq.)		32.1	27.4	30.9	30.6	n.a.		-1.0%
EU ETS verified emissions - constant scope ([6]) (Mt CO_2-eq.)		32.1	27.3	30.7	30.4	n.a.		-0.9%
Share of EU ETS verified emissions (all install.) in total GHG (%)		36.9 %	34.3 %	36.5 %	37.3 %	n.a.		2.2%
ETS verified emissions compared to annual allowances ([7]) (%)		106.4%	84.5%	93.4%	92.2%	n.a.		-1.3%
GHG emissions in the non-ETS sectors		54.9	52.4	53.7	51.3	n.a.		-4.3%
Equivalent annual target for non-ETS GHG emissions		38.6	36.4	35.7	35.6	n.a.		-0.3%

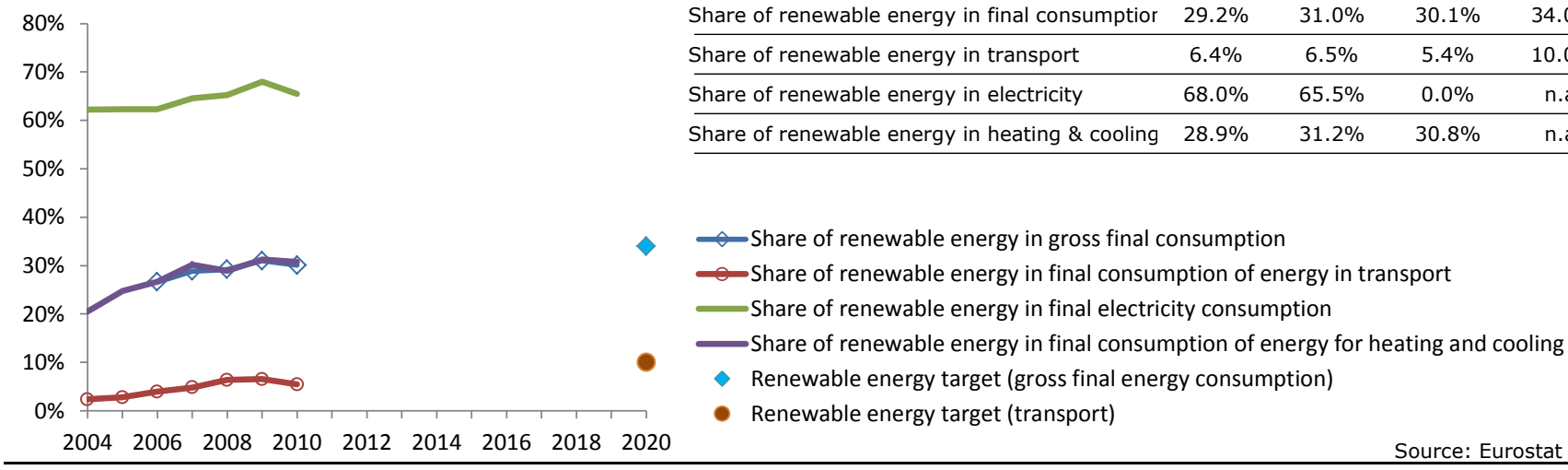
Share of GHG emissions (excluding international bunkers) by main source and by gas in 2010 ([1]) ([8])



Assessment of short-term GHG trend (2009–2010)

The decreasing trend in emissions since 2005 has been interrupted by an increase between 2009-2010 (+ 6.1%) due to the recovery after the weak economic situation in 2009. Reasons for the rise in emissions 2010 compared to 2009 were the increased amount of fuel consumed in the transport sector (mainly in freight transport on road), the increased demand for electricity and the rise in industrial production of energy-intensive products (steel). In addition, weather circumstances (cold and dry climate conditions) contributed to the emissions increase, affecting emissions for heating demand as well as hydro power generation.

Key data and trends on renewable energy	2008	2009	2010	2020 target
Share of renewable energy in final consumptior	29.2%	31.0%	30.1%	34.0%
Share of renewable energy in transport	6.4%	6.5%	5.4%	10.0%
Share of renewable energy in electricity	68.0%	65.5%	0.0%	n.a.
Share of renewable energy in heating & cooling	28.9%	31.2%	30.8%	n.a.



Source: Eurostat

Source and additional information

Greenhouse gas emission data and EU ETS data www.eea.europa.eu/themes/climate/data-viewers

([1]) Total greenhouse gas emissions (GHG), GHG per capita, GHG per GDP and shares of GHG do not include emissions and removals from LULUCF (carbon sinks) and emissions from international bunkers.

([2]) Based on national estimate of 2011 emissions.

([3]) International bunkers: international aviation and international maritime transport.

([4]) Gross domestic product (GDP) in 2005 market prices - not suitable for a ranking or quantitative comparison between countries for the same year. GDP information for the year 1990 is not available for some countries. For this reason, the 'GHG per GDP' values presented in the '1990' column correspond to the following years: 1991 (EU-15, Bulgaria, Germany, Hungary and Malta), 1992 (Slovakia), 1993 (EU-27 and Estonia) and 1995 (Croatia). Source GDP: Annual macro-economic database (AMECO), European Commission, 2012.

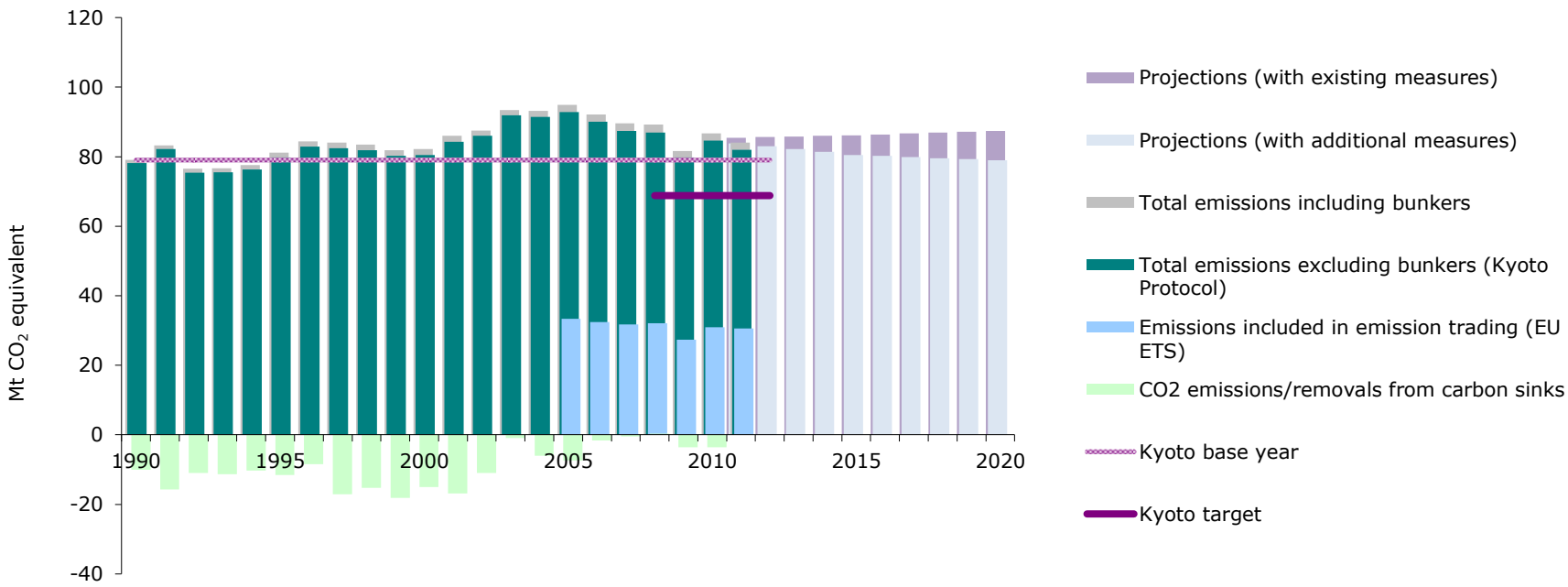
([5]) All installations included. This includes new entrants and closures. Data from the community independent transaction log (CITL) as of 31 July 2012. The CITL regularly receives new information (including delayed verified emissions data, new entrants and closures) so the figures shown may change over time.

([6]) Constant scope: includes only those installations with verified emissions available for 2008, 2009, 2010 and 2011.

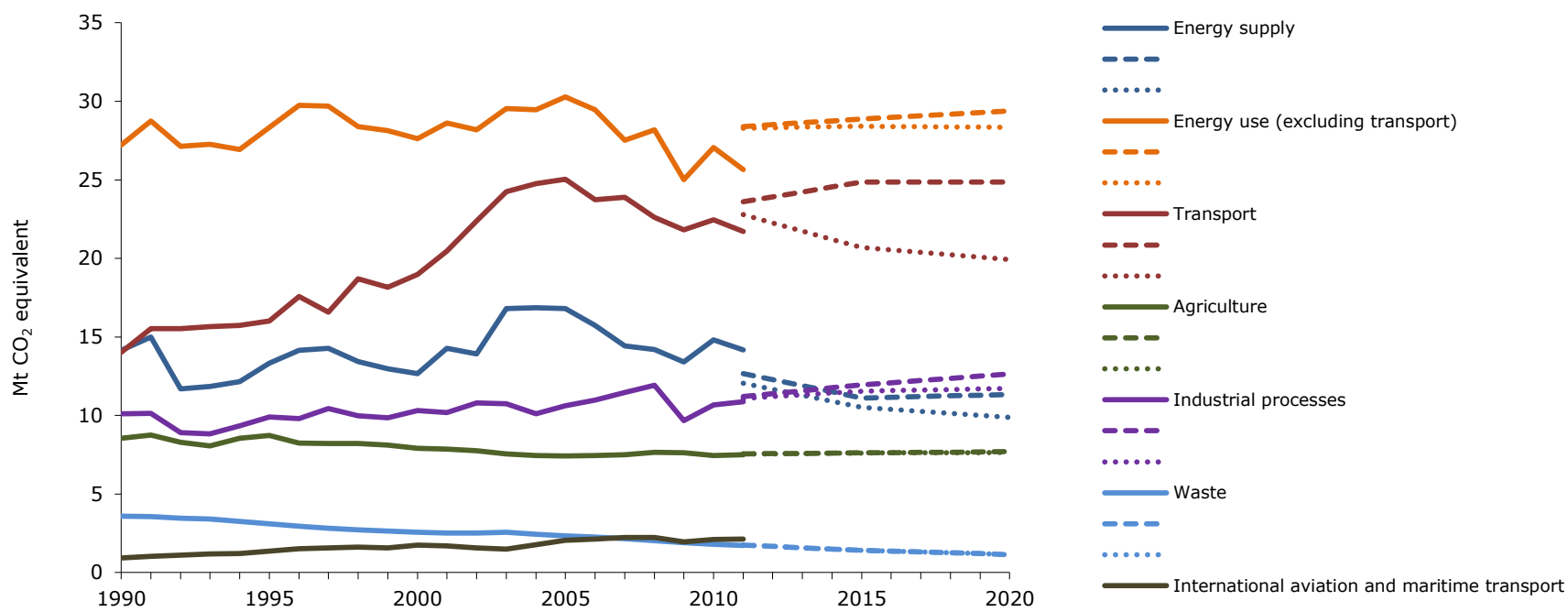
([7]) "+" and "-" mean that verified emissions exceeded allowances or were below allowances, respectively. Annual allowances include allocated allowances and allowances auctioned during the same year.

([8]) LULUCF sector and emissions from international bunkers excluded. Due to independent rounding the sums may not necessarily add up.

GHG trends and projections 1990–2020 — total emissions



GHG trends and projections 1990–2020 — emissions by sector

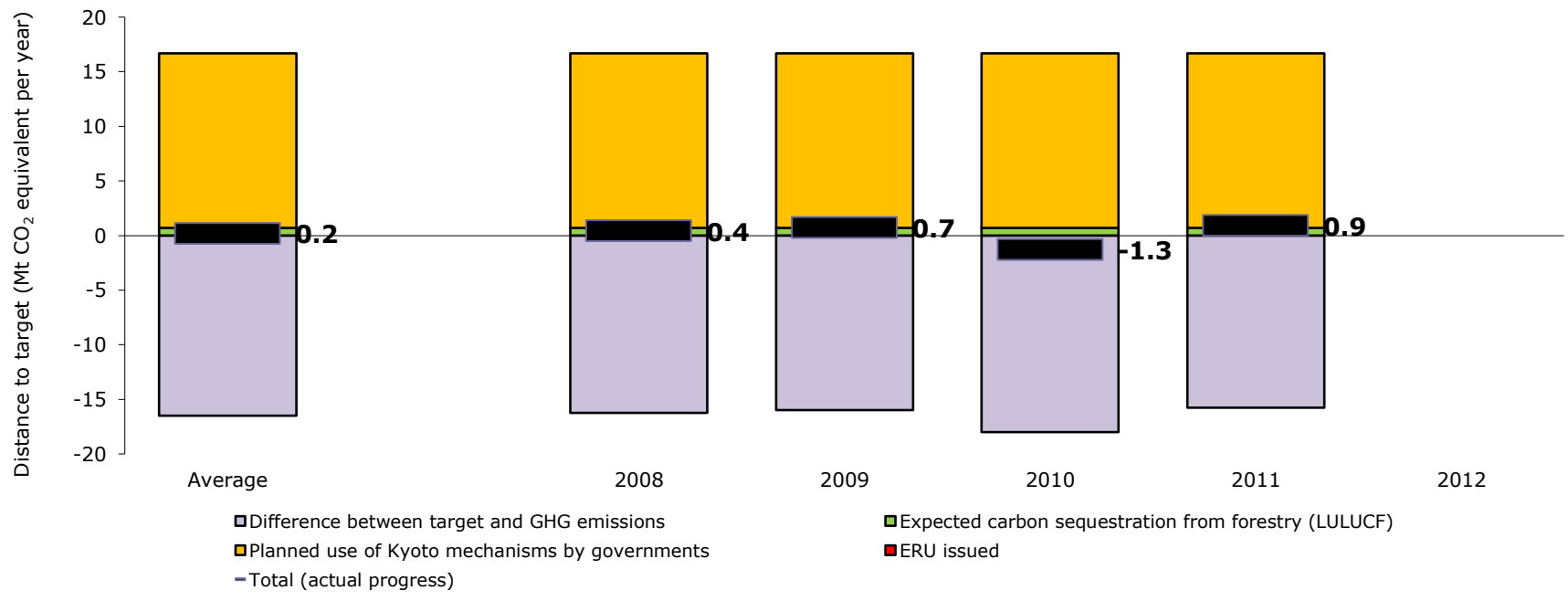


Note: GHG emission projections are represent either through dashed lines (with existing measures) or dotted lines (additional measures).

Source: National GHG inventory report, 2012; national proxy estimate of 2011 GHG emissions; national GHG projection data submitted in 2011.

Progress towards Kyoto target

Average 2008–2011 emissions in Austria were 5.4 % higher than the base-year level, significantly above the burden-sharing target of -13 % for the period 2008–2012. In the sectors not covered by the EU ETS, emissions were significantly higher than their respective target, by an amount equivalent to 20.9 % of base-year emissions. LULUCF activities are expected to decrease net emissions by an annual amount equivalent to 0.9 % of base-year level emissions. Austria intends to use the flexible mechanisms at government level by acquiring an amount of Kyoto units equivalent to 20.2 % of base-year emissions per year. Taking all these effects into account, average emissions in the sectors not covered by the EU ETS in Austria were standing below their target level, by a gap representing 0.3 % of the base-year emissions. Austria was therefore on track towards its burden-sharing target by the end of 2011. Austria adopted in April 2012 a plan to acquire an average 16 million Kyoto units per year of the commitment period (20.2 % of base-year emissions). This represents a significant objective to fulfil, considering that only 1.2 million units per year were actually delivered in Austria's Kyoto registry on average between 2008 and 2011. Austria now foresees a budget of EUR 611 million for the purpose of the Austrian JI/CDM Programme, starting in 2003 until the end of the commitment period.



Note: The difference between target and GHG emissions concerns the sectors not covered by the EU ETS. A positive value indicates emissions lower than the average target.