

Correlating GHG data M&V and EE M&V

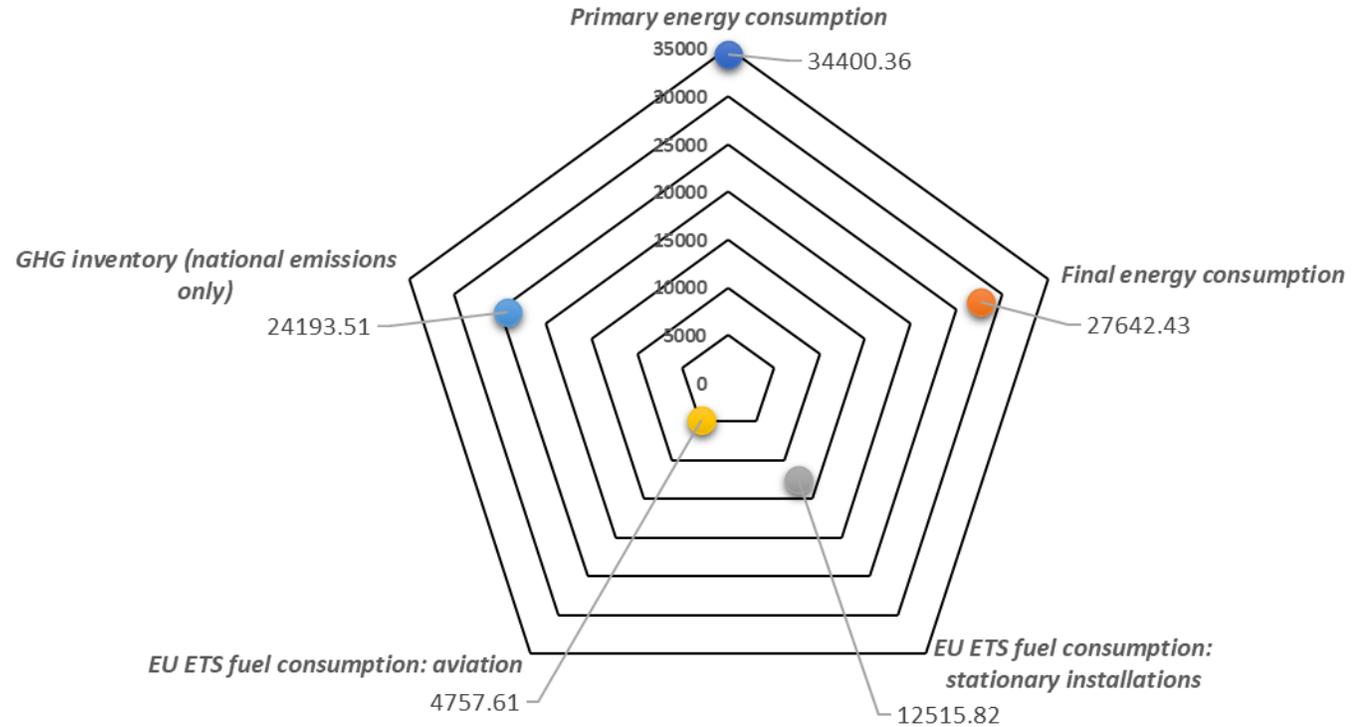
SAVIOUR VASSALLO
MALTA RESOURCES AUTHORITY

(Malta's GHG Inventory agency and
EU ETS/CORSIA competent authority)

How do fuel consumption volumes covered by different M&V scopes compare?

Malta's case...

Comparison of fuel consumption volumes (2018) covered by different M&V scopes (values in TJ)



Primary energy consumption: total energy demand of the country, includes consumption of the energy sector, losses during transformation (e.g. from oil or gas into electricity) and distribution of energy, and final consumption by end users.

Final energy consumption: total energy consumed by end users, such as households, industry and agriculture; the energy which reaches the final consumer's door excluding that which is used by the energy sector itself.

EU ETS stationary installations: fuel consumption for electricity generation within the (4 in Malta) installations covered by the scope.

EU ETS aviation: fuel consumption for all flights of airlines administered by the country: not all fuel supplied in Malta, not all airlines active to/from Malta, includes fuel acquired in other countries.

GHG inventory (national emissions only): all fuel consumption within the territory, across all activity categories: electricity generation, transport (road transport, domestic aviation, national navigation) industry, commercial/institutional, residential, other activities.

Some thoughts on ‘correlating’ M&V systems (1)

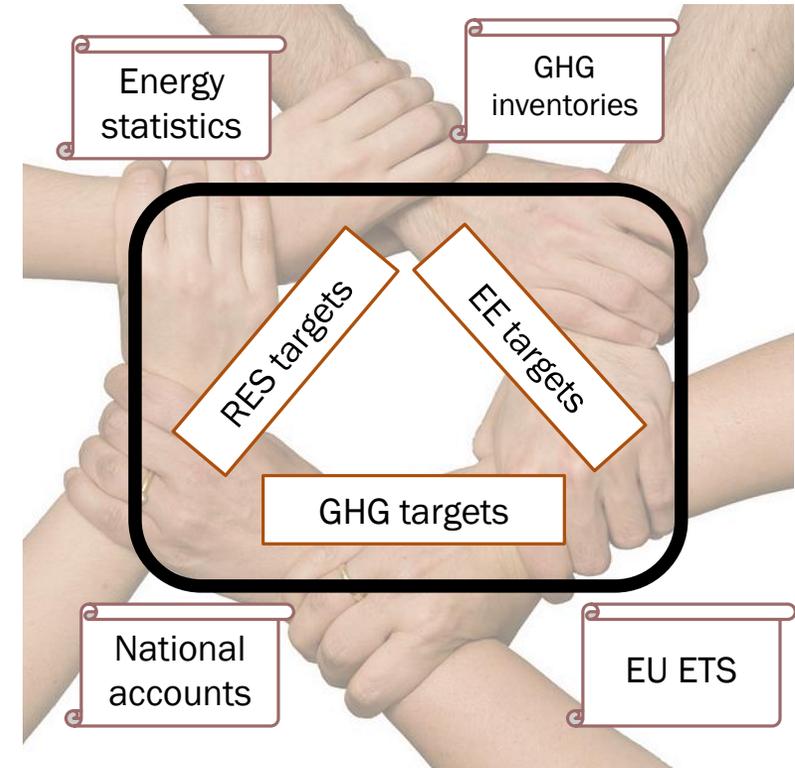
Different policy areas necessitate different perspectives and different scopes of coverage.

- **Primary/final energy consumption:** national energy source-based perspective, all energy sources (including imports).
 - **EU ETS:** installation (/airline)–specific perspective, installation (/airline) fuel use only independent of where acquired.
 - **GHG inventory** (national emissions): sector/category-based perspective covering all fuel use within territory.
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- EU ETS offers a robust M&V system, based on harmonized methodologies established by law, monitoring plans approved at national level and verification of data by accredited verifiers at installation (/airline) level.
 - Possible future extension of EU ETS to cover ‘all’ fossil fuel uses in the EU (as proposed in 2030 Climate Target Plan) would extend this robust M&V system to a much larger coverage of fossil fuel use in Member States.
 - GHG Inventory process based on harmonized methodological approaches through internationally accepted guidelines, standardized reporting approaches to ensure comparability, with emphasis on using recognized sources of national fuel data, such as energy statistics, and subject to expert peer review.

Some thoughts on ‘correlating’ M&V systems (2)

“Correlating”? “Integrating”? Or “Complementing”?

- Maybe the emphasis should be on different M&V regimes ‘complementing’ each other, and on using the relationships between data sets derived from different M&V systems to build a more comprehensive picture of the overall national (and EU) situation.
- Methodologies/guidelines would need to be devised to combine, interpolate, extrapolate different data sets to allow for a ‘like-with-like’ comparison.



Thank you.
