

## Reduced carbon emissions podgorica

Podgorica, May 11, 2021 - The transport sector is currently responsible for 20% of greenhouse gas emissions in Montenegro and offers great opportunities for a significant reduction in CO<sub>2</sub> in transport. In order to reduce emissions in the transport sector, Montenegro needs to encourage the transition to zero- and low-emission modes of transport, increase the use of cleaner fuels, and energy efficiency in transport.

In line with EU targets for reducing harmful emissions, in an effort to avoid dependence on fossil fuels and negative environmental impacts - Montenegro plans to take a number of steps that are in line with this concept. On that occasion, a consultative meeting was held related to the process of preparation of the project proposal titled Enabling paradigm shift towards low-carbon transport in Montenegro, which is to be submitted to the Green Climate Fund (GCF).

The goal of the project in preparation is to reduce the share of road traffic in total national greenhouse gas emissions, which will be achieved by creating a sustainable, inclusive transport system while achieving a balanced representation of public and passenger motor vehicle transport and wider use of electric and hybrid vehicles.

The imperative for Montenegro is energy-efficient traffic with the smallest possible share of private, passenger vehicles in the total vehicle fleet of the country. Reform of this sector has begun but the additional impetus is needed to achieve the desired long-term effects.

The Minister of Capital Investments in the Government of Montenegro, Mladen Bojanić, said during the meeting that the ministry is interested in the UNDP's initiative and the project that is in preparation, and which would enable a comprehensive paradigm shift in the transport sector and passenger transport in Montenegro.

Speaking about the recommendations of the Green Climate Fund, the United Nations Development Program (UNDP) Resident Representative Daniela Gašparikova pointed out that the key recommendation of that Fund was to increase the ambition of the proposed project in terms of achieving transformation in order to reduce GHG emissions in the transport sector.

Since the beginning of the COVID-19 pandemic, activities have been adapted, with funds being redeployed to support the preparation of additional strategic and policy documents with a view to strengthening Montenegro's environmental governance and enhancing its resilience.

In response to the third EPR, Montenegro identified air quality as a priority. The country has relatively good air quality in its coastal region, which benefits from short, mild winters and many windy days, while its central zone and the capital suffer from episodes of poor air quality due to heavy traffic year round and domestic

heating in winter. The northern region, with its harsh winters, is also exposed to emissions from household heating with coal and firewood.

Assisted by UNECE, the country has developed and adopted a set of legal, policy and guidance documents aimed at reducing air pollution, especially emissions of sulfur oxides (SO<sub>x</sub>), nitrogen oxides (NO<sub>x</sub>), particulate matter (PM), ammonia (NH<sub>3</sub>) and volatile organic compounds (VOCs).

The National Strategy integrates several elements, all of which were prepared with UNECE support, including: an analysis of air quality trends in the ten-year period 2009-2019 and an analysis of air quality during the COVID-19 outbreak; a programme of measures for reducing air pollution (Air Pollution Control Programme); and air quality plans for three air quality zones in Montenegro (northern, central and coastal).

The third EPR determined that the country's energy sector, comprising energy supply and consumption in the transport, residential and service sectors, had the highest share in greenhouse gas (GHG) emissions, accounting for 68 per cent of the total emissions in 2011 (72 per cent in 2015). The EPR also found that the Government was making efforts to raise public awareness on climate change and energy efficiency.

In 2019, Montenegro adopted a law on protection from the negative impacts of climate change, thus regulating the implementation of measures necessary to establish a comprehensive system for the reduction of GHG emissions. To meet the objectives of the Paris Agreement and global air quality targets, the transport sector needs to shift to low- and zero-emissions vehicles.

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