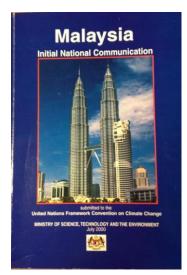
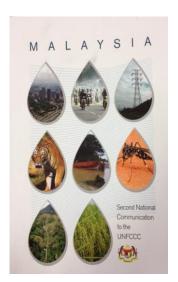


BRIEF HISTORY OF MALAYSIA'S NATIONAL REPORTING







3 March 2016

First Biennial Update Report (BUR)



27 September 2018

Third National Communication & Second BUR



Third Biennial Update Report– 27 September 2020



Second National Communication (INC)









Institutional Arrangement

- Cross cutting between the Ministries- requires heavy coordination of efforts and commitments.
- No reporting obligations by the stakeholders to the national focal point
- Difficulties in maintaining the experts/teams
- Lack of integrated system for data collection and management





- Data Quality
 - Completeness of the inventory according to the IPCC's sub-categories
 - Limitation of country-specific emission factors for key source categories. For example, emission factors for transportation
 - High cost of data collection and lack of resources to conduct survey- transportation
- Data confidentiality by the private sectors to provide activity data
- Difficulties in retaining the experts
- Insufficient of capacity building programmes for GHG Inventory





Mitigation Assessment

- No standard methodology established e.g calculation for rail based public transport
- Lack of experts on modelling- especially other sectors than energy- transportation, industrial processes, agriculture
- Data Quality
 - Insufficient of activity data on mitigation actions implemented- e.g fuel efficient vehicles
 - Limitation of country-specific emission factors e.g use the DEFRA vehicle emission factor gCO₂/km
- Absence of clear measurement, reporting and verification arrangements for long term targets
- Difficulties in retaining the experts
- Insufficient of capacity building programmes for GHG Inventory
- Lack of mitigation assessment on social and economic benefits (cost benefit analysis).



MITIGATION ACTIONS

RE Implementation through Feed-in Tariff mechanism

RE electricity generation by non-Feed-in Tariff

Net Energy Metering

Large Scale Solar

Large Hydropower

Efficient electricity consumption in all Federal Government ministry buildings

National Energy Efficiency Action Plan Programmes

Implementation of green building rating scheme

Rail based public transport

Use of energy-efficient vehicles

Use of palm-based biodiesel in blended petroleum diesel

Use of natural gas in vehicles

Emissions reduction in Oil and Gas operations

Paper recycling

Biogas recovery from palm oil mill effluent

Green Technology Financing Scheme

Sustainable management of forest

Huge effort required (cooperation and buy-in) to get number of fuel efficient vehicles because it involves cross cutting agencies under different Ministries

Ministry of Transport

Road Transport Department Malaysia

Ministry of International Trade and Industry

Malaysia Automotive Robotics and IoT Institute (MARii)





Insufficient financial resources to fulfill the reporting requirements -

- To assess more accurately the country's vulnerabilities in key sectors
- To conduct research for systematic observation, climate and sea level rise modelling
- To conduct continuous MRV





There were 2 ICAs conducted- First BUR & Second BUR

- Time and/or resources needed to review and respond to the feedbacks received from the TTE
- Cooperation from all stakeholders to attend the ICA



HOW DO WE OVERCOME THOSE CHALLENGES?



- National Steering Committee on Climate Change
- Establishing a National Climate Change Centre (NCCC)



Strengthening National Capacity for Effective
Implementation of the Paris Agreement



- Developing Mitigation & Adaptation Plans for Climate Change
- Drafting Climate Change Act 2021 Bill



- Strengthen the cooperation between the stakeholders and national focal point
- Identification of stakeholders and development of clear roles and responsibilities



Strengthen the database- enable archiving,
storage and retrieval of information



Thank You

< Presenter >

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