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An analysis of Malta's GHG Emissions

BY ECONOMIC ACTIVITY

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As a departing point it needs to be stressed that the Eurostat Air Emissions Accounts methodology differs from the methodology adopted under the statutory and strict reporting regime that every contracting party to the United Nations Framework on Climate Change is obliged to report on an annual basis reflecting its territorial emissions for the period 1990 - t-2. The methodology adopted by Eurostat is one which focuses on the notion of the 'residence' principle which is interpreted as the emissions of those businesses which are officially registered as Maltese residents on the national business registry, irrespective of whether their activity is carried out locally or outside of the territory. The two methodologies differ primarily in the context of how international or cross-boundary emissions are treated as Malta's national inventory excludes emissions generated outside of the Maltese territory.

The climate neutrality target progress monitoring under UNFCCC excludes the international and cross-boundary activities and is accountable only for the emissions generated domestically. On the other hand, the Air Emissions Accounts is based on "residence principle" whereby it attributes the emissions generated by a whole economic activity according to its residence.

Whilst one methodology is important in order to measure progress towards international commitments of climate action, the Air Emissions Accounts provides trends and developments at sectoral level providing indications supporting national governments in the development of policies and measures for climate action in a targeted manner.

In 2013 Malta emitted 0.07% of total emissions that the EU-27 generated based on the AEA methodology.

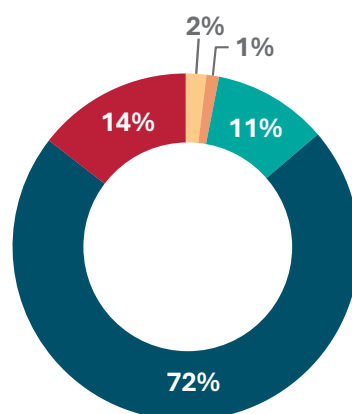
The latest statistics covering up to 2024 show that this percentage was on the upside and reached 0.21% by the end of the respective calendar year.

Emissions Profile

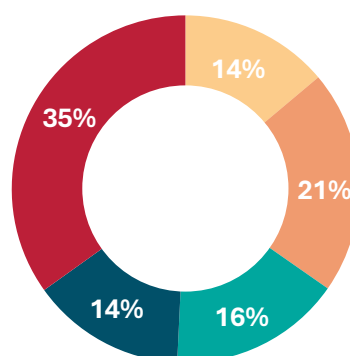
In 2024 the majority of Malta's emissions were stemming from one economic activity which is transport and storage and generated over 70% of total emissions. To a lesser extent electricity, gas, steam and air conditioning supply contributed to around 10% of total national emissions.

This contrasts significantly against the EU emissions profile.

Malta sectoral contribution to emissions 2024



EU 27 sectoral contribution to emissions 2024



- Agriculture, forestry and fishing
- Manufacturing
- Electricity, gas, steam and air conditioning supply
- Transportation and Storage
- Other aggregated sectors



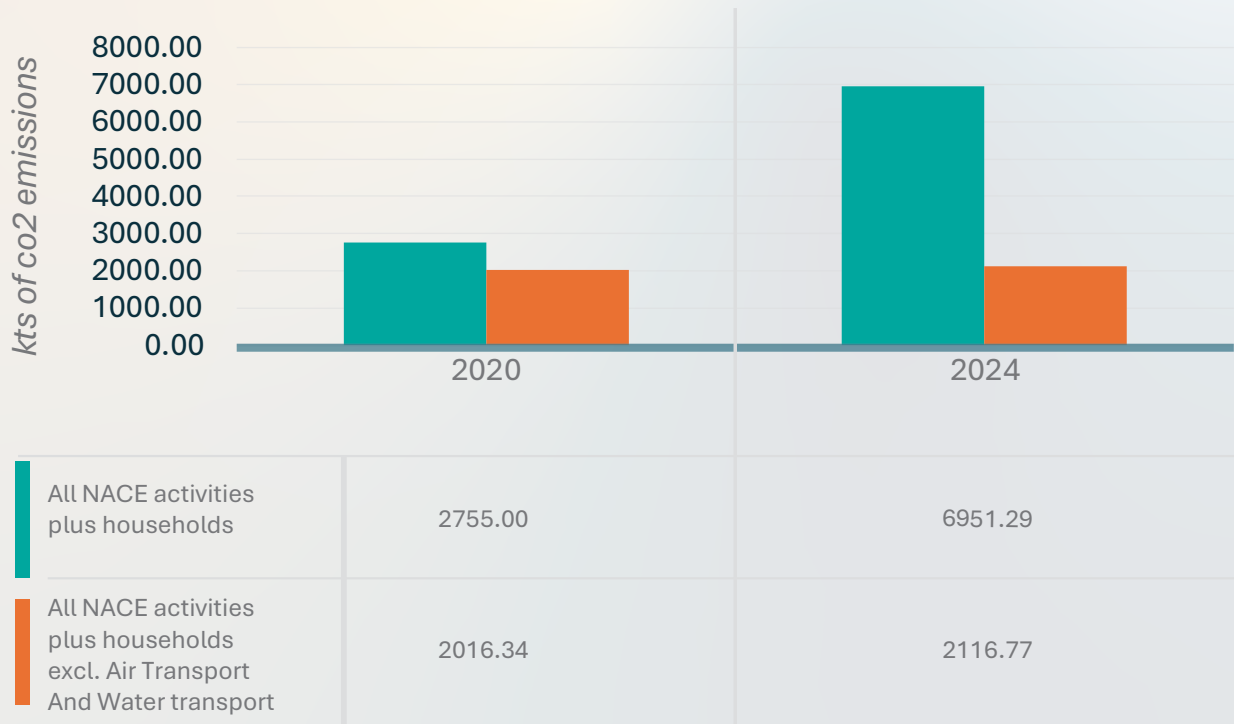
Emissions Trend

In the period between 2013 and 2024, Malta's sectoral emissions trend shows constant increases in various economic activities in line with the successive economic growths experienced by Malta in the same period under review. However, there is a visible outlier that has weighted significantly on the emissions trajectory of Malta due to its sudden rapid increase in emission generation.

The emissions generated by the aviation sector, with practically all emissions being of an international nature, became very prominent over the years when compared to the emissions generated by the rest of the economy. As a result, this has skewed the emission profile of Malta as this activity has a disproportionate statistical weighing on the final emission results

Malta Emissions

Considering All NACE activities vs excl.
Air transport and Water transport





Emissions Intensity

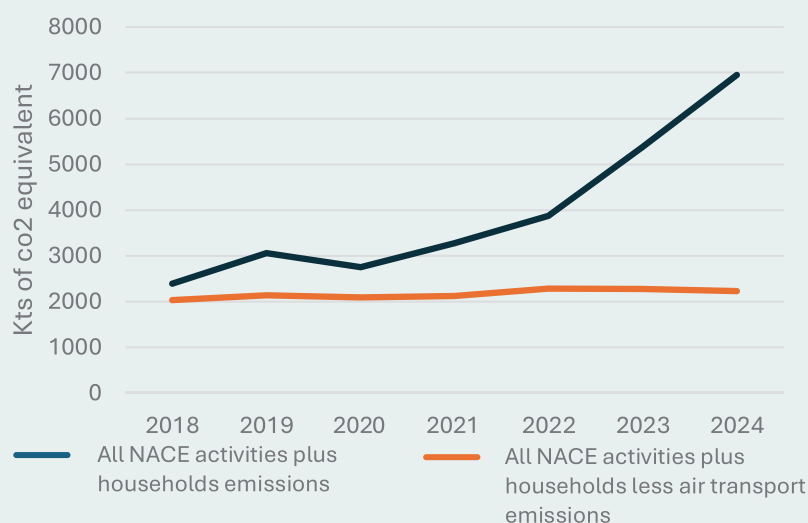
The relationship between emissions and economic performance reveals the intensity of emissions embedded within the real value of sectoral production, allowing policy makers to identify the economic sectors and niches that are decarbonising as they generate less emissions to be able to generate value added. In order to exclude impacts of different inflationary pressures across member states, Eurostat report presents such data in chain-linked volumes at base year 2020.

Malta's performance translates in an economy wide average growth rate in emission intensity (at 2020 chain linked values) of 16.6% between 2013 and 2024 while the EU 27 managed to lower its emission intensity by 34%.

It is evident that Malta's trends and developments in GHG emissions by economic activity is skewed owing to its unique characteristics, openness to trade and reliance on international economic activity (aviation and maritime).

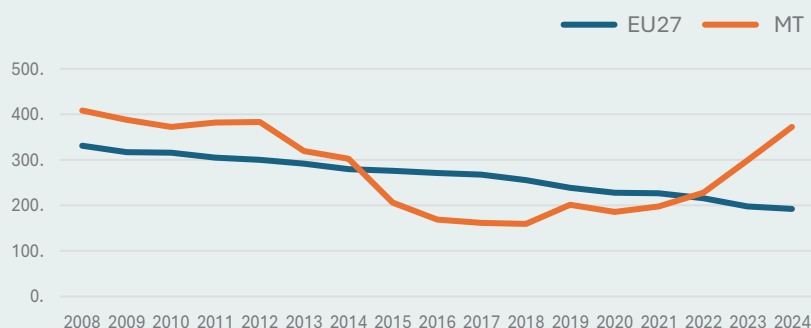
In fact, 76% of the total emissions of 2024 were generated by the transport and storage sector (specifically due to the sub-category pertaining to air transport). This contrasts with the same sector in the EU which has a share of only 18%.

Emissions (All sectors vs excl. air transport)



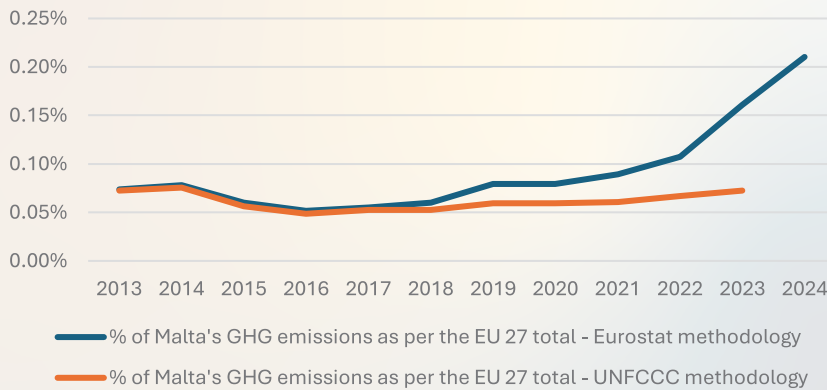
It is noteworthy that **there were drops in GHG emissions intensity in 2024 when compared to the period prior to 2013¹**. This can further be observed in the below.

GHG INTENSITY



¹This data set and its analysis are subject to change (vide note at the end of this factsheet)

% of Malta's GHG emissions as a share of EU27: Residence Principle

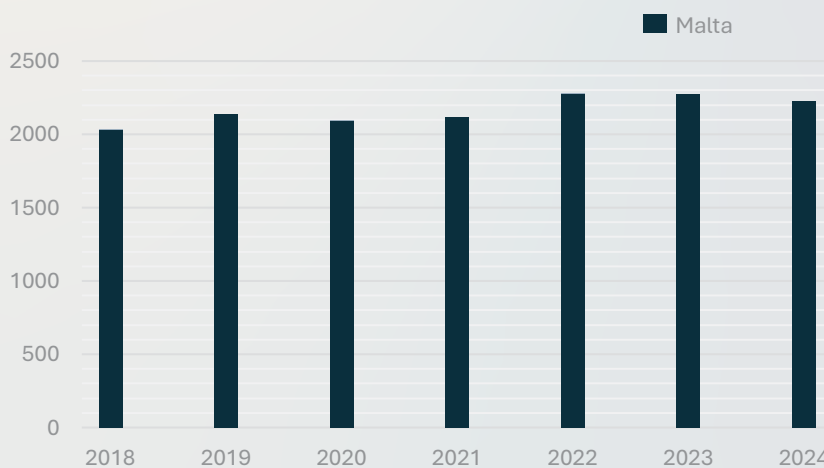


When eliminating the effects of international aviation, the results showcase a situation where emissions rose by only 9.6%.

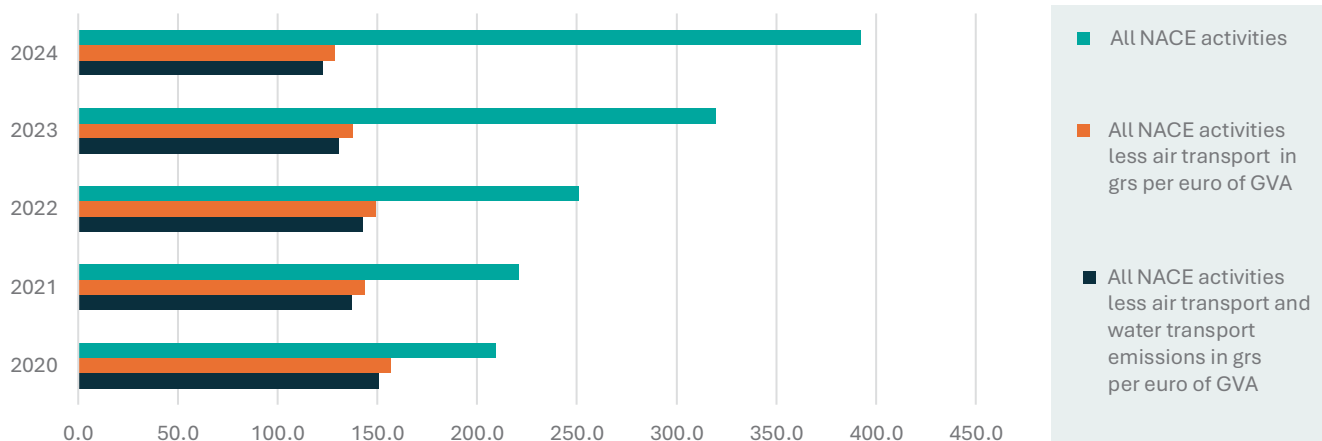
instead of 190.9% if this sector was to be excluded from the aggregate economic emissions.

Moreover, when the GHG intensity for Malta is worked out excluding air transport and maritime transport, one may note that GHG intensity per every euro generated between 2024 and 2020 in fact reduced by 19% rather than increased as per Eurostat's figures which summed up show a growth rate of 87.2%.

GHG annual performance less int. aviation (in kts)



MT Emission intensities in grs of co2



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