UNESCAP VIRTUAL EXPERT GROUP MEETING

ON CLIMATE CHANGE MITIGATION AND ADAPTATION FOR TRANSPORT IN ASIA AND THE PACIFIC

Opening remarks on the UN institutional framework for climate action
Bangkok, Thailand, Tuesday, 22 September 2020, 0730 Hrs CEST
Agenda

➢ The International treaties and regional/domestic implementation of treaties

➢ The institutional framework of the Global Climate Action

➢ The role of the transportation sector in meeting the Paris Agreement goals
The UNFCCC Process: Milestones

1990
- UNGA Resolution 45/212 Negotiating mandate and establishment of INC

1992
- Rio Earth Summit: Adoption of the UNFCCC in New York & opened for signature

1994
- UNFCCC enters into force

1995
- COP 1: The Berlin Mandate

1997
- COP 3: Adoption of the Kyoto Protocol

2001
- COP 7: The Marrakech Accords

2005
- Kyoto Protocol – entry into force
- CMP 1: Launch of negotiations for CP 2 under the KP

2009
- COP 15: The Copenhagen Accord

2010
- COP 16: The Cancun Agreements

2011
- COP 17: Launch of negotiations under Durban Platform for Enhanced Action (ADP)

2012
- COP 8: Doha Amendment to the Kyoto Protocol

2015
- COP21: Adoption of the Paris Agreement

2016
- Paris Agreement enters into force

2018
- COP24: Adoption of the Katowice Package
The UN Climate Change Regime – Legal Framework

**UNFCCC**

Main objective under Article 2 of the UNFCCC “To achieve stabilization of GHG concentrations in the atmosphere at a level that prevents dangerous anthropogenic [i.e. human-induced] interference with the climate system.”

**Kyoto Protocol**
Adopted 1997, EIF 2005
194 Parties

**Paris Agreement**
Adopted 2015, EIF 2016
194 Signatories, 189 Ratified

Main objectives under Article 2.1 of the Paris Agreement:

(a) hold global temperature increase to well below 2°C above pre-industrial levels and pursue efforts to limit it to 1.5°C

(b) increase the ability to adapt to climate change impacts and foster climate resilience and low GHG emissions development; and

(c) make finance flows “consistent with a pathway towards low GHG emissions and climate-resilient development”.
Structure of the Paris Agreement

Purpose (Art. 2)
Mitigation – Adaptation – Finance flows

All Parties to take and communicate efforts towards purpose + “progression over time” (Art. 3)

Mitigation (Art. 4)
- Peaking + rapid reductions + balance
- NDCs every 5 years + “progression”
- Long-term strategies

Adaptation (Art. 7)
- Capacity + resilience + vulnerabilities
- Cooperation + planning
- Adaptation communication

Finance (Art. 9)
- Assist developing countries
- Provision and mobilisation of support (differentiated)
- Biennial information ex ante (differentiated)

Technology (Art. 10)
- Fully realize tech development and transfer
- Strengthen cooperative action
- Support innovation

Capacity b. (Art. 11)
- Enhance capacity and ability of developing countries
- Cooperation
- Regular communication of CB activities

Sinks (Art. 5)
- Mechanisms (Art. 6)
L&D (Art. 8)
- Education (Art. 12)

Implementation and Compliance Mechanism (Art. 15)
- Trust + confidence + effective implementation
- Information on mitigation, adaptation and support (partly differentiated)
- Expert review + multilateral consideration

Stocktake every 5 years of collective progress towards purpose and long-term goals (Art. 14)

Source: Bodle/Donat/Duwe (2016) - modified
Global Climate Action under the UNFCCC Process

- **2014**: Climate for concerted global climate action to demonstrate the commitment of non-state actors.

- **2015**: At COP21 in Paris, ambitious climate action by all Parties and non-Party stakeholders urgently required to achieve the goals of the Paris Agreement, and is reflected in decision 1/CP.21.

- **2019**: Climate summit for global climate action to enhance ambitions.

- **2020**: way forward from 2020, through 2030 (45% decrease) to 2050 (carbon neutral)
The Marrakech Partnership engages in a variety of activities, including Regional Climate Weeks, the organization of meetings at Conferences of the Parties, the Global Climate Action Summit, the technical examination process on mitigation, etc.

**Climate Action Pathways**

The Climate Action Pathways outline the longer-term vision for a 1.5-degree climate-resilient world from the perspective of non-Party stakeholders and sets out actions needed to achieve that future.

**Tracking and Reporting**

The Marrakech Partnership has three principal reporting and tracking vehicles for capturing the breadth of climate action globally: the Global Climate Action portal, the Yearbook of Global Climate Action and the Summary for Policy makers. In addition, a periodical report is published on the achievements of the High-Level Champions and the Marrakech Partnership.
NAZCA Portal for Global Climate Action

18,119 actors representing 26,975 actions

Total actions 26,975

191 Countries
10,690 Cities
242 Regions
3,973 Companies
1,133 Investors
1,890 Organizations
149 Cooperative Initiatives
Climate Neutral Now

- Climate Neutral Now is an initiative launched by the UNFCCC secretariat in 2015 to encourage everyone in society to take action to help achieve a climate neutral world by mid-century, as enshrined in the Paris Agreement.
- Stakeholders can participate in the initiative through different ways including through hosting events as part of the initiative.
- The Climate Neutral Now is based on the 3 Step Method:
  - Measure
  - Reduce
  - Compensate
Transport: Cooperation with ICAO and IMO

• The UNFCCC secretariat also maintains a close relationship with the secretariats of The International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO).

• Cooperation between the three organizations is based on an efficient reciprocal exchange of information.

• The ICAO and IMO secretariats have been continuously providing reports and information on work relevant to the SBSTA.

• Special expert meetings are organized to address methodological issues relating to the estimation, compilation and reporting of GHG emissions data from international aviation and maritime transport.
Stakeholder Events on Transportation

• COP24 in Katowice: The Katowice Partnership for E-Mobility was launched, and the Governments of Poland and the United Kingdom launched the ‘Driving Change Together Partnership’ as a platform to “promote and recognize e-mobility as an essential part of the solution to climate change.”

• COP25 in Madrid: The Global Environment Facility (GEF) launched its Global E-Mobility Program that will help an initial group of 17 developing countries to set conducive policy and regulatory environments, ensure effective technology transfer, and facilitate private sector engagement and access to commercial finance for the introduction of e-vehicle fleets.
Role of the transport sector in achieving the goals of the Paris Agreement

- The transportation sector accounts for approximately 23% of energy-related CO2 emissions;
- Sustainable and clean transport systems is the need of the hour;
- Technological progress and innovation in recent decades is promising.
The IPCC in 2018 reported that:
• emissions from the transport sector increased by 2.5% annually between 2010 and 2015, and over the past half century the sector has witnessed faster emissions growth than any other.
• The transport sector is the least diversified energy end-use sector; the sector consumed 65% of global oil final energy demand, with 92% of transport final energy demand consisting of oil products.
• However, the Panel also identified that rapid growth of electric vehicle sales in passenger cars contributes to reduction of CO2 emissions, and more attention towards structural changes contributes to reduction of energy consumption.