

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



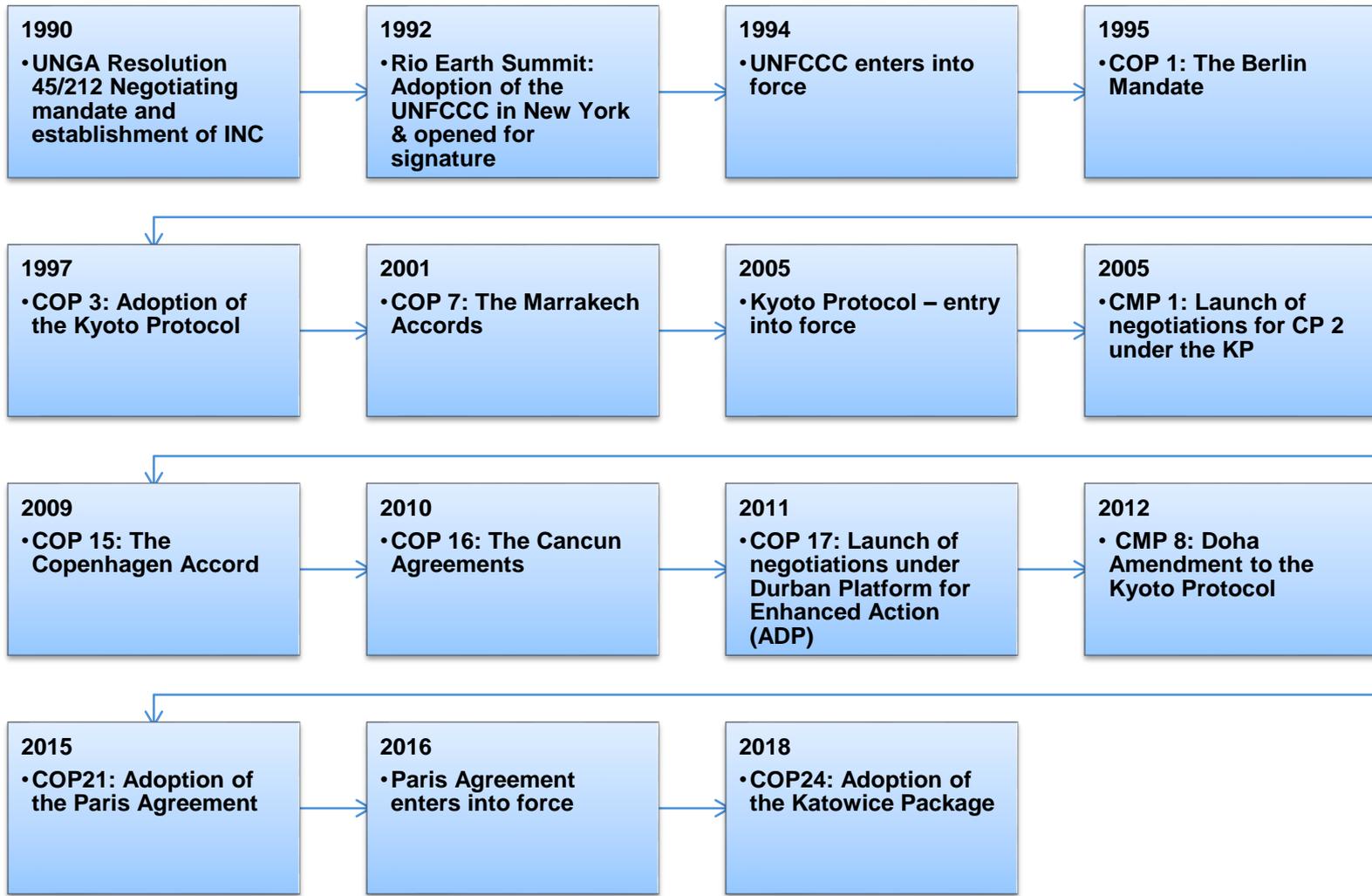
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UNFCCC secretariat, Legal Affairs division

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



The UN Climate Change Regime – Legal Framework

UNFCCC

Adopted 1992, in force 1994, 197 Parties

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

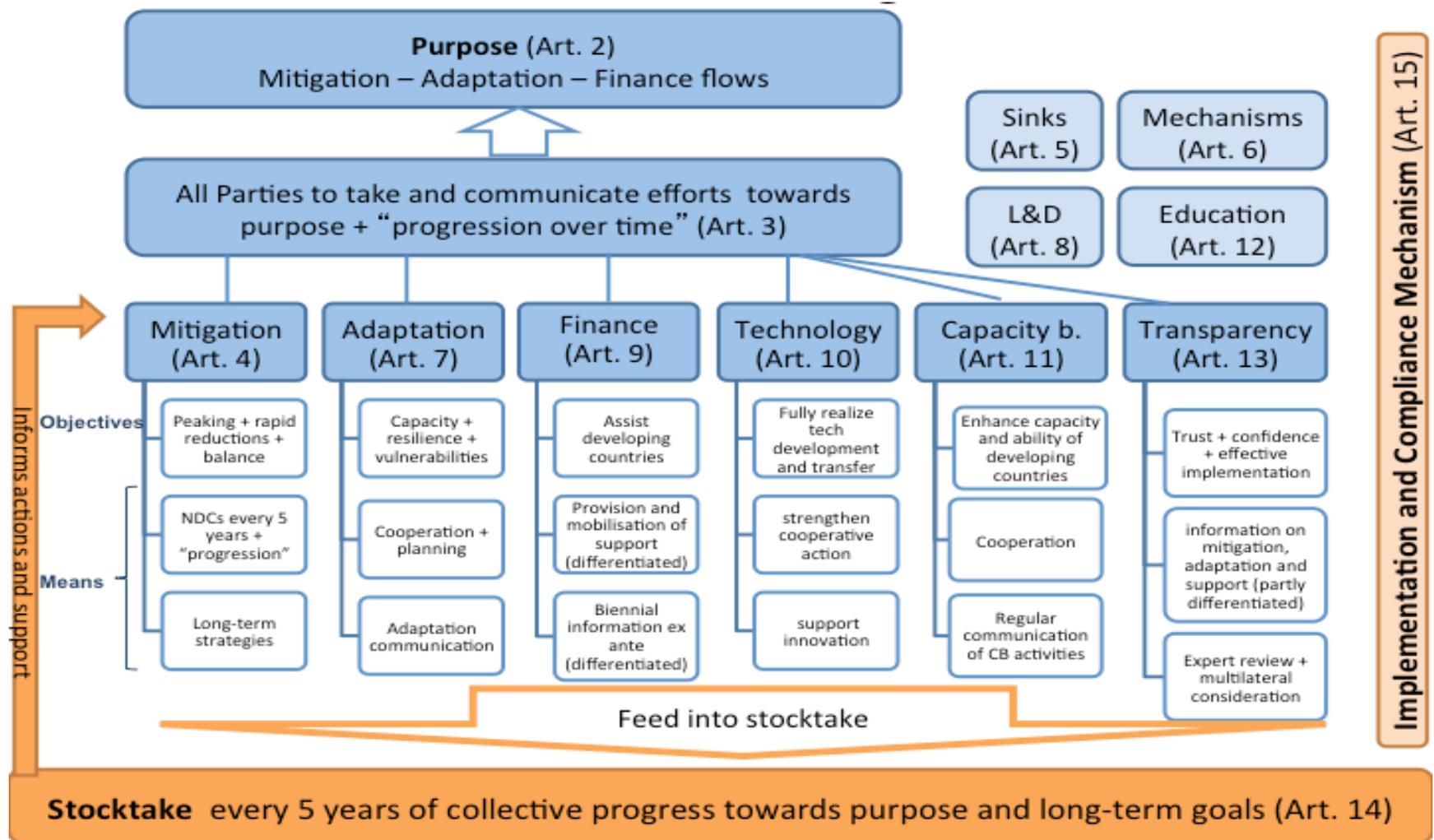
Adopted 2015, EIF 2016
194 Signatories, 189 Ratified

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



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)



Marrakech Partnership for Global Climate Action

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



Global Climate Action
NAZCA

Actors ▾

Actions

Cooperative Initiatives ▾

Register your actions

Events

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The Race to Zero campaign is mobilizing action

Climate Ambition Alliance

18,119 actors representing 26,975 actions



FILTER BY ACTORS



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191
Countries

10,690
Cities

242
Regions

3,973
Companies

1,133
Investors

1,890
Organizations

149
Cooperative
Initiatives

Total actions 26,975



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**

**CLIMATE
NEUTRAL**

**MEASURE
REDUCE
OFFSET** **NOW**



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.



IPCC Report, 2018: Global Warming of 1.5°C.

- 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.

IPCC, 2018: Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty

