

14 September 2005

ENGLISH ONLY

UNITED NATIONS FRAMEWORK CONVENTION ON CLIMATE CHANGE

SUBSIDIARY BODY FOR SCIENTIFIC AND TECHNOLOGICAL ADVICE

Twenty-third session

Montreal, 28 November to 6 December 2005

Item 4 of the provisional agenda

Scientific, technical and socio-economic aspects of mitigation of climate change

## **Views on lessons learned from the mitigation workshops held to date and on future work on mitigation of climate change**

### **Submissions from Parties**

#### **Addendum**

1. In addition to the 10 submissions contained in document FCCC/SBSTA/2005/MISC.12, one further submission has been received (on 19 August 2005).
2. In accordance with the procedure for miscellaneous documents, this submission is reproduced\* in the language in which it was received and without formal editing.

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**FCCC/SBSTA/2005/MISC.12/Add.1**

GE.05-63251

SUBMISSION FROM MEXICO

**Scientific, Technical And Socio-Economic Aspects of  
Mitigation of Climate Change  
Submission By Mexico**

The Subsidiary Body for Scientific and Technological Advice (SBSTA), at its twenty-first session, invited Parties to submit, by 5 August 2005, their views on lessons learned from the mitigation workshops held to date and any future steps under this agenda item.

The SBSTA requested the secretariat to compile these submissions into a miscellaneous document to facilitate the ongoing consideration of these topics under this agenda item by SBSTA at its twenty-third session.

Mexico commends the Secretariat for organizing the three in-session workshops on mitigation, one each held at SBSTA 20, 21 and 22, as well as for the elaboration of the summary report on topics covered at those workshops, and welcomes the opportunity to provide views on the two above-mentioned subjects.

We consider that the in-session workshops on mitigation have proved to be a useful and productive means of sharing the growing wealth of information and lessons learned by Parties and other stakeholders on the understanding the scientific, technical and socio-economic aspects of mitigation as they move forward in implementing the Convention and its Kyoto Protocol.

Mexico believes that one of the main reasons for the success of the workshops has been their informal format, allowing delegates to exchange their points of view outside the framework of the negotiations. In our opinion, this successful feature could be further enhanced following the example set by the Seminar of Governmental Experts held prior to SB22. For instance, thematic panels composed by experts from Annex I Parties, developing country Parties and relevant organizations could be grouped so as to allow an informal exchange of views on the same issue from different perspectives. Regional considerations could also be taken into account in the composition of the panels.

We consider that future workshops should continue to review technological options available as well as behavioral changes to avoid the emission of greenhouse gases to the atmosphere, while at the same time allowing for the exchange of information – following the format proposed above - on the barriers to their development, diffusion, deployment and implementation in different sectoral, national and/or regional circumstances. Attention should also be given to the approaches taken by Parties to overcome them, including success stories with respect to policies and measures undertaken both by Annex I countries and developing countries that have contributed to reduce greenhouse gas emissions, even if put in place in order to achieve other environmental or economic objectives (e.g. energy efficiency, air pollution control).

In our opinion, one of the relevant topics that should be further analyzed during future workshops is sustainable transport, given the growing greenhouse gas emissions of this sector both in Annex I and non-Annex I countries and the methodological efforts required for the implementation of clean development mechanism project activities in the latter. Mexico would be glad to share with other Parties its experience fighting local pollution problems and the resulting benefits in terms of reduction of greenhouse gas emissions, as well as regarding its recent sustainable transport initiatives.

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