

Cooperative sectoral approaches and sector-specific actions, in order to enhance implementation of Article 4, paragraph 1(c), of the Convention (Agenda item 3 (b) (iv))

Informal note

This note is based on the submissions made by Parties after the May session and on discussions held during the session in Bangkok. This note is intended to facilitate the work under this agenda item.

In advancing their work, Parties may wish to further elaborate the elements and options contained in this section:

General Framework¹

Option 1

The Conference of the Parties,

Recalling the commitments under the Convention, in particular Article 4, paragraphs 1, 3, 5, 7, 8 and 9,

Reaffirming the objective, principles and provisions of the Convention, in particular its Article 2, Article 3, paragraphs 1, 2, and 5, and Article 4, paragraphs 1(c), 3, and 7,

Taking into consideration the historical responsibilities of Parties included in Annex I to the Convention in their contribution to climate change,

Affirming that cooperative sectoral approaches and sector-specific actions shall not constitute a means of arbitrary or unjustifiable discrimination or a disguised restriction on international trade, more specifically on the trade from developing country Parties,

Reaffirming that food security is important and should not be compromised by sectoral approaches and sector specific actions,

Affirming that cooperative sectoral approaches and sector-specific actions shall not limit the ability of developing country Parties to pursue economic and social development and poverty eradication, and, to that end, that it is essential that cooperative sectoral approaches and sector-specific actions are undertaken in a manner that is supportive of an open international economic system,

Reiterating the importance of promoting and enhancing cooperative action on the development and transfer of environmentally sound technologies to developing country Parties now, up to and beyond 2012, in order to achieve the objective of the Convention,

1. Decides that cooperative sectoral approaches and sector-specific actions shall enhance the implementation of Article 4, paragraph 1(c), of the Convention, in accordance with the Bali Action Plan.

2. Also decides that cooperative sectoral approaches and sector-specific actions shall be consistent with the provisions and principles of the Convention, in particular the

¹ *Some Parties are of the view that “No text is needed” under paragraph 74.*

principle of equity, common but differentiated responsibilities, Article 4, paragraphs 3, 5 and 7, and the promotion of a supportive and open international economic system.

3. Further decides that cooperative sectoral approaches and sector-specific actions shall take fully into account differences in geographic, economic and social conditions and specific national development priorities and circumstances, in particular of developing country Parties, in accordance with equity and common but differentiated responsibilities and in the light of the fact that economic and social development and poverty eradication are the first and overriding priorities of developing country Parties.

4. Agrees that cooperative sectoral approaches and sector-specific actions shall not lead to new commitments for developing country Parties, nor create barriers and distortions in international trade, in particular for the exports of developing country Parties.

Option 2

Decides that cooperative sectoral approaches and sector-specific actions shall enhance the implementation of Article 4, paragraph 1(c), of the Convention, in accordance with decision 1/CP.13.

Option 3

Recognizes that it may be useful for Parties to pursue cooperative sectoral approaches and sector-specific actions.

Option 4

Decides after consideration in accordance with paragraph 74 of decision 2/CP.17 that a general framework for cooperative sectoral approaches and sector specific actions is not appropriate.

International aviation and maritime transport²

Option 1

1. Decides that all Parties included in Annex I to the Convention shall pursue limitation or reduction of emissions of greenhouse gases not controlled by the Montreal protocol from civil aviation and maritime bunker fuels, working exclusively through the International Civil Aviation Organization and the International Maritime Organization, respectively.
2. Also encourages that while pursuing the limitation and reduction of emissions of greenhouse gases from international aviation and maritime transport, the ICAO and the IMO shall work in accordance with the principles and provisions of the Convention, in particular the principles of equity and common but differentiated responsibilities
3. Affirms that cooperative sectoral approaches in the international aviation and maritime transport shall enhance the implementation of article 4. 1. c of the Convention in order to increase the promotion and cooperation in the development, application and diffusion, including transfer, of technologies, practices and processes
4. Agrees that civil aviation and maritime transport constitute essential sectors for the achievement of the overriding priorities of economic and social development of developing countries and that restrictions on the development in these sectors will hinder development priorities of developing countries.
5. Decides that all Parties included in Annex I to the Convention, in pursuing limitation and reduction of emissions of greenhouse gases from civil and maritime transport, shall refrain from unilateral actions that are not consistent with the principles and provisions of the Convention and its Kyoto Protocol;
6. Decides that any actions related to limitation or reduction of emissions of greenhouse gases not controlled by the Montreal protocol from civil aviation and maritime bunker fuels that are not part of a global framework, can only be pursued with the mutual consent of all Parties involved and affected.

Option 2

Agrees that measures to address the emissions of greenhouse gases not controlled by the Montreal Protocol from international aviation and maritime transport should be undertaken through global measures under the International Civil Aviation Organization and the International Maritime Organization, respectively, while taking into account the principles and provisions of the Convention.

Option 3

1. Decides that the limitation or reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from international aviation and maritime transport should be pursued working through the International Civil Aviation Organization and the International Maritime Organization.
2. Urges Parties that are also members of the International Civil Aviation Organization and the International Maritime Organization to work cooperatively in order to develop and concur on globally applicable, multilateral measures to limit and reduce emissions of greenhouse gases.
3. Invites the International Civil Aviation Organization and the International Maritime Organization to report on progress at future sessions of the UNFCCC.

² *Some parties are of the view that "No text is needed" on paragraph 78*

Option 4

The Conference of the Parties,

Agrees that international aviation and maritime transport should contribute to achieving the long term global goal agreed in decision 1.CP16 and to reducing the current pre-2020 ambition gap.

Further agrees to pursue the limitation and reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from international aviation and marine bunker fuels, working through the International Civil Aviation Organization and the International Maritime Organization, respectively.

Stresses that the carbon pricing of global aviation and maritime transportation through market based measures would generate the necessary price signal to efficiently achieve more emission reductions from these sectors and could generate large financial flows as identified by the UN Secretary General's High-level Advisory Group on Climate Change Financing,

Urges Parties to step up efforts in International Civil Aviation Organization to reach a globally applicable agreement that would secure 10% reduction of greenhouse gas emissions from 2005 level by 2020 in the aviation sector,

Also urges Parties to step up efforts in International Maritime Organization to reach a globally applicable agreement that would secure 20% reduction of greenhouse gas emissions from 2005 level by 2020 in the maritime sector.

Invites the International Civil Aviation Organization and the International Maritime Organization to report on progress at future sessions of the UNFCCC.

Option 5

Agrees that the limitation or reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from international aviation and maritime transport should be pursued working through the International Civil Aviation Organization and the International Maritime Organization.
