In-session workshop on means to reach emission reduction targets (Kyoto AWG) Bangkok 1-3 April 2008

Topic 4: Greenhouse gases, sectors and source categories

Presentation by Norway

Outline:

- Methodology and gases
- LULUCF
- International aviation and maritime transport

Estimation, reporting and review guidelines

- The guidelines for estimating, reporting and verifying emissions under the KP should be the basis for 2nd commitment period, with relevant modifications
- Norway support the inclusion of new GHG gases not covered by the Montreal Protocol, as identified by IPCC AR4 and 2006 IPCC guidelines
- Norway also support updating the GWP values according to the new values included in the IPCC AR4, provided sound methodological solutions

Land-use, land-use change and forestry

- The rules for LULUCF are decided upon for the 1st commitment period, and need to be addressed
- Norway believes the future LULUCF regime should be more holistic with inclusion of all sources and sinks
- The linkage between agriculture and LULUCF should be considered
- Norway believes AWG should consider the implications of a possible inclusion of LULUCF activities in Annex A of the KP

International aviation and maritime transport The challenge

- Deep cuts in emissions will be required to combat climate change
- Hence, all sectors must take part in the global effort to reduce emissions
- Aviation and shipping are one of the fastest growing sectors with regard to GHG emissions
- Aviation and shipping are not covered by commitments under the Kyoto Protocol

UNFCC, IMO and ICAO

- Article 2.2 of the Kyoto Protocol states that Annex I Parties should work through the ICAO and IMO
- The issue has been on the agenda of IMO and ICAO for 10 years, but they have not agreed any regulatory framework or mechanism to reduce GHG emissions
- There is a need for stronger commitments and leaderships by UNFCCC
- There is a need for better co-operation between UNFCCC, IMO and ICAO
- Norway believes that emissions from aviation and shipping should be included in a new climate regime

Progress in IMO

- IMO adopted an assembly resolution in 2003 on greenhouse gas emissions from shipping
- Meeting of the Marine Environment Protection Committee (MEPC) aims to identify and develop options in order to make recommendations to IMO Assembly in 2009
- The Committee will consider:
 - technical, operational and market-based methods for dealing with GHG emissions
- MEPC meets in London this week.

Progress in IMO (cont'd)

- Different options have been proposed and will be discussed at the MEPC meeting
- As one possible solution Norway has forwarded a proposal for a marked based mechanism, which include:
 - The establishment of a cap on CO₂-emissions from shipping,
 - \checkmark A CO₂-charge on all bunkers sold
 - A fund which could be used for adaptation projects in developing countries, CO₂-credits and technological development within the sector
- Possible Ad-hoc meeting in Oslo in June

Options for a post-2012 regime

- Message from the on technical workshop in Oslo (2007):
 - The absence of global policies and measures is more due to other political barriers than to technical difficulties
- We see two main options for a global regime:
 - Country-based approach
 - Sectoral approach
- We recommend that IMO and/or ICAO are invited to develop mechanisms to secure fulfillment of the targets

Further discussion under AWG

- Norway believes a working group should be established
- The working group could consider, e.g.:
 - Emissions to be included (e.g. consider implications of excluding emissions from transport between LDCs)
 - Remaining methodological issues, including assessments of legal, administrative and institutional questions, data collection, verification, compliance and sanctions
 - Global emission targets for the sector
- The discussion in the working group could facilitate the further negotiations under both AWG and AWGLCA

Thank you!