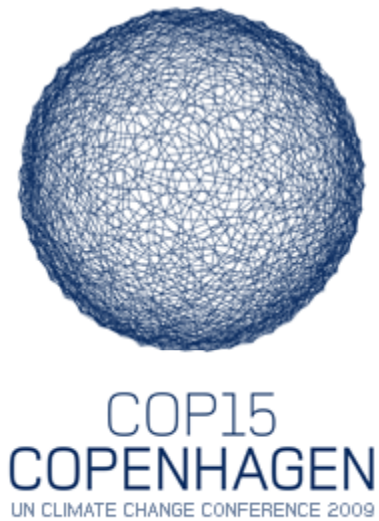




Ministerie van Verkeer en Waterstaat



Expectations from 'Copenhagen'

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Expectations from 'Copenhagen'

- Brief history UNFCCC/Kyoto Protocol/Road to Copenhagen
- Aviation in the Kyoto Protocol and the 'Copenhagen'-process
- ICAO track
- Expectations Copenhagen



Brief history: UNFCCC and Kyoto Protocol (1)

1992: Rio de Janeiro – Climate Change Convention (UNFCCC)

- Objective:
“... to achieve, (...), stabilizations of greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system.”
- Principle of ‘Common But Differentiated Responsibilities’ (CBDR).
- No legally binding reduction targets but COP (Conference of Parties) may adopt protocols...



Brief history: UNFCCC and Kyoto Protocol (2)

1997: Kyoto/COP3: Kyoto Protocol (KP)

- Annex 1 countries: -5,2% below 1990 levels between 2008-2012
- Reduction to be achieved through national measures and/or the use of flexible mechanisms.
- 184 parties have ratified the Kyoto Protocol
- Major absentee: United States of America



Brief history: Road to Copenhagen (1)

2007: Bali/COP13: Bali Action Plan (BAP)

2 working groups:

- Ad Hoc WG on Long-term Cooperative Action under the Convention (AWG LCA)
- Ad Hoc WG on further commitments for Annex 1 Parties under the Kyoto Protocol (AWG KP)

Key elements to discuss in AWG LCA:

- Mitigation
- Adaptation
- Finance
- Technology



Brief history: Road to Copenhagen (2)

Preparatory negotiating session in 2008:

- Bangkok, Bonn, Accra, Poznan (COP14)

Preparatory negotiating session in 2009:

- Bonn (3x, total 5 weeks), Bangkok, Barcelona

In between:

- Major Economies Forum, G20, G8, Climate Event UNSG, Greenland Dialogue, Pre-COP



Brief history: Road to Copenhagen (3)

Major topics of discussion:

- Reduction targets
- Financial support
- Technology transfer
- Legal form Copenhagen agreement
- Emissions from international aviation and shipping ('bunkers')???



Aviation in the KP and Copenhagen process (1)

Aviation in the KP:

'Bunkerarticle':

- Art. 2.2:
The Parties included in Annex I shall pursue limitation or reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from aviation and marine bunker fuels, working through the International Civil Aviation Organization and the International Maritime Organization, respectively.



Aviation in the KP and Copenhagen process (2)

What does the EU want to get from Copenhagen:

- Global sectoral approach
- All Parties should work through ICAO to establish global instruments to achieve these targets
- Sectoral targets set by UNFCCC (COP15/Copenhagen)
- (...) to reflect different circumstances and respective capabilities, part of potential revenues [of market based measures] could be directed to the benefit of climate change purposes in developing countries.



Aviation in the KP and Copenhagen process (3)

Current EU text (non-paper 49):

19. [Parties shall take the necessary action to reduce emissions of GHGs not controlled by the Montreal Protocol from aviation (...).
20. Global reduction targets for such emissions from aviation (...) bunker fuels shall be set as equal to 10 per cent (...), below 2005 levels by 2020. Units from existing and potential new flexibility mechanisms may contribute towards achieving these targets.
21. Parties shall work through the International Civil Aviation Organization (...) to enable effective global agreements to achieve these targets to be approved by 2011. Such global agreements should not lead to competitive distortions or carbon leakage. Parties shall assess progress in the implementation of this work, and take action to advance it, as appropriate.]



Aviation in the KP and Copenhagen process (4)

What do other Parties want?

- Developing countries in general: CBDR
- OPEC countries: no reference to bunkers whatsoever in CPH agreement/should be discussed in KP track
- Norway, Canada, US, Japan: a COP Decision giving some guidance to IMO/ICAO; no target setting by UNFCCC.
- Australia: aspirational targets to be set by UNFCCC; two global sectoral agreements under UNFCCC.



ICAO track (1)

Progress since 1997?

- Conflicting principles:
Common But Differentiated Responsibilities (CBDR) vs non-discrimination.

ICAO High Level Meeting (7-9 October 2009)

- Agrees on medium-term goal of 2% fuel efficiency improvement p/a till 2020;
- Agrees on aspirational long-term goal (2021-2050) of 2% fuel efficiency improvement p/a;
- Does not prejudge outcome of COP15;
- Declares to keep working on medium and long-term goals, incl. exploring the feasibility of more ambitious goals;
- The different circumstances, respective capabilities and contribution of developing and developed States to the concentration of aviation GHG emissions in the atmosphere will determine how each State may contribute to achieving the global aspirational goals.



ICAO track (2)

Preamble

- *Recognizing* that the aspirational goal of 2 per cent annual fuel efficiency improvement is unlikely to deliver the level of reduction necessary to stabilize and then reduce aviation's absolute emissions contribution to climate change, and that goals of more ambition will need to be considered to deliver a sustainable path for aviation;



ICAO track (3)

Industry:

- 1,5 % fuel efficiency improvement p/a till 2020.
- Carbon neutral growth from 2020
- 50% reduction in 2050 compared to 2005

Influence on Parties (governments) in UNFCCC process?



Expectations Copenhagen? (1)

- Global approach absolutely essential.
- 7 (incompatible) options!
- What will happen to Kyoto Protocol and art. 2.2?
- Will Political Agreement/COP Decision on 'bunkers' stop referring to art. 2.2 KP?
- Stay alert on financing discussion. Avoid double charging/taxation.



Expectations Copenhagen? (2)

- Crunch time 18 December?
- Relevance of 'bunkers' in greater whole?
- Do we really need a result on 'bunkers' in Copenhagen?



Thank you!

