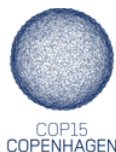


Building a post-2012 global climate regime

European Union COP-15 information sheet



Swedish Presidency
of the European Union



European Commission

Reducing emissions from specific sectors and sources

- *The Copenhagen agreement should set global targets for cutting GHG emissions from international aviation and maritime transport*
- *The agricultural sector has significant potential to reduce emissions and should be given adequate consideration in the Copenhagen agreement*
- *An international arrangement is needed to cut emissions of hydrofluorocarbons (HFCs), potent GHGs increasingly used as substitutes for ozone-depleting chemicals*

To maximise its effectiveness, the Copenhagen agreement must tackle GHG emissions from a number of sectors and sources that are not adequately addressed by the Kyoto Protocol or where synergies with other multilateral environmental agreements could promote cost-effective solutions. These sectors and sources are **international aviation, international maritime transport, agriculture, and hydrofluorocarbons (HFCs)**.

International aviation and maritime transport

Global targets for reducing emissions from international aviation and maritime transport should be set by the UNFCCC and incorporated into the Copenhagen agreement. The targets need to be consistent with the goal of keeping global warming below 2°C.

International civil aviation and maritime transport are two of the fastest-growing GHG emission sources. Together they account for some **4.3%** of global emissions.

Emissions from international aviation have grown at an average of 2.5% per year in recent years and account for 1.4% of global annual emissions.

For international maritime transport the figures are 4.4% and 2.9% respectively.

The EU proposes reductions in international aviation emissions of **10%** and in international maritime transport emissions of **20%** from 2005 levels, to be achieved by 2020. The targets should be implemented globally in a way that ensures a level playing field at international level.

All Parties should commit to work through the international organisations for these sectors, ICAO¹ and IMO² respectively, to establish global agreements that should be approved in 2011.

The agreements should avoid creating distortions of competition or 'carbon leakage' (the loss of business to carriers that are subject to less restriction on their emissions).

The European Union favours using **market-based instruments**, such as emissions trading or levies, to reduce emissions from these sectors. ICAO and IMO should develop these instruments, which could become a major additional source of international financing to combat climate change (see EU information sheet

¹ International Civil Aviation Organization

² International Maritime Organization

Scaling up climate finance for developing countries).

The EU has taken the lead in tackling GHG emissions from international aviation by enacting legislation to bring the sector into the **EU Emissions Trading System** from 2012.

Overall emissions from flights to, from and within the EU will be capped at 5% below 2005 levels from 2013 to 2020. However, this limit will be reviewed in the light of a global agreement.

Agriculture

Global agricultural emissions account for some 14% of global greenhouse gas emissions, almost as much as the transport sector. They will continue to rise in future, in particular in developing countries, due to population growth and changing diet patterns in the major emerging economies. Agriculture can also be a driver of deforestation.

The EU therefore wants to see agriculture given adequate consideration in the post-2012 agreement. This should include setting up a **work programme** under the UNFCCC's Subsidiary Body for Scientific and Technological Advice (SBSTA) to strengthen research on agricultural mitigation and adaptation.

Significant potential exists to reduce emissions from both livestock farming and cultivation of crops. As a major land user, agriculture also has a high but as yet largely untapped potential for sequestering carbon.

Agriculture worldwide will be heavily and mostly adversely affected by the changing climate. Both mitigation and adaptation to climate change need to be encouraged in the sector, especially in developing countries.

HFCs

Hydrofluorocarbons are industrial gases which are included in the basket of GHGs covered by the Kyoto Protocol. Many HFCs are very potent GHGs.

HFCs are increasingly used as substitutes for hydrochlorofluorocarbons (HCFCs), a family of gases which damage the ozone layer. The accelerated phase-out of HCFCs under the Montreal Protocol on protecting the ozone layer will add to rapidly increasing uses of HFCs, thus hampering efforts to reduce global GHG emissions.

To avert this threat the EU wants the Copenhagen agreement to include an **international arrangement** for reducing HFC emissions. The arrangement should maximise synergies with the Montreal Protocol and its existing structures and mechanisms.

Under the arrangement, HFCs should remain in the basket of gases covered by the Kyoto Protocol's successor. The EU proposes that measures should be taken under the Montreal Protocol to reduce global production and consumption of HFCs progressively, and that progress towards this goal should be reported to the UNFCCC.

Financing made available for these measures should be accounted for as part of the financial deal under the post-2012 climate agreement.

The EU believes that the arrangement on HFCs should make it possible to honour existing **Clean Development Mechanism** projects for reducing HFC-23 emissions from the production of HCFC-22.

The arrangement could offer alternative solutions and incentive mechanisms to promote the destruction of HFC-23 emissions in plants that are not eligible for CDM (i.e. those coming on stream after 2004).

No new projects involving HFC-23 emission reductions from HCFC-22 production should be accepted for CDM registration.

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