



UNFCCC APA 1 – Summary Report

June 2016

Introduction

The first meeting of the Ad Hoc Working Group on the Paris Agreement (APA 1) took place from May 16-26 in Bonn, superseding the pre-COP21 Ad Hoc Working Group on the Durban Platform (ADP). The primary goals of the session were to establish an [overall agenda](#) for the APA process and to blaze an action-oriented trail toward COP22 in Marrakech in November 2016. To set the stage, outgoing UNFCCC Executive Secretary Cristiana Figueres urged delegates at the concurrent International Transport Forum (ITF) in Leipzig, to “advance the crucial conversation on transport”, adding: “[W]e know that demand for transport will soar... and that emissions must come down to fulfill the goals of last year’s Paris Agreement.”

Rapid Ratification

In Bonn, member states discussed the need to bring the Paris Agreement rapidly into force (driven in part by concerns over the U.S. presidential race),¹ noting that rapid ratification will require negotiators to make raising adequate climate finance (and defining the necessary rules and modalities) their highest priority until November.² In parallel with ratification came a call to quickly raise mitigation ambition to limit global warming to 1.5°C, Morocco High-Level Climate Champion Hakima El Haité declared pre-2020 action to be a primary focus of COP22,³ proclaiming that “COP 22 needs to be an action COP, [and] needs to strengthen tangible solutions and actions whilst maintaining the spirit of Paris.” Low carbon transport will be an essential ingredient in this mix, which can contribute to making rapid reductions by setting more sustainable pre- and post-2020 emission trajectories in the sector.

Raising Ambition

Noting inadequate levels of ambition within the (Intended) Nationally Determined Contributions (NDCs) submitted by member states before COP21, advocates issued a call for countries to produce enhanced NDCs by 2018⁴ (a call that was answered by countries including Argentina and the Philippines)⁵, and to use the 2018 preliminary global stocktake – a collective analysis of what has been achieved toward the Paris Agreement and what remains to be done – as an opportunity to trial the 2023 stocktake.⁶ The 5-year stocktaking process will require individual sectors (including transport) to assess progress and raise ambition to meet a “well below 2 degrees” target. This process is underway for transport through concerted efforts of the [Partnership on](#)

¹ http://www.nytimes.com/2016/06/08/us/politics/narendra-modi-us-india.html?_r=0

² Sanjay Vashist, Director Climate Action Network South Asia, <http://www.climatenetwork.org/press-release/experts-react-un-climate-negotiations-close>

³ ECO May 24, http://eco.climatenetwork.org/apa1_sb44-eco8/

⁴ ibid

⁵ ECO May 24, http://eco.climatenetwork.org/apa1_sb44-eco8/

⁶ ECO May 25, http://eco.climatenetwork.org/apa1_sb44-eco9/

DRAFT

[Sustainable Low Carbon Transport](#) (SLoCaT), the [International Transport Forum](#) (ITF), the [International Energy Agency](#) (IEA) and the [Deutsche Gesellschaft für Zusammenarbeit](#) (GIZ). While detailed results will not be available in 2016, a robust program of work must be started this year to meet a 2018 timeframe.

Increased ambition in NDCs will be required to fill the gap across sectors (again including transport), which shows a projected emissions gap of about 42% between 'Business As Usual' (BAU) and 2°C scenario (2DS) projections by 2030, a gap that will be even greater under a 1.5°C scenario (1.5DS).⁷ These projections are detailed in a 2015 [SLoCaT report](#) which describes emissions scenarios to 2030 relative to a 2DS, and which anticipates expansion of these scenarios to 2050 relative to a 1.5DS. However, in APA 1 negotiations, nations emphasized that the UNFCCC should only guide the NDC process, and that must continue to be tailored to the least-developed countries (LDCs),⁸ indicating that a key gap remains in overcoming political hurdles.

Transport Technical Expert Meeting (TEM)

For the first time in the UNFCCC TEM process, APA 1 featured a dedicated transport track through a full-day meeting entitled "Shifting to more efficient public transport and increasing vehicles' energy efficiency."⁹ During the TEM, OECD noted the launch of the ITF's [Decarbonising Transport](#) project, and a [SLoCaT presentation](#) called for all sectors to look beyond individual projects to achieve Paris Agreement objectives.

Panelists discussed national policies, multilateral initiatives and partnerships to develop low-carbon transport, focusing on [Lima-Paris Action Agenda \(LPAA\) transport initiatives](#), including rail transport, green freight, cycling, and urban mobility planning among others. The need for enhanced South-South cooperation and additional support to fund sustainable transport infrastructure and services in LDCs was also stressed. Discussions also addressed the need for behavioral change, attention to gender issues, and city-to-city cooperation in the transport sector. Participants described measures in transport energy efficiency, intelligent transport systems, and innovations in maritime transport, and underscored the need to make clean mobility technologies more affordable for all.¹⁰

Renewable energy

To achieve rapid progress toward a 1.5DS, countries will need to speed up alternatives to oil use, particularly in the transport sector. This will in part come through renewable-based vehicle electrification and expansion of electrified public transport, and also by avoiding long-term lock-in to transitional fossil fuels like CNG.¹¹ The [Africa Renewable Energy Initiative \(AREI\)](#) was a significant outcome of COP21, and it will be necessary to ensure that the planned expansion of renewable energy is coupled with provision of supportive infrastructure for e-bikes and light-duty electric freight vehicles, and to look for opportunities to expand AREI to other regions, with transport as a central element.¹²

⁷ <http://www.ppmc-transport.org/emission-reduction-potential-in-the-transport-sector-by-2030/>

⁸ IISD May 23, 24, <http://www.iisd.ca/download/pdf/enb12673e.pdf>

⁹ The facilitator's summary and other information on the Transport TEM can be found at <http://climateaction2020.unfccc.int/tep/technical-expert-meetings/> (under 'Meetings in 2016 -> Transport')

¹⁰ IISD May 23, <http://www.iisd.ca/download/pdf/enb12673e.pdf>

¹¹ ECO May 19, http://eco.climatenetwork.org/apa1_sb44-eco4/

¹² <http://www.arei.org>

DRAFT

According to Christian Aid, “Marrakesh needs to be seen as ‘the Renewables COP.’”¹³ and at APA 1, according to Greenpeace Nordic, “leaders from three developing country groups, representing over 90 countries, made a strong call for global action on renewable energy in Marrakesh,” lending hope to a broader expansion of zero-emissions mobility.¹⁴ APA 1 also saw the launch of the [\(REN21\) Global Status Report](#), which notes that 66 countries now have renewable energy transport obligations and thus are poised to make significant contributions toward the renewables vision taking shape for COP22.

Aviation and shipping

The significant international emissions generated by the aviation and shipping sectors were not captured in the Paris Agreement, and during APA 1 member states were encouraged to transfer their COP21 enthusiasm to meetings of the International Maritime Organization (IMO) and International Civil Aviation Organization (ICAO), as recent commitments by these bodies have been viewed as insufficient.¹⁵ The ICAO will define market based measures for post-2020 carbon-neutral growth in October 2016,¹⁶ and the IMO will launch a mandatory fuel consumption database which may enter into force in 2018.¹⁷ It was suggested during APA 1 that loss and damage insurance for LDCs must be sustained and predictable and could be financed by air travel levies;¹⁸ however, the ICAO is reluctant to apply revenues generated from the aviation sector to fund compensatory measures in other sectors.¹⁹

Next steps

According to the US Climate Action Network, “the hope leaving Bonn remains that COP 22 will be the ‘Action COP.’” and the initial session of the APA has set a foundation to place this within the realm of possibility.²⁰ Outgoing Executive Secretary Figueres further called to “unite the transport sector worldwide in the push towards climate neutrality.” Following this, the announcement of new UNFCCC Executive Secretary Patricia Espinosa of Mexico puts a country with a strong national transport program in the driving seat of the UNFCCC process. Rapid progress will be needed in remaining APA negotiations leading up to Marrakech – in transport and other sectors – to ensure that the good intentions solidified at COP21 result in more than just hot air at COP22.

¹³ Mohamed Adow, Senior Climate Advisor, Christian Aid, <http://www.climatenetwork.org/press-release/experts-react-un-climate-negotiations-close>

¹⁴ Jens Mattias Clausen, Senior Climate Change Adviser, Greenpeace Nordic, <http://www.climatenetwork.org/press-release/experts-react-un-climate-negotiations-close>

¹⁵ IISD May 16, <http://www.iisd.ca/download/pdf/enb12667e.pdf>

¹⁶ ECO May 25, http://eco.climatenetwork.org/apa1_sb44-eco9/

¹⁷ <http://climate-i.iisd.org/news/imo-approves-mandatory-fuel-consumption-data-collection-for-ships/>

¹⁸ ECO May 23, http://eco.climatenetwork.org/apa1_sb44-eco7/

¹⁹ IISD May 17, <http://www.iisd.ca/download/pdf/enb12668e.pdf>

²⁰ Tina Johnson, Policy Director at US Climate Action Network, <http://www.climatenetwork.org/press-release/experts-react-un-climate-negotiations-close>.