

ECO

THE CHEERS TO A WORKING WEEKEND ISSUE

eco@climatenetwork.org • www.climatenetwork.org/eco-newsletter • May 5, 2018

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Water We Doing About Water?

Dear negotiators, did you know that the answer to some of your troubles can be found in nature? Nature-based solutions such as restoring mangrove buffers in degraded coastal areas or preserving peatlands have the potential to solve many of our climate and water challenges, reduce vulnerability, and help us adapt to a changing climate.

Why focus on water at the UNFCCC? Water is essential to life and to meeting both our mitigation and adaptation goals and, on the eve of the Talanoa Dialogue, it is timely to think of ambitious solutions for interconnected problems. Water demand is set to increase in all sectors and rising temperatures are projected to further increase pressure on limited water resources. Over 90% of NDCs with an adaptation component already reflect the understanding that water will continue to be one of the major challenges to adapting to climate change: Yet, actions taken now and in the next decade are essential to ensuring that climate change adaptation and mitigation measures as well as climate finance promote positive outcomes for water resources. ECO need only

to look at statistics to see the urgency of this. We have already lost around 70% of wetlands worldwide due to human activities. But hope remains. Activities such as rewetting drained peatlands and avoiding further peat loss can safeguard some of the largest freshwater stocks in the world, while simultaneously protecting the world's largest terrestrial organic carbon stocks.

We should look for synergies and move towards greater inter-sectoral collaboration with regards to water, wetlands, and land management, as well as to identify the ways in which nature-based solutions can work in a complementary, cost-effective way either alongside or in place of 'grey' infrastructure approaches, such as Building with Nature. Clear mandates from the highest political levels can significantly accelerate the uptake of nature-based solutions and foster improved inter-sectoral cooperation. ECO believes that greater adoption of these practices in the revised NDCs can help us achieve our goals. Will you join us in supporting solutions that work with nature, not against it, to help achieve a resilient future for all?

Addressing Ambition Through Just Transition

The Talanoa Dialogue is all about getting creative on how to close the ambition gap and ECO is full of good ideas. But one idea doesn't require much creativity at all — all it requires is common sense: we are in a hole and it is time to stop digging.

Climate leadership is being redefined and climate leaders can no longer get away with expanding or financing new fossil fuel production and infrastructure. With the principle of common but differentiated responsibilities and respective capabilities

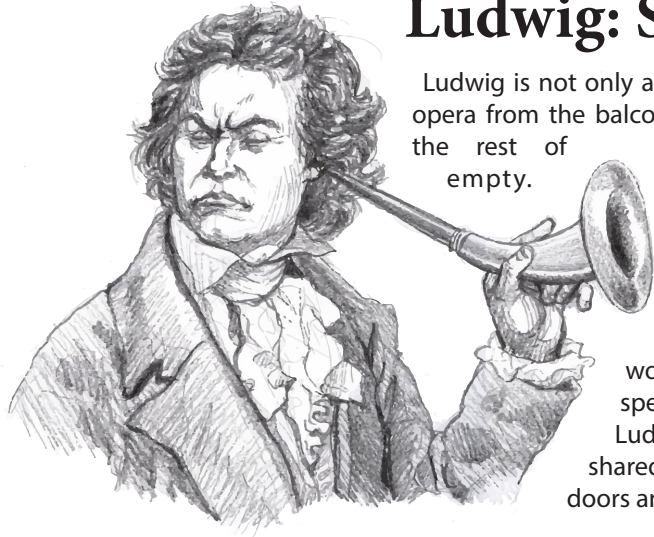
and the need for a just transition in mind, there are a handful of wealthy producers that should be planning for a managed decline of existing oil, coal, and gas production to meet our shared climate goals.

Some Parties and institutions are farther ahead and have started tackling fossil fuel expansion, production, and its financing. From bans on exploration and expansion, to cutting off financing for oil, coal, and gas production — there is a growing list of policies that are starting to confront

fossil fuels at the source. These first movers are recognizing that we need to tackle supply and demand if we are going to close the gap, and, much like the piano bar at the Hotel Maritim in days of yore, ECO suspects that this club will quickly become the place to be.

ECO invites you to spend your Saturday afternoon hearing more of this exciting first chapter of this story at the IISD side event entitled: Enhancing ambition by addressing fossil fuel supply and ensuring a just transition.

Ludwig: Standing Room Only



Ludwig is not only a fan of modern art, but also of the opera. While Ludwig enjoys watching the opera from the balcony, he didn't bring his opera glasses to Bonn. Ludwig wonders why he and the rest of civil society must watch from the balcony when the floor seats remain largely empty. Did he miss the ticket sales? Ludwig wonders if it's because Parties would rather see banner drops than speak with him face to face.

With a generous two-minute intervention to provide substantive input on a total of 49 agenda items (about two seconds per item!), Ludwig wonders where he can learn to sing fast enough to squeeze in valuable input to enrich the negotiations and foster progress. Perhaps a more comfortable alternative would be to allow Ludwig and his friends to make more interventions addressing specific issues in contact groups.

Ludwig also worries that not everyone has a ticket to the opera, which should be shared by all. With so many empty seats, he hopes the box office can throw open its doors and offer more just members only ticket sales.

IMO Joins the Mitigation Party

After 21 years of waiting and an almost doubling in growth of maritime greenhouse gas (GHG) emissions since the adoption of the Kyoto Protocol, members of the International Maritime Organisation (IMO) finally committed last month "to reduce the total annual GHG emissions by at least 50% by 2050 compared to 2008" while pursuing full decarbonisation in line with the Paris Agreement. The IMO's submission to the Talanoa Dialogue (where's yours, ICAO?!), is the first time the IMO and the shipping industry have bought in to serious mitigation target and formally recognised the shipping industry's role and responsibility to help achieve the Paris temperature goals. Besides, the IMO's 2050 target is an in-sector reduction commitment, and ECO acknowledges in-sector reductions as a crucial part of the implementation of the Paris Agreement.

Now that the self-congratulatory statements are over, it is time to get down to the hard work and agree on the emission reduction measures that will deliver the IMO's belated "New Year's resolution." The IMO and

its member states now need to decide not only how to cut GHGs but also how to address the impact of these cuts on the economies of developing countries, because the lion's share of maritime emissions involve trade to, from or between them. This will require diplomatic, regulatory, economic, and technical solutions at international, regional, national, and local levels.

ECO notes that, the most important tasks still lie ahead. Firstly, the IMO target will have to be revised to be fully aligned with the Paris Agreement in light of the upcoming IPCC 1.5°C report conclusions. This means full decarbonisation by 2050 at the latest. Secondly, investment in alternative technologies (such as hydrogen fuel-cells, ammonia, and battery-electric propulsion) must start now as it will take some time to develop the necessary safety rules and build bunkering and charging infrastructure to enable their uptake. Finally, work on zero emission technologies must be complemented with immediate operational measures (such as speed reduction, fleet

investment, and retrofitting) to rein in emissions in the short term, thus preserving enough of the carbon budget and time to see zero emission fuels and propulsion technologies developed and deployed. Without action, shipping's 1.5°C compatible fair share carbon budget will be exhausted in under 12 years - with little time to build new zero emission vessels and retrofit older ships.

One thing is clear: It is now up to Europe and major shipping countries such as China, Japan and South Korea, and everyone with capacity, to invest in the necessary research and development, and alternative fuels technologies, and to adopt new policies incentivizing these investments. As the USA joined Brazil and Saudi Arabia in opposing the IMO commitment, it is once again up to the rest of the world. But other countries, including non-European ones, already are. Developed countries can lead the way! But in doing so, don't miss the opportunities to transfer technologies to developing countries, as there is great potential for a diversity of solutions to come to market.

CAN PARTY

When: Saturday, 5 May 2018, 21.00 hrs. til late

Where: CASINO DES BUNDESRECHNUNGSHOF

Adenauer Allee 81, 53113 Bonn

Bring your badges and cash to buy drinks for all of your friends!!

The CAN Party has a zero-tolerance policy towards all forms of harassment

