



Environment & Climate Change

Climate Change Negotiations

Context and Policies

Six [UNFCCC](#) sessions were planned in 2009 to complete the Bali Road Map negotiations:

- **Intersessional informal consultations:** 10-14 August, Bonn
- **3rd session:** 28 September to 9 October, Bangkok, Thailand
- **1st session:** 30 March-8 April, Bonn, Germany
- **2nd session:** 1-12 June, Bonn
- **Resumed session:** 2-6 November, Barcelona, Spain ([side event on transport](#))
- **4th session:** 7-18 December, Copenhagen, Denmark ([side events on transport](#))

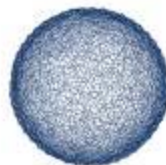
Issues

Any new climate agreement should enable and catalyze action to control the growth in emissions from the transport sector. Transport is one of the fastest growing sectors of Greenhouse Gas Emissions in developing countries and urgent measures and assistance are needed to ensure that this growth is sustainable on a more low-carbon path.

An effective post-2012 effort requires a binding but flexible framework. All major economies should have commitments. But given the tremendous differences amongst the major economies, there should be flexibility in the type of commitment – absolute economy-wide targets for industrialized countries, and other types for the major emerging economies.

Actions

The COP 15 conference was attended by over 40,000 stakeholders, with more than 100 Heads of State and some 190 governments from around the globe making it the largest gathering of climate experts and policy makers ever known.



COP15
COPENHAGEN
UN CLIMATE CHANGE CONFERENCE 2009

The key outcome has been an arrangement called "[Copenhagen Accord](#)", which was negotiated among around 30 Heads of States and Governments. There was no agreement made on further climate action, however, the Copenhagen conference provided for the continuation of the work with a view to delivering results at the next conference, COP16, which will take place in Mexico in November/December 2010.

The Copenhagen Accord does not preclude the transport sector. The focus on economy-wide commitments for developed countries means that there will not be specific references made to sectors, but it may happen that some developed countries, like the US, could decide to inscribe not just a quantified target but also specific actions to complement it. [As far as NAMAS taken by developing countries are concerned, there is room for a specific identification of activities, programmes and sectoral approaches, including for the transport sector.](#)

In any case, the debate will continue. The draft COP decisions still present opportunities for a better recognition of the need to integrate low carbon mobility within the UNFCCC process.

For further information

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