

**Fitting commitments by cities into a post-2012
climate change agreement:
political, economic, technical and legal aspects**

**Task force “Global Climate Change Policy And the
Increasing Role of Cities“**

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Political aspects

1) To identify relevant interlocutor(s)

Multiple city and/or urban region networks lobbying in order

- “To be recognized”
- “To have a seat at the decision-making table”
- “To be supported in their actions”

Preliminary questions :

Which level of “local government” is relevant to tackle territorial issues? Urban region or city? How to coordinate them?

2) To match with post-KP negotiation timetable

Necessary that one Party officially make the proposition for inclusion in the negotiating text

→ The submission of Senegal (April, the 22nd 2009) called for the recognition of “regional governments”.

The deadline is June, the 7th 2009.

Economic aspects (1/4)

Three key questions:

- What and where is the potential of significant urban CO2 emission reduction?
- What are the amount and nature of costs related to these CO2 emission reductions?
- What are the needs (technologies, funding, capacity building, etc) of local authorities to move towards a sustainable trajectory?

+ need to differentiate:

- Investment cost & Maintenance and operation costs.
- Middle-size cities & Mega-cities.
- Cities of capped countries & cities of non-capped countries

Economic aspects (2/4)

As climate policies and measures would only be a piece of a broader set of incentives and financial instruments, building a coherent framework remain the big issue.

- Necessary to untangle the urban fabric processes and required evolutions from BAU trajectories in order:
 - To take into account the systemic mechanisms of urban development
 - To enlarge the discussion on needed policy to the issue of coherence between climate policies and the other fields of public actions at both the European and national levels.
 - To take into account the link between city's capacity to act and specific national institutional context.
- Three main urban GHG emission sources have to be tackled urgently
 - Urban transportation, in relation with land-uses
 - Building, in relation with (renewable) energy production deployment
 - Waste

Economic aspects: Transportation (3/4)

ASIF framework (IEA; Schipper et al., 2001)

$$\text{Emissions} = [\text{A. Activity (pkm=trips x km)}] \times [\text{S. mode Share (\% pkm)}] \times [\text{I. fuel Intensity (quantity per Km)}] \times [\text{F. Fuel mix (emission per qty)}]$$

ASIF highlights

- Categories of mitigation actions
- That there are multiple factors influencing each of the ASIF components, with many affecting more than one component (contradictory effects)
- Key role of specific stakeholders

<u>Interactions Matrix</u>					<u>Governance Matrix</u>					
Component / actions	A. Activity (Pass-Km)	S. model Share (%pass-Km)	I. fuel intensity (qty/Km)	F. Fuel mix (emissions/qty)	Stakeholders / actions	Stakeholder 1	Stakeholder 2	Stakeholder 3	Stakeholder 4	...
Policy 1	Impacts of the policy on each ASIF components taking into account linkages between ASIF components and rebound effects: changes in one term of ASIF lead to changes in the opposite sense in another term				Policy 1	Position, responsibility, strength and response of each stakeholders to the policy				
Policy 2					Policy 2					

Economic aspects: Building (4/4)

Same approach can be developed for residential and commercial buildings.

$$Emission = A \times B \times I \times \Sigma \frac{F_i \cdot S_i}{\eta_i}$$

- need to differentiate existing VS new constructions, in relation with the rate of urbanization of a city and/or a country
- need to tackle these issues in an articulated way with (renewable) energy production capacity deployment.

Technical aspects

1) CO2 emission inventory

- Need of standardized methodologies, at least on a core set of parameters.

2) MRV procedures

- MRV = medium of accountability and credibility, recognizing efforts as well as political credit
- MRV of actions and MRV of support to actions = different objectives but linked to one another.
- The UNFCCC and the Kyoto Protocol contain useful provisions on MRV, but this *acquis* should be expanded.
- MRV requirements may vary by country and type of action.
- MRV should cover mitigation outcomes in terms of performance and/or results.

Legal aspects (1/2)

International acknowledgement records of cities' commitments:

- UNFCCC and KP are multilateral treaties involving States as Contracting Parties
- Under the KP, cities can participate in CDM projects or programmes of activities
- AWGs LCA and KP are Party driven processes
- to date, there is no multilateral treaty placing binding obligations directly upon cities
- Only UNESCO, on commitment against racism: voluntary commitment in a "partnership" (collaboration)

Regional (UE):

- Madrid Convention / Strasbourg Protocol on cross-border cooperation, but implementation subordinated to inter-state agreement.
- Covenant of Mayors

Legal aspects (2/2)

Possible institutionalisations of cities' contribution

1) Possible nature of cities' involvement:

- Mandatory with official emission reduction targets (= cap for city) VS voluntary as in the Covenant of Mayors

2) Possible scope of city involvement:

The issue of perimeter of actions: urban territory VS prerogative.

3) Possible nature of cities' commitments acknowledgement:

- In the preamble part of the Copenhagen agreement addressing the need to involve all stakeholders, in particular cities
- In the NAMA's part of the Copenhagen agreement
- In a ministerial declaration that would be adopted by the COP in Copenhagen
- Integrate Covenant of Mayors into the AIG scheme

4) Could cities access directly to carbon finance and support or do they have to go through national channels systematically?

- A possible role for the improved CDM (in particular through programmes of activities)
- Eligibility of actions undertaken by cities to sector-based instruments (SD PAMs, Sectoral No lose Target, NAMAS, etc.)

Thank you !

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