

VIEWS OF ARGENTINA, BRAZIL AND URUGUAY ON APA AGENDA ITEM 4

Argentina, Brazil and Uruguay welcome the opportunity to submit views on APA agenda item 4 “*further guidance in relation to the adaptation communication, including, inter alia, as a component of nationally determined contributions, referred to in Article 7, paragraphs 10 and 11, of the Paris Agreement*”, taking into account the discussions under this item at the second part of its first session, held in Marrakech from 7 to 14 November 2016.

Building on those discussions as well as our previous submission¹ on this agenda item, this submission addresses the following issues related to the adaptation communication: 1. Purpose; 2. Elements; 3. Linkages to other elements of the Paris Agreement and arrangements under the Convention; 4. Vehicle and timing; 5. Flexibility.

Having considered the overarching question posed by the APA co-chairs for this agenda item on their reflections note (APA.2017.1.InformalNote), namely “*how to get the evolving system of adaptation communications working coherently, with good alignment and taking full account of the range of vehicles available – including as a component of NCDs*”, we indicate ways to frame discussions in the third part of the first APA session, with a view to entering into textual negotiation as soon as possible, ideally by COP23.

1. Purpose of the Adaptation Communication (AC).

For Argentina, Brazil and Uruguay, an adaptation communication serves the following purposes:

- Enhancing the profile and visibility of adaptation in the context of the global response to climate change.
- Informing **clearly, concisely and effectively** Parties' adaptation strategies, including priorities, implementation and support needs, plans and actions, as stated in Article 7, paragraph 10.
- Acknowledging that adaptation is a continuous process, including past, present and future adaptation in the form of efforts and needs.
- Providing for a source of information (i) for the recognition of adaptation efforts of developing country Parties; (ii) on aggregate efforts by Parties contributing to the global goal on adaptation (Article 7, paragraph 1), to be considered within the global stock take process; (iii) on Parties adaptation actions and climate change impacts and adaptation under Article 7, as indicated in Article 13, paragraphs 5 and 8, respectively.
- Catalyzing adaptation action and support through the identification of concrete opportunities to provide means of implementation from developed country Parties to developing country Parties.

2. Elements of the Adaptation Communication.

In order to fulfill the above-mentioned purposes, we propose the below non-prescriptive, non-exhaustive list of elements that could be summarized in an adaptation communication, in addition to or in support to the elements already identified in Article 7, paragraph 10.

- Ways in which the Party is contributing to the global goal on adaptation stated in Article 7.1 of the Paris Agreement (for developed and developing country Parties in terms of

¹ http://www4.unfccc.int/Submissions/Lists/OSPSubmissionUpload/209_280_131197072143429946-APA%20agenda%20item%204%20Arg%20Br%20Uru.pdf

adaptation planning and implementation; for developed country Parties also in terms of support provided for adaptation action in developing country Parties);

- Brief summary of national circumstances or a reference to a section in the latest National Communication (NATCOM);
- Impacts, vulnerability, and risks assessments (short and long term);
- Description of legal framework and institutional arrangements at national and subnational level, as appropriate;
- Overview of policies, strategies, programs and plans as basis for adaptation actions at the national and subnational level, as appropriate;
- Adaptation efforts, understood as concrete adaptation actions, either concluded, ongoing or unfinished and associated financial costs and needs;
- Means of implementation required to further develop adaptation at national, and subnational level, as appropriate;
- Monitoring and evaluation mechanisms for adaptation;
- Cooperative dimension at the national, regional and international level: arrangements/organizations/nets where countries share information, good practices, experiences and lessons learned;

Since various pieces of information will have been made available by Parties in different vehicles at different times, a dynamic adaptation communication document that summarizes and connects those documents through e.g. links, tables and organograms will be helpful for tracking adaptation progress and identifying future opportunities to enhance adaptation action and support.

We reiterate that guidance for adaptation communications should not be prescriptive or mandatory, nor should it seek to provide for comparisons or harmonization of Parties' adaptation actions. By no means should the adaptation communication become a pre-requisite or conditionality for access to means of implementation by developing countries.

3. Linkages to other elements under the Paris Agreement and arrangements under the Convention.

We understand that once the above mentioned information is made available by each Party it will directly support tracking progress of Paris Agreement in relation to its purpose (Article 2), the implementation of the global goal on adaptation (Article 7, paragraph 1); and the monitoring of adequate provision of means of implementation (Articles 9, 10 and 11). Ultimately, the process of communicating adaptation action, endeavors, costs and needs will inform the process under the Transparency Framework for Action and Support (Article 13) and the global stocktake (Article 14), directly contributing to the continued enhancement of adaptation action.

4. Vehicle and timing

The Paris Agreement provides for flexibility in terms of the vehicle available to Parties to submit or update their adaptation communications as a component of or in conjunction with other communications or documents, including National Adaptation Plans, NDCs or NATCOMs.

Argentina, Brazil and Uruguay are of the view that such flexibility allows for each Party to choose the vehicle according to its own priorities, thereby avoiding the creation of additional reporting burden for developing country Parties.

For example Parties may wish to submit their adaptation communication as a component of their NDC at first, and then use another vehicle for subsequent updates. One of such vehicles could be the Biennial Transparency Report², as presented by Argentina, Brazil and Uruguay. Regardless of the chosen vehicle, **the adaptation communication should be clearly identified – from beginning to end – within such vehicle.**

Given that adaptation communications will serve as an input for the global stocktake, Parties may be encouraged to submit or update them well in advance of its sessions starting in 2023, taking into account the modalities to be developed for Article 14.

5. Flexibility

Article 7, paragraph 11 provides for flexibility in terms of vehicle and frequency of submissions or updates of adaptation communications. In addition to those elements, Argentina, Brazil and Uruguay highlight that the development of an adaptation communication is a country-driven process in which Parties choose to select information to be communicated according to their national circumstances, objectives and sustainable development priorities, which may vary from the recognition of efforts to the enhancement of adaptation action and access to means of implementation and international cooperation. We highlight that guidance for adaptation communications must acknowledge its non-prescriptive, non-exhaustive nature.

On the relationship between work under this agenda item and existing guidelines for the different vehicles, the development of guidance for adaptation communications should not supersede any previous decisions by the COP. Argentina, Brazil, and Uruguay consider that there are differences in terms of purposes, language and objectivity of those different guidelines, even though they bear mutually supportive roles. Work under this agenda item presents an opportunity to make the adaptation communication an effective instrument to enhance action and support, in light of the Paris Agreement, and should not in any case become a renegotiation of existing decisions, especially regarding existing guidelines for vehicles, or changing arrangements under the Convention.

Finally, it should be noted that the Paris Agreement establishes that continuous and enhanced support shall be provided to developing country Parties for adaptation communications, as stated in Article 7, paragraph 12.

6. Way forward

Argentina, Brazil and Uruguay have reflected upon the question posed by the APA co-chairs on this agenda item, namely *"how to get the evolving system of adaptation communications working coherently, with good alignment and taking full account of the range of vehicles available – including as a component of NCDs"*. The proposed question bears strong links with

² The Biennial Transparency Report was presented in Argentina, Brazil and Uruguay submission to APA agenda Item Item 5: Modalities, procedures and guidelines for the transparency framework for action and support referred to in Article 13 of the Paris Agreement:
http://www4.unfccc.int/Submissions/Lists/OSPSubmissionUpload/525_323_131324648255521982-Bra%20Arg%20Uy%20-%20Submission-Art13%20Transparency%20Framework%20FINAL.pdf

rationale outlined in this submission and the maintenance of the registry system for adaptation communication referred to in Article 7, paragraph 12.

In Marrakesh, Parties constructively engaged in discussions related to this agenda item, which have indicated convergence in many aspects. In the next Bonn session, Parties may wish to work on streamlining the elements already identified and considering possible formats for the guidance.

Argentina, Brazil and Uruguay envisage a simple, dynamic adaptation communication system that takes full account of the adaptation communications presented by Parties – from beginning to end – and integrates information selected by Parties from other vehicles and documents, thus supporting the achievement of the purpose of the Paris Agreement.