

## **LMDC Submission on the Global Dialogues of the Work Programme to Urgently Scale Up Mitigation Ambition and Implementation in This Critical Decade**

### **1. Context**

According to the decision 4/CMA.4 (Matters relating to the work programme for urgently scaling up mitigation ambition and implementation referred to in paragraph 27 of decision 1/CMA.3), at least two global dialogues shall be held each year as part of the work programme, with one to be held prior to the first regular sessions of the subsidiary bodies of the year, starting at their fifty-eighth sessions, and one prior to the second regular sessions of the subsidiary bodies of the year, starting at their fifty-ninth sessions (November-December 2023), and that such dialogues should be conducted in hybrid format to allow both in-person and virtual participation.

On April 12, 2023, the co-chairs of the Sharm el-Sheikh mitigation ambition and implementation work programme released the topics to be discussed at dialogues under the work. The dialogues taking place under the work programme in 2023 will focus on “accelerating just energy transition”, including by: (1) Implementing policies and measures with global overview and country-specific experience; (2) Addressing financial, technological and capacity-building needs in this area, such as through international cooperation, including with non-Party stakeholders, and provision of support to developing countries; (3) Promoting sustainable development and understanding socioeconomic effects programme in 2023.

Like-Minded Developing Countries (LMDC) welcomes the positive progress of the first global dialogue held prior to this year’s Bonn session, and appreciates the work of the co-chairs of the Mitigation Work Programme (MWP). In the first global dialogue, all Parties exchanged their views sufficiently and effectively in a constructive manner. We believe this is a good start and will contribute to better mutual understanding and learning among all Parties.

According to the mandated, Parties, observers and other non-Party

stakeholders are invited to submit their views on opportunities, best practices, actionable solutions, challenges and barriers relevant to the topics of the dialogues via the submission portal no later than four weeks before each dialogue.

LMDC welcomes the opportunity of the proposal and China on behalf of LMDC submits the following views.

## **2. Principles**

The MWP should be implemented through a focused exchange of views, information and ideas. The MWP shall follow the principles of being of non-prescriptive, non-punitive and facilitative, respectful of national sovereignty and national circumstances, take into account the nationally determined nature of NDC and will not impose new target or goals.

LMDC supports the dialogue focusing on finance, technology, and capacity building, which are the most needed elements to carry out mitigation actions, as well as the exchange of experiences, reflecting the focus on “implementation” in the work program, also reflecting the spirit of facilitative.

The non-prescriptive principal of MWP has to be respected and reflected across all its activities to improve understanding and promote cooperation. LMDC will not accommodate discussions on targets or standards or incorporation of numerical outcomes of scenarios. There is no place in this program for such elements.

## **3. Suggestions for the second global dialogue**

LMDC supports the co-chairs’ proposal for the topic of the second global dialogue. Transportation system is an important component of accelerating just energy transitions. According to the *CO<sub>2</sub> Emissions in 2022* report by IEA, CO<sub>2</sub> emissions from transport continued to rebound in 2022 to around 7.98 GtCO<sub>2</sub>-eq (compared to around 7.73 GtCO<sub>2</sub>-eq in 2021), accounting for about 22% of global energy-

related CO<sub>2</sub> emissions. We note that there are significant differences between developed and developing countries in terms of emissions and the application of mitigation technologies in the transport sector.

In many developed countries, the share of GHG emissions from the transport sector in total emissions is high, reaching 20% or more, well above the level of most developing countries. The IPCC Sixth Assessment Working Group III report points out that, there are sufficient evidences to suggest that from the perspectives of the number of passenger cars in use, car ownership levels and passenger demand, developing countries Parties need larger development space in future in transportation comparing with developed country Parties. The IPCCAR6 WGIII report states: "The number of passenger cars in use has grown 45% globally between 2005-2015, with the most significant growth occurring in the developing countries of Asia and the Middle East (119%), Africa (79%) and, South and Central America (80%), while the growth in Europe and North America is the slowest (21% and 4% respectively) (IOMVM 2021). On the other hand, car ownership levels in terms of vehicles per 1,000 people in 2015 were low in developing countries of Asia and the Middle East (141), Africa (42), South and Central America (176), while in Europe and North America they are relatively high (581 and 670 respectively) (IOMVM 2021). This report also states that: "In 2030, most of the global passenger demand growth happens in Africa (AF) (44% growth relative to 2020), and Asia and developing Pacific (APC) (57% growth in China and 59% growth in India relative to 2020) in the below 2.5 scenario (C5). These regions start from a low level of per capita demand. The per capita passenger demand in these regions was lower than in developed countries in 2010, but it converges towards the per capita passenger transport demand of advanced economies in less stringent climate scenarios."

In addition, for developing countries, there are many barriers and challenges to the application of technology in transport emission reduction, as well as a lack of adequate financial, technological and capacity building support.

We appreciate that the current sub-topics cover key low-carbon

technologies in the transport sector, covering discussions on low-carbon modes of transport, energy efficiency improvement, vehicle electrification, and low- and zero-carbon fuels. We believe that all Parties will further explore opportunities for practical cooperation through adequate dialogues and discussions and by exchanging best practices, challenges and barriers, as well as technology and capacity-building needs.

In this regard, we have the following specific suggestions:

- **Content for discussion**

We suggest that the discussion under each sub-topic should focus on three aspects: First, the application status and experience of the content, including the experience of good practices from each Party, the highlights and effects of practice, and the experience that can be promoted and replicated. Second, the main barriers and challenges, including technical barriers, policy shortcomings, lack and insufficient capacity building on the institutional arrangement. Third, the cooperation needs, exploring international cooperation opportunities in different technology sectors among all parties.

- **Guiding questions**

We suggest that it would be useful for the discussion to be organized around the following guiding questions:

1. *[Best Practices and Experiences]* What are the best practices and experiences of parties at the national, regional and local levels in the areas covered by each of the respective sub-topics?
2. *[Effective policy measures]* What are the key technologies and effective policy measures for public transport, transport energy efficiency, vehicle electrification and low-carbon fuels?
3. *[Difficulties]* In terms of the content of the sub-topics, what are the challenges and barriers faced by Parties in promoting the green transport transition?

4. *[Financial, technological and capacity-building needs]* What are financial, technological and capacity-building needs in each of the respective sub-topics?

5. *[Cooperation opportunities]* What are the existing international cooperation projects and mechanisms in the field of green transport, including the various aspects of the sub-topics? What are the opportunities for international cooperation in the future?

#### **4. Purpose of the dialogues**

We stress that the purpose of the dialogues is to facilitate a focused exchange of views and information in the spirit of cooperation to achieve inclusive solutions through sharing experiences and good practices, and addressing barriers and challenges. It should be respectful of national sovereignty and national circumstances, take into account the nationally determined nature of nationally determined contributions. The dialogues must not reinforce new targets or goals and should not ignore country differentiation and necessary means of implementation or ignore the diversity of pathways towards achieving different commitments and obligations under the Paris Agreement.

#### **5. Organizational arrangements**

We reiterate that the arrangement of the dialogue should ensure that it is conducted in an global, inclusive, balanced, and Party-driven manner, which allows all parties to participate. Therefore, we do not support any regional non-inclusive approach to the global dialogue which creates unbalanced representation and undermines the “global” character of the dialogues. In addition, we suggest that the next global dialogues be conducted in plenary sessions, rather than parallel subgroups, to ensure that the dialogues are conducted in a transparent and Party-driven manner, with all parties having the opportunity to meet face-to-face and learn from all country experiences rather than a small subgroup.

## **6. Release time of the summary report**

As mandated, each dialogue will be followed by a summary report in a comprehensive and balanced manner, and LMDC has raised concerns about the timing of its release. Currently, almost three months after the conclusion of the first global dialogue and only one month before the second global dialogue, the summary report of the first dialogue is yet to be released. We understand that the preparation of the report needs great efforts from the Secretariat, but we would like the subsequent summary reports to be released in time, to allow Parties sufficient time for review and reflection.