



COMMON BUT DIFFERENTIATED RESPONSIBILITIES IN INTERNATIONAL TRANSPORT



UNITED NATIONS
CLIMATE CHANGE CONFERENCE
POZNAŃ 2008
POLAND

Tuesday, 9 December 2008

13:00 – 15:00h, Grebe

COP14 Side Event, Poznan

Mitigating emissions from bunker fuels while **providing innovative financing** for REDD, adaptation, and technology transformation. Differentiation of responsibilities and capabilities, implementation and regulatory aspects, **costs and benefits**, as well as impacts of proposed schemes will be discussed.

Why it is Important?

- CBDR proposition that delivers on the 4 building blocks of the Bali Roadmap
- It does so at a scale of \$6bn+ annually, of which \$2.5bn+ is for adaptation (2012)
- ✓ Already endorsed by several countries and organizations; in TP7 report
- **You could help** to shape and bring about an equitable solution **from 2012**

Presentations and Debate will Focus on

- How to differentiate responsibilities within a global scheme for shipping?
 - Annex I and non-Annex I destinations, and differentiated goals
 - Compatible with any post-2012 regime
- How to deliver an equitable financing architecture?
 - Mitigation & adaptation equally important
 - Adaptation funding, of which 40% for LDCs & SIDS
 - \$1bn+ Maritime Technology Fund
- International Maritime Emission Reduction Scheme:
 - Why hybrid? Why cap-and-charge?
 - Costs & benefits
 - Implementation and regulatory aspects
- Rapid progress and how you could help

**4 Bali pillars in
One maritime scheme**

**The goal is to increase momentum for an
equitable and affordable approach**

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International Maritime Emission Reduction Scheme