



Bonn Climate Change Conference SB58

Engagement Objectives - Outcomes - Next Steps

June 2023

Background about Global Stocktake 2023

The Paris Agreement works on a five-year cycle of increasingly ambitious climate action carried out by countries.

The Global Stocktake links the implementation of objectives and pledges set by countries in their Nationally Determined Contributions (NDCs) with the overarching goals of the Paris Agreement.

The first Global Stocktake takes place in 2021-2023 and will be repeated every five years hereafter.

It is aimed to allow increasing ambition once the five-years cycle of NDCs submissions are complete.

Unpacking the Global Stocktake

Phase 1: Data Collection and Preparation



Country reports, submissions, and the latest scientific findings are collected and consolidated.



Synthesis report on the state of emissions, adaptation efforts, NDCs, and climate finance are compiled.

Phase 2: Technical Assessment



Series of in-person dialogues to review all the information received.

Phase 3: Consideration of Outputs



Countries discuss findings and their implications at the political level, highlighting key opportunities.



Nations use technical findings to step up national climate action.

Started at COP26 in 2021 and concluded in March 2023

Started in mid-2022 and concludes in mid-2023

Concludes at the COP28 in 2023

Engagement in First Global Stocktake (GST) - Technical Dialogue 1.3

Overview

The First Global Stocktake is critical to assessing progress under the Paris Agreement and addressing opportunities for enhanced action and support. The third Technical Dialogue allowed stakeholders to provide vital inputs to improve understanding of global efforts and priority actions toward sustainable, low carbon transport.

SLOCAT Objectives

- Emphasise need to focus on transport sector targets
- Bridge technical to political phase of GST process, with transport a central element of political agreements
- Move from 'what' at Technical Dialogue (TD) 1.1 (e.g. quantifying transport finance and capacity needs) to 'how' at TD1.2 (e.g. pricing externalities of high-carbon transport) to 'what is next?' at TD1.3 (e.g. phasing out fossil fuel subsidies).

Resources/Links

UNFCCC: [Information note on GST TD 1.3](#)

UNFCCC: [Consideration of outputs component of GST1](#)

[Technical Dialogue 1.2 synthesis report by the co-facilitators](#)

SLOCAT GST Submissions

[Technical Dialogue 1.1](#) | [Interventions at Technical Dialogue 1.1](#) | [Technical Dialogue 1.3](#) | [Outputs phase of GST1](#)

Bonn Conference Outcomes and Next Steps

Outcomes

- The third Technical Dialogue provided a platform for prepared statements and interactive exchanges.
- **Equity between recent and historic emissions** continues to be a source of division among Parties.
- Several Parties focused on **technology and carbon capture and storage as a delay to fossil fuel phase-down/phase-out**.
- **Proposal for a Technical Annex to the GST outcome** to include regional and sectoral guidance towards more actionable outcomes. It faced opposition from a number of Parties.
 - **SLOCAT is advocating for such an Annex**. It can enhance the substantive outcomes of the process and support more ambitious Nationally Determined Contributions in 2025.

Next steps

- Next GST **synthesis report expected in September 2023**.
- **Workshop in October 2023** to frame the transition from technical to political phase of the dialogue.

Engagement in Just Transition Work Programme (JTWP)

Overview

A just and equitable transition encompasses pathways that include energy, socio-economic, workforce and many other dimensions, all of which must be based on nationally defined development priorities and must include social protection to mitigate potential impacts associated with these transitions ([UNFCCC](#)).

SLOCAT Objectives

- Build JTWP and set implementation parameters for transport sector engagement
- Advance meaningful and effective social dialogue on the potential of JT for transport and mobility
- Focus on pragmatic approaches (e.g. shift employment from fossil fuels to public transport) and technical aspects (e.g. increase incentives for EV battery recycling to reduce demand for raw materials)

Resources/Links

UNFCCC: [Leaving No One Behind in the Transition To a Low-Carbon Economy](#)

EDF: [Progress & Next Steps on Article 6: Looking ahead to COP28](#)

UNFCCC: [Just Transition of the Workforce and Creation of Decent Work](#)

Read more about decisions relating to JTWP [here](#)

Bonn Conference Outcomes and Next Steps

Outcomes

- The [informal note by the co-facilitators](#) in preparation of the Bonn Conference did not mention the role of transport among economic sectors.
- Parties and observers invited to **submit views by 15 September 2023**.
- Secretariat to prepare **synthesis report on Parties' submissions** to informing Parties' further discussions.
- Secretariat to organise, under the guidance of SBSTA and SBI Chairs, a **workshop before SB59 (November–December 2023)** ensuring broad participation of Parties and observers.

Next steps

- SLOCAT and International Transport Workers' Federation (ITF Global) are collaborating with the aim of enhancing the transport elements of the process.
 - Submission by **15 September 2023**.

Engagement in Paris Agreement Article 6 (Market & non-market approaches)

Overview

Article 6 of the Paris Agreement allows countries to voluntarily cooperate to achieve emission reduction targets set out in their NDCs. Under Article 6, a country (or countries) will be able to transfer carbon credits earned from the reduction of GHG emissions to help one or more countries meet climate targets (e.g. Switzerland has made agreements to fund transport electrification projects in Dominica and Ghana to meet its own mitigation targets).

SLOCAT Objectives

- Advance progress on Article 6 tracking infrastructure
continue work on agreed electronic reporting formats
- Make info on cooperative approaches publicly available
- Formulate UN and Party responses to Article 6 inconsistencies (e.g. ICAO's Carbon Offsetting and Reduction Scheme for International Aviation is expected to require adjustment for traded credits.)

Resources/Links

UNFCCC: [Article 6.4 Mechanism](#)

World Bank: [What You Need to Know About Article 6](#)

Carbon Market Watch: [Five reasons why carbon markets \(Article 6\) matter](#)

Read more about decisions relating to Article 6 [here](#)

Bonn Conference Outcomes and Next Steps

Outcomes

- Parties and observer organisations invited to **submit views before 30 November 2023** on paragraphs 16(a), 17 and 22 of decision 6/CMA.4, which refers to the Internationally Transferrable Mitigation Outcomes between actors, including countries and private sector companies.
- Acknowledgment of **urgent need for a strong capacity-building programme**, particularly for Low and Middle Income Countries (LMICs).
- Secretariat to **updates regularly on the status of the capacity-building programme** referred to in paragraph 12 of decision 2/CMA.3. No reference made observers or non-Party Stakeholders participation.
- Secretariat to implement and maintain a **training programme for technical experts on Article 6 reviews**.

Next Steps

- **SLOCAT to brainstorm with GIZ possibilities to advance Article 6 approaches in the transport sector** through the [Global Carbon Market](#) project, which aims to enable Chile, India, Uganda, and Tunisia to link activities in the carbon market with their respective national climate protection policies.
 - Explore opportunities to provide incentives through Article 6 to Parties which commit to fossil fuel phase-out (e.g. Colombia receives significant revenue from fossil exports).



Partnership on Sustainable,
Low Carbon Transport

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