

The Greifswald Protocol



GreiMUN 2009 Climate Change Conference - Beyond the Kyoto Protocol -

University of Greifswald

last updated: 15.12.2009

The present advance version of the decisions adopted by the Conference of the Parties at its session in Greifswald is being made available on the GreiMUN website in unedited form for the convenience of Parties.



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Greifswald Protocol

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A. The Greifswald Protocol (Participating Parties)

The participating Parties in establishing the Greifswald Protocol,

Being Belgium, Canada, China, Denmark, Ecuador, Germany, Indonesia, Japan, Libyan Arab Jamahiriya, Namibia, Nigeria, Norway, Russian Federation, Singapore, South Africa, Thailand, Ukraine, United Kingdom of Great Britain and Northern Ireland, United States of America, Bolivian Republic of Venezuela, Viet Nam,

Being Parties to the United Nations Framework Convention on Climate Change, hereinafter referred to as “the Convention”,

Recalling the Convention and *thereby acknowledging* that changes in the Earth’s climate and its adverse effects are a common concern of humankind,

Acknowledging further that climate change is directly or indirectly attributed to human activity, but *fully aware* that there are many uncertainties in predictions of climate change, particularly with regard to the timing, magnitude and regional patterns thereof,

Having assembled to agree upon subsequent issues surrounding climate change: I. The Year 1990 as a Base for Greenhouse Gas Emission Measurement, II. Emission Certificate Trade, III. Greenhouse Gas Emissions from International Transport,

Declaring the Greifswald Protocol binding successor to the 2012 expiring Kyoto Protocol,

Have agreed as follows:



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I. The Year 1990 as a Base for Greenhouse Gas Emission Measurement

COP/Decision/I/1¹

The Conference of the Parties,

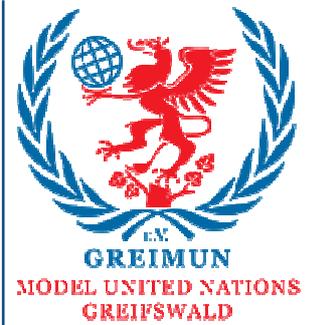
Recalling Article 25 of the Kyoto Protocol from 1997,

Emphasizing the need of binding and specified greenhouse gas emission reduction targets in order to decrease carbon dioxide emissions of all member states,

Thoroughly concerned about the people, territories and nations that are endangered by the impacts of climate change,

Recognizing that developing and least developed countries have potentially less capacity in contrast to developed countries to achieve greenhouse gas emission reduction targets due to e.g. their economical situations,

1. *Decides* to keep the year 1990 as a base for greenhouse gas emission measurement for Annex B countries,
2. *Decides further* to set the year 2000 for greenhouse gas emission measurement for non-Annex B countries as well as non-Kyoto countries.



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Greifswald Protocol

¹ Sponsors: Denmark, Ukraine, United Kingdom; Signatories: Belgium, Germany, Norway, Russian Federation, Singapore, Vietnam

COP/Decision/I/2²

The Conference of the Parties,

Recalling the United Nations Framework Convention on Climate Change and the third Conference of the Parties of UNFCCC in 1997 (decision 2/CP.3),

Reconsidering within Article 3, paragraph 1, of the Kyoto Protocol the agreement to decrease the total amount of Greenhouse Gas Emission of Annex I Parties by at least 5 per cent below 1990 levels in the commitments period 2008 to 2012,

Recognizing the reduction of greenhouse gas emissions that have been made by countries so far,

1. *Strongly* urges to retain the year 1990 as a base for greenhouse gas emission;
2. *Decides* to reduce Annex I Parties' emissions of greenhouse gases listed in the Annex A of the Kyoto Protocol by at least 10 percent below 1990 levels in the commitment period of 2012 to 2016.



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² Sponsors: Japan, Russian Federation, United States of America; Signatories: Canada, China, Libya, Namibia, Nigeria, South Africa, Thailand, Venezuela

II. Emission Certificate Trade

COP/Decision/II/13

The Conference of the Parties,

Emphasizing that the successful combat of climate change requires extended and more effective contributions of the international community and *thereby reaffirming* the importance of the emission certificate trade and Clean Development Mechanisms (CDM),

Bearing in mind that a comprehensive strategy comprises increased technical cooperation as well as environmental protection, such as promoting reforestation, a sustainable agriculture and a low carbon economy,

Recalling the principles created in the “Agenda 21” of the Rio Conference, the UNFCCC, the Kyoto Protocol and the Bali Road map, *hereby emphasizing* the principle of common but differentiated responsibilities and the necessity of adjusting measures to the specific capacities of developing countries,

1. *Calls upon* all Member States of the international community especially developed countries of the United Nations Framework Convention on Climate Change (UNFCCC) to increase their efforts to set more ambitious as well as binding targets for emission certificate trading;
2. *Declares* that within the emission certificate trade scheme established by the Kyoto Protocol, special emphasize should be laid upon the Clean Development Mechanism; *therefore encourages* developed countries to increase their engagement in supporting projects in developing countries related to energy efficiency and renewable energies, “green technologies” and reforestation;
3. *Emphasizes that* by 2020 every country should participate in the system of emission trade in accordance to their economic capacities and *calls upon* all Member States of the UNFCCC to increase the efforts to enable the developing countries to fulfill their obligations;
4. *Requires* that an effective system of emission trade can only be established by selling certificates to assist developing countries in achieving sustainable development as well as developed countries in achieving their commitments.

³ Sponsors: China, Russian Federation, Vietnam; Signatories: Ecuador, Indonesia, Libya, Namibia Singapore, South Africa, Ukraine, Venezuela



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III. Greenhouse Gas Emissions from International Transport

COP/Decision/IV/14

The Conference of the Parties,

Recalling the United Nations Framework Convention on Climate Change (UNFCCC),

Recognizing that Greenhouse Gas (GHG) Emissions from International Transport have not been addressed by any International Convention to this point,

Acknowledging that an efficient national and regional infrastructure of rail and road networks may decrease aviation and thereby contribute to the reduction of GHG Emissions,

Bearing in mind that aviation as well as maritime industry significantly contribute to the global GHG Emissions,

1. *Decides* that emissions caused by international transport are to be separated from the overall amount of GHG Emissions caused by national economies;
2. *Agrees upon* reducing emissions from international aviation industries by ten per cent in comparison to 2005 until 2020;
3. *Agrees upon* reducing emissions from international maritime industries by twenty per cent in comparison to 2005 until 2020;
4. *Encourages* all member states of the UNFCCC to increase their efforts as well as investments in the development of alternative and ecological technologies according to their economical capacities;
5. *Recommends* that all member states of the UNFCCC take measures to encourage the implementation of the aforementioned technical progress on the national level and support least developed and developing countries;
6. *Calls upon* the United Nations Development Program (UNDP) to assist least developed and developing countries in building up their infrastructure.

⁴ **Sponsors:** China, Germany, South Africa; **Signatories:** Belgium, Canada, Denmark, Ecuador, Nigeria, Ukraine, United Kingdom, Venezuela, Vietnam



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COP/Decision/IV/2⁵

The Conference of the Parties,

Alarmed by the significant increase of 50 percent of Greenhouse Gas Emissions since 1990 by international means of transport,

Noting with regret that until today no global treaty has been adopted including Emissions from International Transport,

Encouraging all member states to take actively part in the international struggle of reducing carbon dioxide emissions,

1. *Calls upon* the international community to increase their engagement in inventing as well as investing into environmental friendly new technologies in order to promote the elimination of using highly polluting means of transport;
2. *Proclaims* to distribute the Greenhouse Gas Emissions from International Transport to participating countries;
4. *Instructs* the international community to shift air transport as much as possible to other means of transport.



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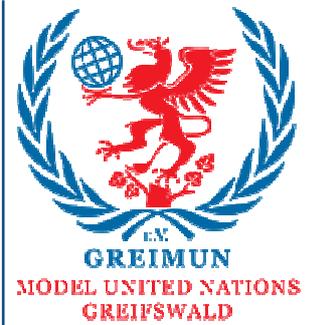
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⁵ Sponsors: Namibia, Norway, United States of America; Signatories: Ecuador, Japan, Russian Federation, Singapore, Thailand, Venezuela

B. Annex - Signing Countries



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Belgium

Canada

China

Denmark

Ecuador

Germany

Indonesia

Japan

**Libyan Arab
Jamahiriya**

Namibia

Nigeria

Norway

Russian Federation

Singapore

South Africa

Thailand

Ukraine

**United Kingdom of
Great Britain and
Northern Ireland**

**United States of
America**

**Bolivian Republic of
Venezuela**

Viet Nam