Climate change models project disproportionately large temperature increases (up to 7 degrees) for Eastern Europe. Flooding will be a significant problem as the Baltic Sea rises and snow and ice melt continue to increase. Sectors such as agriculture and food security, forestry, health, water and tourism will be unavoidably impacted. The international community must come together to address this global problem.

Since 1988, international climate change negotiations have taken place under the UN Framework Convention on Climate Chance (UNFCCC). The most famous product of these negotiations, the Kyoto Protocol (KP), was drafted in 1997 and came into force in 2005. Parties meet annually during a Conference of the Parties (COP); this year’s meeting will be held in Doha, Qatar. Countries will negotiate rules and reporting for the second commitment period of the Kyoto Protocol and other long-term financial and emission reduction commitments under the Ad-Hoc Working Group- Long-Term Cooperative Action (AWG-LCA), which is scheduled to end this year. A new legally binding climate change framework, the Durban Platform is slated to be completed by 2017 and come into force in 2020. Some of the work of AWG-LCA may be continued under the new framework. Latvia has an important part in these negotiations; a brief summary of recommendations for issues of importance for Latvia follows below. They are organized by negotiating track.

**Assigned Amount Units (AAUs)** - Emissions trading credits under the Kyoto Protocol (KP) Track

As part of the EU, Latvia is obligated to take the position of the EU (significant reductions of AAUs) at upcoming COP 18 negotiations, but since the funds generated from the sale of AAUs constitute a very crucial source for continuing funding long-term mitigation projects, Latvia should emphasize the progress it has made and the projects it has pursued using AAU-derived funds and bargain to use smaller discount factor for AAU rollover.

**Land Use, Land-Use Change and Forestry (LULUCF)** - Sector for emissions accounting under the KP Track

LULUCF is important for Latvia due to its forest cover and its ability to store carbon. The new required accounting and reporting from COP17 in Durban can be translated into maintaining existing certifications (FSC and PEFC), which encourage sustainable forest management. It is in the interest of Latvia to negotiate with the EU to encourage mandatory reporting and accounting across all LULUCF activities, and argue for a removal of the current emissions credit cap to best utilize the sequestration power of Latvian forests in the KP framework. It is also important because these accounting standards have the potential to inform and be carried over to the framework of AWG-DP.

**Aviation and Maritime Transport** – Long-term Cooperative Action Track (LCA)

Latvia relies heavily on aviation and maritime transport to maintain connections to other nations in the EU and around the world, and aviation particularly is playing a growing role in the Latvian economy. Though the International Maritime Organization (IMO) has taken first steps on limiting emissions from shipping, the International Civil Aviation Organization (ICAO) has not done so. As a result, the EU proposed to include aviation in its emissions trading scheme (ETS), but reversed its decision under pressure on November 12, 2012. Efforts by the UNFCCC to address emissions from this sector have so far concluded that a signal must be sent to the IMO and ICAO indicating what approach to use to address emissions, but have failed to identify what that signal should be. While Latvia should support the EU’s push for a global aviation and shipping emissions regime through these organizations, it is in Latvia’s interest to favor an approach that acknowledges its status as a transitional economy that cannot be expected to mitigate at the same level as other “Annex I” developed countries.