

*U.S. Government Review of the Second Order Draft of WGIII Contribution  
"Climate Change 2007: Mitigation of Climate Change"*

CHAPTER	FROM PAGE	LINE	TO PAGE	LINE	COMMENT
TS	104	7	104	11	Delete "but to date have generally yielded only modest results." This is true of all climate policies, not merely VAs. The same can be said of the following sentence. There are few programs, voluntary or mandatory that are not modest in their objectives. Those that are not (e.g., Kyoto targets for several countries) are not being met. At a minimum, redraft to say: "On balance, many voluntary agreements have achieved modest results, though a number have had significant impacts." <b>U.S. Government</b>
TS	104	24	104	27	Needlessly controversial sentence. Suggest remove or rewrite positively to encourage increased funding in all sectors. <b>U.S. Government</b>
TS	104	39	105	6	This paragraph neglects an important point: Actions by U.S. States have a long history of influencing U.S. national environmental policy, which in turn has often provided a benchmark for other nations. A classic example is control of air pollutants emitted by motor vehicles. California has led the nation and the world in setting stringent emissions standards for motor vehicles. The U.S. Clean Air Act recognizes California's ability to set more stringent standards, and allows other U.S. states to set standards that mirror California's. The potential consequences of having several states with stringent motor vehicle emissions standards, effectively creating two separate motor vehicle markets within the U.S., was a significant factor in the U.S. government's promulgation of and the auto industry's acceptance of both the national low emission vehicle standards adopted in the 1990s and the more stringent U.S. federal "Tier 2" emissions standards, adopted in 2000. Many other examples are available in the U.S. context. <b>U.S. Government</b>
TS	104	39	105	6	Actions by sub-national governments have indeed led to nationally significant emissions reductions for criteria air pollutants (NOx, volatile organic compounds, etc.). There is no reason to believe that this approach would not also prove effective for GHG emissions abatement. Beyond the dynamic by which state standards can induce national action, state standards themselves can have a measurable impact. California's GHG emissions standards for motor vehicles have been adopted now by 10 other states, together comprising nearly 30% of the U.S. auto market. These standards would require a 30% reduction in new vehicle GHG emissions by 2016. If these standards survive a lawsuit recently filed by the auto manufacturers and dealers, they could ultimately force a significant reduction in the GHG emissions of new motor vehicles sold in the U.S. Ultimately, this would also be globally significant, given that U.S. light duty vehicles are responsible for about 4 to 5% of global carbon emissions (DeCicco and Fung, <i>Global Warming on the Road</i> , Environmental Defense, 2006, see Figure 1). <b>U.S. Government</b>
13	105	11	105	13	Substitute "the most notable achievements" with less laudatory and more neutral terminology, such as "noteworthy effects" are...". Add "array of policies in developed countries." <b>U.S. Government</b>