

COMISSÃO LATINO-AMERICANA
DE AVIAÇÃO CIVIL



LATIN AMERICAN CIVIL
AVIATION COMMISSION

COMISIÓN LATINOAMERICANA DE AVIACIÓN CIVIL

SECRETARÍA
APARTADO 27032
LIMA, PERÚ

CLAC/GEPEJTA/35-NE/14
21/08/15

**TRIGÉSIMO QUINTA REUNIÓN DEL GRUPO DE EXPERTOS EN ASUNTOS
POLÍTICOS, ECONÓMICOS Y JURÍDICOS DEL TRANSPORTE AÉREO (GEPEJTA/35)**

(Lima, Perú, 26 y 27 de agosto de 2015)

**Cuestión 4 del
Orden del día:**

Medio Ambiente

**Cuestión 4.1 del
Orden del día:**

**Informe sobre la Conferencia de Cambio Climático – 42° Reunión del
Órgano Subsidiario de Asesoramiento Científico y Tecnológico y la
reunión del Grupo de Trabajo Especial sobre la Plataforma de Durban
para una Acción Reforzada realizadas en Bonn, Alemania en junio 2015.**

(Nota de estudio presentada por Guatemala – Punto Focal “Medio Ambiente”)

Antecedentes

1. Cómo se recordará en la Trigésimo Cuarta Reunión del Grupo de Expertos en Asuntos Políticos, Económicos y Jurídicos del Transporte Aéreo (GEPEJTA/34), realizada en Bogotá, Colombia, el Estado de Guatemala presentó la nota de estudio CLAC/GEPEJTA/34-NE/13, en la cual se dieron a conocer algunos de los resultados de diversas discusiones de la Conferencia de las Partes, realizada en Perú, COP/20 y la Conferencia de las Partes en Calidad de Reunión de las Partes en el Protocolo de Kioto CMP/10 en donde se generó el documento borrador de la propuesta “*Llamado de Lima para la acción climática*” que será negociada en la próxima COP/21, en diciembre próximo.
2. En dicho documento de negociación se incluyó el sector de la aviación civil en las secciones de mitigación y finanzas; por una parte incluyendo la meta sectorial de la OACI de reducción de las emisiones de gases de efecto invernadero (GEI) y por otro lado identificando al sector como una fuente de financiamiento para los fondos de adaptación al fenómeno del Cambio Climático, a través de un programa de gravámenes.
3. Asimismo en el marco de la COP/20 se realizó la 41° Reunión del Órgano Subsidiario de Asesoramiento Científico y Tecnológico (OSACT o SBSTA por sus siglas en inglés), en la cual la OACI presentó las actividades realizadas en el marco de los objetivos estratégicos en medio ambiente,

enfocados en reducir las emisiones de gases de efecto invernadero. Documento en el cual se resaltaron los avances en los Planes de acción de los Estados, combustibles alternativos sostenibles para la aviación, el seminario de tecnología verde, medidas basadas en criterios de mercado (MBM's) y los diferentes proyectos impulsados con financiamiento de la Convención Marco de las Naciones Unidas sobre Cambio Climático (CMNUCC).

4. En este orden de ideas y según el calendario de reuniones de la Convención Marco de las Naciones Unidas sobre Cambio Climático, se programó la 42^o Reunión del OSACT en la cual se incluyó en la agenda en el ítem 8.c lo relacionado con las *Emisiones resultantes del combustible utilizado en el transporte aéreo y marítimo internacional*, en donde la OACI presentó un informe.

5. Asimismo en el marco de la reunión mencionada anteriormente se celebró la novena parte de la segunda sesión del Grupo de Trabajo Especial sobre la Plataforma de Durban para una Acción Reforzada (ADP – 2.9), en la cual se revisó nuevamente el texto de negociación que será discutido en la COP/21 a realizarse en diciembre próximo.

Análisis

6. Como se mencionó con anterioridad en el marco del ítem 8 (Cuestiones metodológicas relacionadas con la Convención), en su punto c tanto la OACI como la OMI presentaron los respectivos informes¹ relacionados con las actividades para la reducción de emisiones de gases de efecto invernadero (GEI). Específicamente el informe de la OACI se encuentra en el *Adjunto 2*.

7. En el contenido de este informe al igual que los presentados con anterioridad se incluyen avances en los Planes de acción voluntarios para la reducción de emisiones de CO₂ provenientes de la aviación internacional, la asistencia a los Estados para la implementación de los APER, combustibles alternativos sostenibles para la aviación, medidas basadas en criterio de mercado (MBM's), la presentación del Seminario sobre las Alianzas Globales de la OACI para la Reducción de Emisiones (E-GAP) y el financiamiento sobre Cambio Climático.

8. En cuanto a las MBM's, en el citado informe de OACI se incluye un breve resumen sobre los resultados obtenidos en los diferentes Diálogos de la Aviación Mundial sobre Medidas basadas en el mercado (MBM's) "GLADS", respecto a las emisiones de CO₂ procedentes de la aviación internacional; llevados a cabo en abril pasado.

9. En el marco de la reunión de la 42^o Reunión del OSACT, es importante resaltar tomar en cuenta las diferentes disertaciones que se realizaron en el desarrollo de este subtema de la agenda, especialmente por el Representante de la OACI y del Estado de Argentina.

10. Debe ponderarse la disertación del representante de la OACI² (*Adjunto 1*) al indicar lo contenido en el punto 30 de la Resolución A38-18 del anterior periodo de sesiones de OACI, la cual se cita a continuación:

“insta a que la OACI y sus Estados miembros expresen claramente su preocupación, a través del proceso de la CMNUCC, acerca del uso de la aviación internacional como posible fuente de movilización de ingresos para el financiamiento climático de otros sectores económico productivos, con el propósito de asegurar que la aviación internacional no se identifique de manera desproporcionada como fuente de financiación”.

11. La declaración conjunta presentada por Argentina³ (*Adjunto 3*) con el apoyo del Grupo Africano de Países, la Liga de los Estados Árabes, Bolivia, Brasil, China, Cuba, Ecuador, El Salvador,

¹ <http://unfccc.int/resource/docs/2015/sbsta/eng/misc04.pdf>

² http://unfccc.int/files/bodies/sbsta/application/pdf/sbsta42_icao_statement_ver06.pdf

India, Irán, Malaysia, Nicaragua, Panamá, Uruguay, Venezuela y Vietnam; para el caso de la OACI se refirió a dos aspectos específicos siendo estos las medidas basadas en criterio de mercado y los Planes de Acción de los Estados.

12. En cuanto a las medidas basadas en criterios de mercado se refieren específicamente al trabajo que viene realizando el Grupo Asesor de Medio Ambiente (EAG) de la OACI y la presentación de las propuestas de mecanismos contenidas en el Strawman, los cuales indican que deben ser analizados a profundidad, tomando en cuenta las circunstancias especiales de los países en desarrollo y que en el diseño de las mismas se incluya el principio de responsabilidades comunes pero diferenciadas, el cual ha sido reconocido en la Resolución A38-18. Asimismo insta a que las discusiones en el marco de la OACI no deben prejuzgar o duplicar los posibles resultados del trabajo de la CMNUCC o de sus principios y disposiciones. Además solicitan que los acuerdos a los que se lleguen tengan carácter multilateral y no unilateral.

13. En lo relacionado con los planes de acción de los Estados, esta declaración conjunta indica que para el caso de los países en desarrollo debe ser entendido como voluntarios; enfatizando la necesidad de asegurar la transferencia de recursos financieros, transferencia de tecnología y el apoyo para la creación de capacidades para la implementación de los planes de acción específicos.

14. Para finalizar esta posición los Estados en su declaración conjunta, manifestaron su preocupación en cuanto a la identificación del sector de la aviación civil como potencial fuente de recursos para el financiamiento de las actividades concernientes con los impactos relacionados al fenómeno del Cambio Climático, recordando lo contenido en la Resolución A38-18 a este respecto.

15. El reporte⁴ de la OSACT incluye específicamente para los informes de la OACI y de la OMI su habitual conclusión, para efectos de referencia documental, se cita a continuación:

C. Emisiones resultantes del combustible utilizado en el transporte aéreo y marítimo internacional

(Subtema 8 c) del programa)

1. Procedimiento

56. El OSACT examinó este subtema del programa en sus sesiones primera y tercera. Tuvo ante sí el documento FCCC/SBSTA/2015/MISC.4. En su primera sesión, el OSACT acordó en que el Presidente celebraría consultas con las Partes sobre esta cuestión y le presentaría un proyecto de conclusiones en su tercera sesión. En su tercera sesión, el OSACT examinó y aprobó las conclusiones que figuran a continuación.

2. Conclusiones del OSACT.

57. El OSACT tomó nota de la información y los avances notificados por las secretarías de la OACI y la OMI respecto de la labor que estaban realizando para hacer frente a las emisiones resultantes del combustible utilizado en el transporte aéreo y marítimo internacional, así como de las opiniones expresadas por las Partes sobre esa información.

58. El OSACT invitó a las secretarías de la OACI y la OMI a que les siguieran informando en sus futuros períodos de sesiones sobre los trabajos relacionados con esta cuestión.

16. Por aparte en la reunión de la novena parte de la segunda sesión del Grupo de Trabajo Especial sobre la Plataforma de Durban para una Acción Reforzada (ADP – 2.9), nuevamente se desarrolló la revisión del texto de negociación, que pretende sea aprobado en la COP/21. Principalmente se

³ http://unfccc.int/files/meetings/bonn_jun_2015/in-session/application/pdf/argentina_8c_rev.pdf

⁴ <http://unfccc.int/resource/docs/2015/sbsta/eng/02.pdf>

identificaron aquellas superposiciones y duplicaciones⁵ en el texto, así como un reacomodo en los párrafos del mismo. Además en el marco de esta reunión se realizó un evento paralelo sobre las Contribuciones Nacionales Determinadas Previstas (INDCs por sus siglas en inglés).

17. En lo que respecta al sector de la aviación, aunque sigan “encorchetados” los párrafos que se refieren al trabajo propuesto para la OACI, aparecen textos en la sección D, la cual se refiere a mitigación (ver párrafo 40) y en la sección F, relacionada con las finanzas (ver párrafo 106.5 Opción a.).

18. El resultado de este periodo de sesiones del ADP – 2.9, es el documento “Texto simplificado y consolidado”⁶, el cual refleja las modificaciones realizadas al texto enviado formalmente a los Estados en febrero pasado.

19. Es importante mencionar que en el evento sobre las Contribuciones Nacionales Determinadas Previstas (INDCs por sus siglas en inglés), se enfocó en las presentaciones de las Partes sobre los documentos presentados a la Secretaría de la CMNUCC; de los Estados miembros de la CLAC, de los cuales únicamente México ha presentado este informe.

20. Según el calendario de reuniones del CMNUCC se han programado dos reuniones más del ADP, la ADP – 2.10 y 2.11 las cuales se realizarán en agosto-septiembre y octubre respectivamente; los cuales tendrán como tarea afinar el texto de negociación.

Conclusión

21. Como puede observarse existe un gran avance en la consolidación del texto que se presentará para su respectiva negociación entre noviembre y diciembre del 2015 en el marco de la COP/21 en París. Respecto al sector de la aviación civil a través de la OACI ha tenido un rol activo en la presentación de las principales actividades que se han realizado en materia de reducción de emisiones de gases de efecto invernadero en el marco de las reuniones del OSACT.

22. Asimismo es importante resaltar la participación y la ponencia expuesta por el Estado de Argentina ya que a través de la declaración presentada, y que fue apoyada por diversos países, transmite los intereses de la región en promover la inclusión de las circunstancias especiales y capacidades respectivas (SCRC) y sobre todo el principio de responsabilidades comunes pero diferenciadas (CBDR) en la formulación y diseño de las diferentes propuestas de los mecanismos basados en criterios de mercado (MBM’s).

23. Además es importante remarcar que cada vez se hace más necesaria la coordinación interinstitucional entre las Autoridades Nacionales de Aviación Civil, Autoridades Nacionales de Ambiente y las Cancillerías, con el fin de llevar una postura común y de beneficio para la región en las diferentes negociaciones que se realicen en el marco de la CMNUCC; sin que las mismas afecten directa o indirectamente al sector de la aviación civil internacional de Latinoamérica.

24. Ponderar en su justa dimensión el trabajo realizado por el Estado de Argentina, quienes a lo largo del tiempo y en las diferentes instancias multilaterales han sido consecuentes y coherentes en sus planteamientos en el espíritu de la CMNUCC hacia los países catalogados como en vías de desarrollo y sus diversos sectores, en este caso el sector de la aviación civil.

Medida Propuesta

25. Se invita al Grupo de Expertos a:

⁵ <http://unfccc.int/resource/docs/2015/adp2/eng/2infnot.pdf>

⁶ http://unfccc.int/files/bodies/awg/application/pdf/adp2-9_i3_11jun2015t1630_np.pdf

- a. Tomar nota de la información presentada;
- b. Intercambiar criterios y opiniones.
- c. Instar a las Autoridades Nacionales de Aviación Civil para que realicen las coordinaciones respectivas en cuanto a las posturas comunes en las diferentes negociaciones de la CMNUCC.



**Statement by the International Civil Aviation Organization (ICAO),
to the Forty-second Session of the UNFCCC Subsidiary Body
for Scientific and Technological Advice (SBSTA42)**

(1 to 11 June 2015 – Bonn, Germany)

Thank you, Mr Chairman. We are just in a mid-point between the 2013 ICAO Assembly and the next Assembly which will take place in September 2016, and good progress has been made to address emissions from international aviation and in developing necessary studies and analyses for well-informed policy decisions of our Member States.

Among the key areas of work are:

- 1) Development of aircraft CO₂ certification Standard that reflects the advancement of aircraft technologies and fuel efficiency, for finalization by early 2016;
- 2) Development of guidance, methodologies and tools to help Member States quantify the environmental benefits from operational improvements;
- 3) Estimation of future production levels and life-cycle environmental benefits of sustainable alternative fuels for aviation, with a view to contributing to identify the remaining emission gap for achieving the ICAO's global aspirational goal of keeping the international aviation sector's CO₂ emissions from 2020 at the same level; and
- 4) Regarding market-based measures (MBMs), government, aviation industry and other stakeholders are working together to develop a proposal for a global MBM scheme, for decision by the next Assembly in September 2016.

Recently, ICAO conducted five regional Global Aviation Dialogues (GLADs) events throughout April 2015, as a means to ensure the full engagement of all stakeholders and widest possible range of inputs.

The ICAO and UNFCCC Secretariats are also working together to develop the CDM methodologies for aviation-related projects to help quantify the emissions reduction benefits of such projects.

In addition, to assist in taking concrete actions by Member States to reduce aviation emissions, ICAO has embarked on capacity building and assistance initiative, including seven regional hands-on training seminars held in all ICAO regions since last year.

Through this initiative, 77 Member States developed and submitted ICAO their voluntary action plans to reduce aviation emissions. As not all States have necessary resources to take actions, two partnerships were established to facilitate financial support: one with the European Commission (EC) to support 14 African and Caribbean States; and another with the Global Environment Facility (GEF) and United Nations Development Programme (UNDP) which includes a pilot project in Jamaica that could be replicated in other States.

Mr. Chairman. The achievement of the ICAO's emissions reduction goals requires adequate financial resources within the international aviation sector itself. In this regard, the last Assembly requested that "ICAO and its Member States express a clear concern, through the UNFCCC process, on the use of international aviation as a potential source for the mobilization of revenue for climate finance to the other sectors".

With the increasing engagement of Member States and in close cooperation with the aviation industry and other international organizations, ICAO will continue to work actively to deliver meaningful outcomes at the next Assembly and beyond. Thank you, Mr Chairman.

Paper no. 1 International Civil Aviation Organization

**The Forty-second Session of the UNFCCC Subsidiary Body for
Scientific and Technological Advice (SBSTA42)
(1 to 11 June 2015 – Bonn, Germany)**

Agenda Item 8 (c)

Emissions from fuel used for international aviation and maritime transport

(Submission by the International Civil Aviation Organization (ICAO))

Executive Summary

ICAO and its Member States have been actively progressing on a strategy to address CO₂ emissions from international aviation, with our collective global aspirational goals for the international aviation sector of improving fuel efficiency by 2% per year and keeping the sector's CO₂ emissions from 2020 at the same level.

Key ICAO activities include the development and assistance for the implementation of mitigation measures, relating to aircraft technologies, operational improvements, sustainable alternative fuels for aviation, and a global market-based measure (MBM) scheme.

To respond to the agreement of the 38th ICAO Assembly to develop a global MBM scheme for international aviation, significant efforts are being made as Member States, the aviation industry and other stakeholders are working together to develop a proposal capable of being implemented from 2020, for decision by the 39th ICAO Assembly in 2016.

ICAO also conducted the first round of five regional MBM Global Aviation Dialogues (GLADs) seminars throughout April 2015, as a means to ensure the full engagement of all stakeholders and widest possible range of inputs.

To assist the implementation of concrete actions to reduce CO₂ emissions from international aviation by Member States, ICAO has been undertaking capacity building and assistance strategy, including recent 7 regional seminars held in all ICAO regions, which helped 77 Member States to voluntarily develop and submit their action plans to ICAO.

To facilitate financing for Member States' actions, ICAO established two partnerships – one with the European Commission (EC) and another with the Global Environment Facility (GEF) and United Nations Development Programme (UNDP).

With the increasing engagement of Member States, and in close partnership with the aviation industry and other international organizations, ICAO has been working actively to address emissions from international aviation, as the sector moves forward in achieving its ultimate vision of sustainable international aviation.

Resolution A38-18 text adopted by the 38th ICAO Assembly is provided in **Appendix B**.

RECENT ICAO DEVELOPMENTS

Voluntary States' Action Plans to Reduce International Aviation CO₂ Emissions

In response to the request of the 38th ICAO Assembly to organize seminars in the regions to provide States with practical, hands-on assistance in developing and enhancing their voluntary action plans on aviation CO₂ emissions reduction activities, 7 seminars were held in all the ICAO regions from April 2014 to March 2015. The material provided in each seminar is made available on the ICAO action plan website¹. In addition, ICAO updated Doc 9988, *Guidance on the Development of States' Action Plans on CO₂ Emissions Reduction Activities*, including the incorporation of "Rules of Thumbs" which simplify the methodologies for the calculation of emission reduction benefits for inclusion in the action plans.



As of April 2015, 77 States representing approximately 83 per cent of global international aviation RTK voluntarily submitted action plans to ICAO. The Secretariat continues to directly contact national focal points to assist in developing and updating action plans. It is expected that 15 new action plans will be submitted by the end of 2015, and additional 14 new action plans will be submitted prior to the next Assembly in 2016. Most of the States (70%) that already submitted an action plan in 2012 are expected to be updating it prior to the next Assembly in 2016.

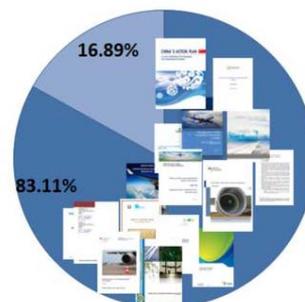
States' Action Plans to reduce aviation CO₂ emissions

- Opportunity for States to identify measures to reduce emissions, and specific needs for assistance
- Allows future progress toward the global environmental goals to be assessed

http://www.icao.int/environmental-protection/Pages/ClimateChange_ActionPlan.aspx

Current status of Action Plans submitted

- 77 States, representing 83% of global international aviation traffic, submitted action plans



¹ <http://www.icao.int/Meetings/EnvironmentalWorkshops/Pages/2014-Seminars.aspx>

Assistance to States

As part of ICAO's efforts to provide further assistance to States and facilitate access to financing for the development and implementation of States' action plans, ICAO established partnerships with the European Commission (EC), as well as with the Global Environment Facility (GEF) and the United Nations Development Programme (UNDP).

The ICAO-EC joint assistance project, Capacity Building for CO₂ Mitigation from International Aviation, is a 6.5 million Euro project to assist fourteen States from Africa and the Caribbean in the development of their action plans; setting up of their aviation environmental systems; and implementation of measures to reduce aviation emissions. Following the kick-off seminars in the Dominican Republic in December 2014 and in Cameroon in February 2015, the national action plan teams have been established in all the selected States to start developing their action plans

ICAO-EC partnership to assist Member States – 6.5 Million Euros

| African Region | Caribbean Region |
|-----------------|---------------------|
| 10 ECCAS States | Dominican Republic |
| Burkina Faso | Trinidad and Tobago |
| Kenya | |



The ICAO-GEF-UNDP joint assistance project, *Transforming the Global Aviation Sector: Emission Reduction from International Aviation*, is a 2 million USD project, including the development of guidance and supporting mechanisms to assist the identification and implementation of measures to reduce aviation CO₂ emissions, and a practical pilot project in Jamaica consisting of the implementation of a measure that could be replicated in other States.

Sustainable Alternative Fuels for Aviation

ICAO has been at the forefront in promoting and facilitating the development and deployment of sustainable alternative fuels for aviation, including through information sharing on best practices among States and other stakeholders via the ICAO Global Framework for Aviation Alternative Fuels (GFAAF) website, and the promotion of global initiatives.

Technical work at ICAO on this subject focuses on a global projection of the future production of alternative jet fuels and of the associated range of potential emissions reductions. In this regard, the Alternative Fuels Task Force (AFTF) under the ICAO Committee on Aviation Environmental Protection (CAEP) has been working to develop a methodology for the assessment of full life-cycle CO₂ emissions, assess the future production of alternative jet fuel, and apply the life-cycle methodology to evaluate the associated emissions reductions in future.



ICAO Global Framework for Aviation Alternative Fuels (GFAAF) website
(<http://www.icao.int/environmental-protection/GFAAF/Pages/default.aspx>)

Global Market-based Measure (MBM)

The agreement of the 38th ICAO Assembly on the development of a global MBM scheme for international aviation, reflects the strong support of Member States for a global solution for the international aviation industry. Significant efforts are being made as Member States, the aviation industry and other stakeholders are working together to develop a proposal for a global MBM scheme capable of being implemented from 2020, for decision by the 39th ICAO Assembly in 2016.

Good progress is being achieved by the ICAO Council's Environment Advisory Group (EAG) with technical support provided by the Committee on Aviation Environmental Protection (CAEP), using a "Strawman" approach, which started with a simple and basic proposal for a global MBM scheme with a view to generating the discussion and analyses on advantages and disadvantages of design elements and allowing for the improvements of the Strawman.

As a means to ensure the full engagement of States and other stakeholders and widest possible range of inputs, ICAO conducted the first round of five regional seminars – MBM Global Aviation Dialogues (GLADs) from 9 to 28 April 2015. The material provided in the GLADs is made available on the ICAO website². The summary of the GLADs is provided in **Appendix A**.

ICAO Global Aviation Partnerships on Emissions Reductions (E-GAP) Seminar

ICAO Global Aviation Partnerships on Emissions Reductions (E-GAP) Seminar³ is being held in Montréal, Canada from 16 to 17 September 2015. The Seminar provides a forum to showcase the actions and results achieved in reducing emissions from international aviation through partnerships between ICAO, governments and international organizations.

² <http://www.icao.int/meetings/GLADs-2015/Pages/default.aspx>

³ <http://www.icao.int/meetings/EGAP/>

Such partnerships are enhancing environmental action by stakeholders, encouraging resource mobilization and facilitating further cooperation in new areas. The Seminar will focus on developments in aircraft technology and research programmes; recycling of aircraft; next generation air navigation and green operations; renewable energy and sustainable alternative fuels; financing for aviation environmental activities; and carbon markets.

The Seminar will also encourage dialogues to explore further opportunities for partnerships, and promote networking among stakeholders. During the Seminar, the E-GAP initiative will be launched to further strengthen partnerships and cooperation between ICAO and key stakeholders for reducing emissions from international aviation. The E-GAP initiative will be one of the core elements of the ICAO's input to the UNFCCC COP21 in Paris, France.

UNFCCC – CLIMATE FINANCE

One of the areas where international aviation was considered under the UNFCCC process is the issue of climate finance. The UNFCCC conferences adopted a series of decisions which included the work programme on long-term climate finance to further analyse options for the mobilization of USD 100 billion per year by 2020 from a wide variety of potential sources.

Some Parties expressed concern with the proposals to use international aviation as a potential source for mobilizing such revenue. Such proposals include the report of the World Bank (WB)/International Monetary Fund (IMF) under the G20 process in 2011, which explored global carbon charges of USD 25 per tonne of CO₂ emissions on international transport, which the report suggested could raise USD 12 billion per year by 2020 from international aviation.

The Negotiation text (document FCCC/ADP/2015/1) includes a proposal on the use of international aviation and maritime sectors as a source of financing for adaptation, and encouraging ICAO and IMO to develop a levy scheme to provide financing support for the Adaptation Fund (paragraph 116.5 of the Negotiating text).

It should be highlighted that in 2010, ICAO Member States adopted global aspirational goals for the international aviation sector of improving the sector's fuel efficiency by 2% per year and keeping its global CO₂ emissions from 2020 at the same level (carbon neutral growth from 2020). The achievement of the ICAO global aspirational goals requires adequate financial resources within the sector itself, enabling it to effectively respond to the global climate change challenge. It is of utmost importance that the development of a global MBM scheme for international aviation be treated as one element of a basket of mitigation measures to achieve the ICAO global aspirational goals, and not in isolation.

In this regard, the 38th Assembly urged that "ICAO and its Member States express a clear concern, through the UNFCCC process, on the use of international aviation as a potential source for the mobilization of revenue for climate finance to the other sectors, in order to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner" (Assembly Resolution A38-18, paragraph 30). The Assembly also requested Member States to communicate and coordinate with their delegations of Parties to the UNFCCC process regarding developments on international aviation and climate change under ICAO.

The recent ICAO Council in March 2015 reiterated the need to act on the Assembly's requests above, and informed Member States to take appropriate action.

— — — — —

APPENDIX A

Summary of Global Aviation Dialogues (GLADs)

1. Introduction

ICAO concluded its first round of Global Aviation Dialogues (GLADs) on market-based measures (MBMs) during April 2015. Two-day GLADs sessions were conducted in Lima, Peru (9 to 10 April), Nairobi, Kenya (14 to 15 April), Cairo, Egypt (20 to 21 April), Singapore (23 to 24 April) and Madrid, Spain (27 to 28 April).

Through the five GLADs conducted, ICAO reached 362 participants from 79 States (all 36 Council States plus 42 non-Council States) and 22 international organizations.

2. Organization and Format of GLADs

Each of the two-day GLADs was held in a unique format to facilitate the sharing of information and to encourage participant discussion.

Following an initial sequence of informative presentations that brought all participants to a common level of understanding on MBMs, participants were assigned to small discussion groups to undertake two thematic dialogues: one focused on questions related to design features of a global MBM scheme; and another focused on implementation challenges.

Each small group assigned a speaker from a State participant not represented on the Council, who successfully reported the group's summary to the plenary.

2. Summary of Dialogue Sessions

Main highlights for the dialogue session in the design of a global MBM included environmental integrity, the simplicity and cost-effectiveness of a global scheme, the need for differentiation without discrimination, and the goal of avoiding excessive cost or administrative burdens.

Regarding implementation challenges, States clearly requested more information, outreach and capacity building on a continuous basis. For the second round of GLADs, a concrete proposal for the global MBM scheme is essential.

3. Summary of Panel Discussions

The final session of the GLADs was an interactive panel discussion, formed by representatives from States, industry, environmental NGOs and financial institutions, where they exchanged views on various aspects of a global MBM, including on the carbon markets and availability of carbon credits for use by international aviation in the MBM scheme.

APPENDIX B

ICAO Assembly Resolution A38-18: Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change

Whereas ICAO and its member States recognize the critical importance of providing continuous leadership to international civil aviation in limiting or reducing its emissions that contribute to global climate change;

Reemphasizing the vital role which international aviation plays in global economic and social development and the need to ensure that international aviation continues to develop in a sustainable manner;

Whereas the ultimate objective of the United Nations Framework Convention on Climate Change (UNFCCC) is to achieve stabilization of greenhouse gas (GHG) concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system;

Whereas the Kyoto Protocol, which was adopted by the Conference of the Parties to the UNFCCC in December 1997 and entered into force on 16 February 2005, calls for developed countries (Annex I Parties) to pursue limitation or reduction of greenhouse gases from “aviation bunker fuels” (international aviation) working through ICAO (Article 2.2);

Acknowledging that international aviation emissions, currently accounting for less than 2 per cent of total global CO₂ emissions, are projected to grow as a result of the continued development of the sector;

Whereas a comprehensive assessment of aviation’s impact on the atmosphere is contained in the special report on *Aviation and the Global Atmosphere*, published in 1999, which was prepared at ICAO’s request by the Intergovernmental Panel on Climate Change (IPCC) in collaboration with the Scientific Assessment Panel to the Montreal Protocol on Substances that Deplete the Ozone Layer;

Whereas the IPCC special report recognized that the effects of some types of aircraft emissions are well understood, it revealed that the effects of others are not, and identified a number of key areas of scientific uncertainty that limit the ability to project aviation’s full impacts on climate and ozone;

Whereas ICAO requested that the IPCC include an update of the main findings of the special report in its Fourth Assessment Report, published in 2007 and its Fifth Assessment Report to be published in 2014;

Noting the scientific view that the increase in global average temperature above pre-industrial levels ought not to exceed 2°C;

Acknowledging the principles and provisions on common but differentiated responsibilities and respective capabilities, and with developed countries taking the lead under the UNFCCC and the Kyoto Protocol;

Also acknowledging the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention;

Recognizing that this Resolution does not set a precedent for or prejudge the outcome of negotiations under the UNFCCC and its Kyoto Protocol nor represent the position of the Parties to the UNFCCC and its Kyoto Protocol;

Recognizing that the aspirational goal of 2 per cent annual fuel efficiency improvement is unlikely to deliver the level of reduction necessary to stabilize and then reduce aviation's absolute emissions contribution to climate change, and that goals of more ambition will need to be considered to deliver a sustainable path for aviation;

Noting that, to promote sustainable growth of aviation, a comprehensive approach, consisting of work on technology and standards, and on operational and market-based measures to reduce emissions is necessary;

Acknowledging the significant technological progress made in the aviation sector, with aircraft produced today being about 80 per cent more fuel efficient per passenger kilometre than in the 1960's;

Welcoming the agreement by the Committee on Aviation Environmental Protection (CAEP) of certification requirements for a global CO₂ Standard for aircraft;

Recognizing that air traffic management (ATM) measures under the ICAO's Global Air Navigation Plan contribute to enhanced operational efficiency and the reduction of aircraft CO₂ emissions;

Welcoming the adoption of the Aviation System Block Upgrades (ASBUs) strategy at the ICAO Twelfth Air Navigation Conference in November 2012;

Recalling that Assembly Resolution A37-19 requested the Council, with the support of member States, to undertake work to develop a framework for market-based measures (MBMs) in international aviation, including further elaboration of the guiding principles listed in the Annex to A37-19, for consideration by the 38th Session of the ICAO Assembly;

Recognizing the importance of avoiding a multiplicity of approaches for the design and implementation of MBM framework and MBM schemes;

Recalling that Assembly Resolution A37-19 requested the Council to explore the feasibility of a global MBM scheme to address emissions from international aviation;

Noting the decision of the Council on 9 November 2012, which recognized that the results of the qualitative and quantitative analysis of the three options for a global MBM scheme evaluated by the Secretariat with the support of the Experts on MBMs demonstrated that all three options were technically feasible and had the capacity to contribute to achieving ICAO's environmental goals, and that the Council agreed that further quantitative analysis of the three options needed to be undertaken to develop more robust and concrete conclusions;

Recognizing the potential desirability of a global MBM scheme in terms of providing an additional means of promoting achievement of the aspirational global goal referred to in paragraph 7;

Noting the support of the aviation industry for a single global carbon offsetting scheme, as opposed to a patchwork of State and regional MBMs, as a cost effective measure to complement a broader package of measures including technology, operations and infrastructure measures;

Noting that the Conference on Aviation and Alternative Fuels in November 2009 (CAAF/09) endorsed the use of sustainable alternative fuels for aviation, particularly the use of drop-in fuels in the short to mid-term, as an important means of reducing aviation emissions;

Also noting that the CAAF/09 established an ICAO Global Framework for Aviation Alternative Fuels (GFAAF);

Noting the progress achieved in proving the technological feasibility of drop-in sustainable alternative fuels for aviation and that such fuels will require the introduction of appropriate policies and incentives to create a long-term market perspective;

Acknowledging the need for such fuels to be developed and deployed in an economically feasible, socially and environmentally acceptable manner and the need for increased harmonization of the approaches to sustainability;

Noting that, consistent with Assembly Resolution A37-19, a substantial strategy for capacity building was undertaken by the Organization to assist the preparation and submission of States' action plans, including the holding of hands-on training workshops and the development of guidance material, an interactive web-interface and the ICAO Fuel Savings Estimation Tool (IFSET);

Welcoming that, as of 30 June 2013, 61 member States that represent 78.89 per cent of global international air traffic voluntarily prepared and submitted their action plans to ICAO;

Noting that the ICAO "Assistance for Action – Aviation and Climate Change" Seminar in October 2012 highlighted the active involvement of member States and international organizations in the activities related to States' action plans, explored possible sources of financial support for environmental action and provided an opportunity to share information and build partnerships in order to facilitate assistance identified by States for the preparation and implementation of their action plans;

Recognizing the different circumstances among States in their capacity to respond to the challenges associated with climate change and the need to provide necessary support, in particular to developing countries and States having particular needs;

Affirming that specific measures to assist developing States as well as to facilitate access to financial support, technology transfer and capacity building should be initiated as soon as possible;

Whereas the Kyoto Protocol provides for different flexible instruments (such as the Clean Development Mechanism — CDM) which would benefit projects involving developing States;

Affirming that addressing GHG emissions from international aviation requires the active engagement and cooperation of States and the industry, and *noting* the collective commitments announced by Airports Council International (ACI), Civil Air Navigation Services Organization (CANSO), International Air Transport Association (IATA), International Business Aviation Council (IBAC) and International Coordinating Council of Aerospace Industries Associations (ICCAIA) on behalf of the international air transport industry, to continuously improve CO₂ efficiency by an average of 1.5 per cent per annum from 2009 until 2020, to achieve carbon neutral growth from 2020 and to reduce its carbon emissions by 50 per cent by 2050 compared to 2005 levels;

Recognizing the need to monitor and report the potential impacts of climate change on international aviation operations and related infrastructure; and

Recognizing the progress made by ICAO in its implementation of the Climate Neutral UN initiative and the significant support provided by ICAO to the initiative, in particular through the development of a common methodology for calculating GHG emissions from air travel;

The Assembly:

3. *Resolves* that this Resolution, together with Resolution A38-17: Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality, supersede Resolutions A37-18 and A37-19 and constitute the consolidated statement of continuing ICAO policies and practices related to environmental protection;

Requests the Council to:

- a) ensure that ICAO exercise continuous leadership on environmental issues relating to international civil aviation, including GHG emissions;
- b) continue to study policy options to limit or reduce the environmental impact of aircraft engine emissions and to develop concrete proposals and provide advice as soon as possible to the Conference of the Parties of the UNFCCC, encompassing technical solutions and market-based measures, and taking into account potential implications of such measures for developing as well as developed countries; and
- c) continue to cooperate with organizations involved in policy-making in this field, notably with the Conference of the Parties to the UNFCCC;

4. *Reiterates* that:

- a) ICAO should continue to take initiatives to promote information on scientific understanding of aviation's impact and action undertaken to address aviation emissions and continue to provide the forum to facilitate discussions on solutions to address aviation emissions; and
- b) emphasis should be on those policy options that will reduce aircraft engine emissions without negatively impacting the growth of air transport especially in developing economies;

5. *Reaffirms* that this Resolution does not set a precedent for or prejudice the outcome of negotiations under the UNFCCC and its Kyoto Protocol nor represent the position of the Parties to the UNFCCC and its Kyoto Protocol;

6. *Resolves* that States and relevant organizations will work through ICAO to achieve a global annual average fuel efficiency improvement of 2 per cent until 2020 and an aspirational global fuel efficiency improvement rate of 2 per cent per annum from 2021 to 2050, calculated on the basis of volume of fuel used per revenue tonne kilometre performed;

7. *Agrees* that the goals mentioned in paragraph 5 above would not attribute specific obligations to individual States, and the different circumstances, respective capabilities and contribution of developing and developed States to the concentration of aviation GHG emissions in the atmosphere will determine how each State may voluntarily contribute to achieving the global aspirational goals;

8. *Also resolves* that, without any attribution of specific obligations to individual States, ICAO and its member States with relevant organizations will work together to strive to achieve a collective medium term global aspirational goal of keeping the global net carbon emissions from international aviation from 2020 at the same level, taking into account: the special circumstances and respective capabilities of States, in particular developing countries; the maturity of aviation markets; the sustainable growth of the international aviation industry; and that emissions may increase due to the expected growth in international air traffic until lower emitting technologies and fuels and other mitigating measures are developed and deployed;

9. *Recognizes* the many actions that ICAO member States have taken and intend to take in support of the achievement of the collective aspirational goals, including air traffic management modernization, acceleration of the use of fuel-efficient aircraft technologies, and the development and deployment of sustainable alternative fuels, and *encourages* further such efforts;

10. *Agrees* to review, at its 39th Session, the goal mentioned in paragraph 7 above in light of progress towards the goal, studies regarding the feasibility of achieving the goal, and relevant information from States;

11. *Requests* the Council to continue to explore the feasibility of a long term global aspirational goal for international aviation, through conducting detailed studies assessing the attainability and impacts of any goals proposed, including the impact on growth as well as costs in all countries, especially developing countries, for the progress of the work to be presented to the 39th Session of the ICAO Assembly. Assessment of long term goals should include information from member States on their experiences working towards the medium term goal.

12. *Further encourages* States to submit their voluntary action plans outlining their respective policies and actions, and annual reporting on international aviation CO₂ emissions to ICAO;

13. *Invites* those States that choose to prepare or update their action plans to submit them to ICAO as soon as possible preferably by the end of June 2015 and once every three years thereafter, in order that ICAO can continue to compile the information in relation to achieving the global aspirational goals, and the action plans should include information on the basket of measures considered by States, reflecting their respective national capacities and circumstances, information on the expected environmental benefits from the implementation of the measures chosen from the basket, and information on any specific assistance needs;

14. *Encourages* States that already submitted their action plans to share information contained in their action plans and build partnerships with other member States in order to support those States that have not prepared their action plans;

15. *Encourages* States to make their action plans available to the public, taking into account the commercial sensitivity of information contained in States' action plans;

16. *Requests* the Council to facilitate the dissemination of economic and technical studies and best practices related to aspirational goals and to continue to provide guidance and other technical assistance for the preparation and update of States' action plans prior to the end of June 2015, in order for States to conduct their necessary studies and to voluntarily submit their action plans to ICAO;

17. *Resolves* that States, when designing new and implementing existing MBMs for international aviation should:

- a) engage in constructive bilateral and/or multilateral consultations and negotiations with other States to reach an agreement, and
- b) grant exemptions for application of MBMs on routes to and from developing States whose share of international civil aviation activities is below the threshold of 1% of total revenue ton kilometres of international civil aviation activities, until the global scheme is implemented;

18. *Requests* the Council to review the *de minimis*, including the *de minimis* threshold of MBMs mentioned in paragraph 16 b) above, taking into account the specific circumstances of States and potential impacts on the international aviation industry and markets, and with regard to the guiding principles listed in the Annex, to be presented for consideration by the 39th Session of the Assembly in 2016;

2. *Decides* to develop a global MBM scheme for international aviation, taking into account the work called for in paragraph 19;

3. *Requests* the Council, with the support of member States, to:
 - a) finalize the work on the technical aspects, environmental and economic impacts and modalities of the possible options for a global MBM scheme, including on its feasibility and practicability, taking into account the need for development of international aviation, the proposal of the aviation industry and other international developments, as appropriate, and without prejudice to the negotiations under the UNFCCC;
 - b) organize seminars, workshops on a global scheme for international aviation participated by officials and experts of member States as well as relevant organizations;
 - c) identify the major issues and problems, including for member States, and make a recommendation on a global MBM scheme that appropriately addresses them and key design elements, including a means to take into account special circumstances and respective capabilities as provided for in paragraphs 20 to 24 below, and the mechanisms for the implementation of the scheme from 2020 as part of a basket of measures which also include technologies, operational improvements and sustainable alternative fuels to achieve ICAO's global aspirational goals; and
 - d) report the results of the work in sub-paragraphs a), b) and c) above, for decision by the 39th Session of the Assembly;
4. *Resolves* that an MBM should take into account the special circumstances and respective capabilities of States, in particular developing States, while minimizing market distortion;
5. *Also resolves* that special circumstances and respective capabilities of developing States could be accommodated through *de minimis* exemptions from, or phased implementation for, the application of an MBM to particular routes or markets with low levels of international aviation activity, particularly those serving developing States;
6. *Also resolves* that, the administrative burden associated with the implementation of an MBM to States or aircraft operators with very low levels of international aviation activity should not exceed the benefits from their participation in the MBM, and that exemptions from the application of the MBM to such States or aircraft operators should be considered, while maintaining the environmental integrity of the MBM;
7. *Also resolves* that adjustments to MBM requirements for aircraft operators could be on the basis of fast growth, early action to improve fuel efficiency, and provisions for new entrants;
8. *Further resolves* that, to the extent that the implementation of an MBM generates revenues, it should be used in consistency with guiding principle n) in the Annex;
9. *Recognizes* that in the short term voluntary carbon offsetting schemes constitute a practical way to offset CO₂ emissions, and *invites* States to encourage their operators wishing to take early actions to use carbon offsetting, particularly through the use of credits generated from internationally recognized schemes such as the CDM;
10. *Requests* the Council to collect information on the volume of carbon offsets purchased in relation to air transport, including through States' action plans submitted to ICAO, and to continue to develop and disseminate best practices and tools, such as the ICAO Carbon Emissions Calculator, that will help harmonize the implementation of carbon offset programmes;

11. *Requests* the Council to maintain and enhance appropriate standard, methodologies and a mechanism to measure/estimate, monitor and verify global GHG emissions from international aviation, and States support the work of ICAO on measuring progress through the reporting of annual data on traffic, fuel consumption and CO₂ emissions;

12. *Requests* the Council to request States to continue to support the efforts of ICAO on enhancing the reliability of measuring/estimating global GHG emissions from international aviation;

13. *Requests* the Council to regularly report CO₂ emissions from international aviation to the UNFCCC, as part of its contribution to assessing progress made in the implementation actions in the sector based on information approved by its member States;

14. While recognizing that no effort should be spared to obtain means to support the reduction and stabilization of CO₂ emissions from all sources, *urges* that ICAO and its member States express a clear concern, through the UNFCCC process, on the use of international aviation as a potential source for the mobilization of revenue for climate finance to the other sectors, in order to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner;

15. *Requests* the Council to:

- a) continue to play a pivotal role in providing assistance to its member States through the dissemination of the latest information on best practices and the provision of guidance and other technical assistance to enhance capacity building and technology transfer, including through the ICAO Technical Cooperation Programme;
- b) consolidate and build on the partnership with other international organizations to meet the assistance needs of ICAO's member States, including through their action plans, which will bring about reductions in international aviation emissions;
- c) initiate work immediately and as a priority in order to develop a process and mechanisms to facilitate the provision of technical and financial assistance, as well as facilitate access to existing and new financial resources, technology transfer and capacity building, to developing countries and report on results achieved as well as further recommendations, preliminarily by the end of 2015 and at the 39th Session of the Assembly; and
- d) continue to initiate specific measures to assist developing States as well as to facilitate access to financial resources, technology transfer and capacity building;

16. *Requests* States to:

- a) promote scientific research aimed at continuing to address the uncertainties identified in the IPCC special report on Aviation and the Global Atmosphere and in the Fourth Assessment report;
- b) ensure that future international assessments of climate change undertaken by IPCC and other relevant United Nations bodies include updated information, if any, on aircraft-induced effects on the atmosphere;
- c) consider policies to encourage the introduction of more fuel efficient aircraft in the market;

- d) accelerate investments on research and development to bring to market even more efficient technology by 2020;
- e) accelerate the development and implementation of fuel efficient routings and procedures to reduce aviation emissions;
- f) accelerate efforts to achieve environmental benefits through the application of technologies that improve the efficiency of air navigation and work with ICAO to bring these benefits to all regions and States, taking into account the Aviation System Block Upgrades (ASBUs) strategy;
- g) reduce legal, security, economic and other institutional barriers to enable implementation of the new ATM operating concepts for the environmentally efficient use of airspace;
- h) set a coordinated approach in their national administrations in order to develop policy actions to accelerate the appropriate development, deployment and use of sustainable alternative fuels for aviation, in accordance with their national circumstances;
- i) consider measures to support research and development as well as processing technology and feedstock production in order to decrease costs and support scaleup of sustainable production pathways up to commercial scale, taking into account the sustainable development of States;
- j) recognize existing approaches to assess the sustainability of all alternative fuels in general, including those for use in aviation which should:
 - 1) achieve net GHG emissions reduction on a life cycle basis;
 - 2) respect the areas of high importance for biodiversity, conservation and benefits for people from ecosystems, in accordance with international and national regulations;
 - 3) contribute to local social and economic development, and competition with food and water should be avoided;
- k) adopt measures to ensure the sustainability of alternative fuels for aviation, building on existing approaches or combination of approaches, and monitor, at a national level, the sustainability of the production of alternative fuels for aviation;
- l) work together through ICAO and other relevant international bodies, to exchange information and best practices, including on the sustainability of alternative fuels for aviation;

17. *Requests* the Council to:

- a) continue to develop and keep up-to-date the guidance for member States on the application of policies and measures aimed at reducing or limiting the environmental impact of emissions from international aviation, and conduct further studies with respect to mitigating the impact of international aviation on climate change;

- b) encourage States to cooperate in the development of predictive analytical models for the assessment of aviation impacts;
- c) continue evaluating the costs and benefits of the various measures, including existing measures, with the goal of addressing aircraft engine emissions in the most cost-effective manner, taking into account the interests of all parties concerned, including potential impacts on developing world;
- d) provide the necessary guidance and direction to ICAO's Regional Offices to assist member States with studies, evaluations and development of procedures, in collaboration with other States in the region, to limit or reduce GHG emissions on a global basis and work together collaboratively to optimize the environmental benefits that can be achieved through their various programmes;
- e) develop a global CO₂ Standard for aircraft aiming to finalize analyses by late 2015 and adoption by the Council in 2016;
- f) further elaborate on relevant fuel efficiency metrics, including for international business aviation, and develop and update medium and long term technological and operational goals for aircraft fuel burn;
- g) maintain and update guidance on ATM improvements and other operational measures to reduce international aviation emissions;
- h) implement an emphasis on increasing fuel efficiency in all aspects of the ICAO's Global Air Navigation Plan, and encourage States and stakeholders to develop air traffic management that optimize environmental benefits and to promote and share best practices applied at airports in reducing the adverse effects of GHG emissions of civil aviation;
- i) continue to develop and update the necessary tools and guidance to assess the benefits associated with ATM improvements, and assess the environmental benefits associated with the implementation of the Aviation System Block Upgrades (ASBUs) strategy;
- j) encourage member States and invite industry, financial institutions and other international organizations to actively participate in exchange of information and best practices and in further work under ICAO on sustainable alternative fuels for aviation;
- k) continue to maintain the ICAO Global Framework for Aviation Alternative Fuels (GFAAF);
- l) collect information on progress of alternative fuels in aviation, including through States' action plans, to give a global view of the future use of alternative jet fuels and to account for changes in life cycle GHG emissions in order to assess progress toward achieving global aspirational goals;
- m) work with financial institutions to facilitate access to financing infrastructure development projects dedicated to sustainable aviation alternative fuels and incentives to overcome initial market hurdles;

- n) monitor and disseminate relevant information on the potential impacts of climate change on international aviation operations and related infrastructure, in cooperation with other relevant international organizations and the industry; and
- o) continue to cooperate with the Climate Neutral UN initiative, remain at the forefront of developing methods and tools for quantifying aviation's GHG emissions with respect to the initiative, and further develop and implement the strategy for reducing GHG emissions and enhancing in-house sustainability management practices of the Organization.

Annex

The guiding principles for the design and implementation of market-based measures (MBMs) for international aviation:

- a) MBMs should support sustainable development of the international aviation sector;
- b) MBMs should support the mitigation of GHG emissions from international aviation;
- c) MBMs should contribute towards achieving global aspirational goals;
- d) MBMs should be transparent and administratively simple;
- e) MBMs should be cost-effective;
- f) MBMs should not be duplicative and international aviation CO₂ emissions should be accounted for only once;
- g) MBMs should minimize carbon leakage and market distortions;
- h) MBMs should ensure the fair treatment of the international aviation sector in relation to other sectors;
- i) MBMs should recognize past and future achievements and investments in aviation fuel efficiency and in other measures to reduce aviation emissions;
- j) MBMs should not impose inappropriate economic burden on international aviation;
- k) MBMs should facilitate appropriate access to all carbon markets;
- l) MBMs should be assessed in relation to various measures on the basis of performance measured in terms of CO₂ emissions reductions or avoidance, where appropriate;
- m) MBMs should include *de minimis* provisions;
- n) where revenues are generated from MBMs, it is strongly recommended that they should be applied in the first instance to mitigating the environmental impact of aircraft engine emissions, including mitigation and adaptation, as well as assistance to and support for developing States;
- o) where emissions reductions are achieved through MBMs, they should be identified in States' missions reporting; and

- p) MBMs should take into account the principle of common but differentiated responsibilities and respective capabilities, the special circumstances and respective capabilities, and the principle of non-discrimination and equal and fair opportunities.

— — — — —

RESERVATIONS TO RESOLUTION A38-18

The following reservations were recorded by the States indicated below⁴ in respect of specific provisions of Resolution A38-18 and are available on ICAO's website for the 38th Session of the Assembly:

| | |
|-------------------------------|--|
| Preambular paragraph 10 | Australia |
| Paragraph 6 | Australia |
| Paragraph 7 | Argentina, Australia, Bahrain, Brazil, China, Cuba, India, Lithuania (on behalf of the 28 Member States of the European Union (EU ⁵) and 14 other Member States of the European Civil Aviation Conference (ECAC ⁶)), the Russian Federation, Saudi Arabia and Venezuela (Bolivarian Republic of) |
| Paragraph 16 | Lithuania (on behalf of the 28 Member States of the EU and 14 other Member States of ECAC) and Singapore |
| Paragraph 16 b) | Afghanistan, Australia, Canada, Japan, New Zealand, Qatar, the United Arab Emirates and the United States |
| Paragraph 20 | Australia |
| Paragraph 21 | Australia |
| Annex Guiding principle p) | Australia, Canada, Japan, Lithuania (on behalf of the 28 Member States of the EU and 14 other Member States of ECAC), New Zealand, the Republic of Korea and the United States |

— END —

⁴ During the Sixth Plenary Meeting on 4 October 2013, the Islamic Republic of Iran made a reservation to paragraph 16 a) and b) but withdrew it by an e-mail dated 4 October 2013 to the Secretary General.

⁵ Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom

⁶ Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, the Republic of Moldova, Monaco, Montenegro, Norway, San Marino, Serbia, Switzerland, and The former Yugoslav Republic of Macedonia

**Item 8.c of the agenda referred to emissions of international aviation and maritime transport
(Joint statement) - 42° SBSTA**

Thank you very much Madame Chair.

In relation to item 8.c of the agenda referred to emissions of international aviation and maritime transport, Argentina has the honour to deliver this statement with the support of the African group countries, the League of Arab States, Argentina, Bolivia, Brazil, China, Cuba, Ecuador, El Salvador, India, Iran, Malaysia, Nicaragua, Panama, Uruguay, Venezuela, and Vietnam.

We appreciate in the first place the reports presented and the communications submitted by the ICAO and IMO about their work in this area.

As expressed previously, we reaffirm that the following elements should be duly considered by the ICAO and IMO when addressing climate change:

- Article 2.2 of the Kyoto Protocol, by which Annex I Parties shall pursue limitation or reduction of emissions of greenhouse gases of international maritime and aviation working through the ICAO and IMO, and by which both organizations are mandated by the UNFCCC - as primary fora on climate change- to address the issue
- Full respect to the principles and provisions of the Convention and of its Kyoto Protocol, in particular the principles of common but differentiated responsibilities, as well as that measures should not constitute disguised restrictions on international trade,
- Comprehensive assessment of the possible social, economic, technical and environmental implications of the measures under discussion for developing countries, taking into account that international aviation and maritime transport play a vital role in the facilitation of world trade, and therefore on social and economic development in developing countries.
- Respect to the consensus rule, and to the promotion of an inclusive and transparent process and a multilateral approach consistent with the principles and provisions of the UNFCCC, in opposition to unilateral measures
- Promotion of transfer of financial resources and technologies from developed countries to developing countries, in accordance with the developed countries obligations under the Convention

Madame Chair,

In relation to the IMO work, we reaffirm the importance of the progress made in the IMO's Marine Environment Protection Committee with the recognition its Resolution on Promotion of Technical Cooperation and Transfer of Technology relating to the Improvement of Energy Efficiency of Ships to the UNFCCC principles, in particular the principle of common but differentiated responsibilities, and equity. In particular, we acknowledge the work of the Ad Hoc Expert Working Group on Facilitation of Transfer of Technology for Ships (AHEWG-TT), And we call all countries to engage in its activities. With respect to the proposals for additional IMO measures, this should be consistent with the principles and provisions of the Convention and we would also like to express our support for multilateral discussions, in opposition to unilateral measures. In this sense, we are deeply concerned about the recent approval by the EU of a unilateral measure on measuring, reporting and verification of shipping emissions that undermines the spirit of multilateral cooperation and that is inconsistent with the principles and provisions of the Convention, in particular the principle of equity and common but differentiated responsibilities.

We also reiterate our acknowledgement of the approval of the Third IMO GHG Study 2014, which highlights, in reference to the average of the period from 2007 to 2012, that “international shipping accounts for approximately 2.6% and 2.4% of CO₂ and GHGs on a CO₂e basis, respectively.”, while in 2012 it only accounted for 2.2 % of global emissions. This shows that international maritime transport is only a modest contributor to climate change, while it is fundamental for trade and economic and social development, as recognised in the IMO communication.

With respect to the ICAO report and communication, and in relation to the work of the Environmental Advisory Group (EAG), we would like to recall the mandate coming from Resolution A38-18, in the sense that ICAO State Members should work on the technical aspects, environmental and economic impacts and modalities of the different possible options for a global market based measure for international aviation, including its feasibility and practicability. In this respect, it is worth to note the recent presentation in the EAG of some alternative proposals to the Strawman document by different ICAO Members, proposals that should be further analyzed, studied and elaborated by the ICAO, in particular in terms on how they take into account the special circumstances of developing States and address all of the concerns presented by parties before taking further steps forward, following Resolution A38-18. In this sense, the work in the ICAO should remain Party-driven, transparent and inclusive.

We also wish to reaffirm the importance of the recognition in the Resolution A38-18 that market-based measures should be implemented only after bilateral and/or multilateral agreement and on the basis of mutual consent. Therefore, we call on countries to respect ICAO decisions and not resort to unilateral action. In addition, it is worth to note the acknowledgement in the ICAO resolution of the principle of common but differentiated responsibilities in any possible design of market based measures. The ICAO discussions should not prejudice or duplicate neither possible results of the UNFCCC work or its principles and provisions.

With regards to ICAO’s work referred to States’ action plans, in the case of developing countries, these plans must be understood as voluntary actions that take into account the specific national contexts, and not as part of a global goal in the international aviation transport. In this context, there is a need to ensure the transfer of financial resources, technology transfer and capacity building support to developing countries for them to be able to voluntarily undertake specific action plans.

We also want to reiterate our deep concern at the proposals for the use of international aviation and maritime transport as a potential source for the mobilization of revenue for climate finance, echoing the views included in the Resolution A38-18 and in the submissions made by ICAO that international aviation should not be disproportionately targeted as a source of revenue.

Finally, we request this statement to be included in the records of these sessions and we entrust that the ICAO and IMO will take these matters under consideration in their work and in their reports and communications in future SBSTA sessions. In this respect, we look forward that those Organizations continuing provide information to SBSTA about their activities and labour in the area of international aviation and maritime transport emissions.

Thank you very much Madame Chair.