

**Item 10.d. of the agenda referred to emissions of international aviation and maritime transport (Joint statement)- 41° SBSTA**

**Thank you very much Mr. Chairman.**

**In relation to item 10.d of the agenda referred to emissions of international aviation and maritime transport, Argentina has the honour to speak on behalf of Argentina, Brazil, China, Cuba, Ecuador, El Salvador, India, Malaysia, Nicaragua, Oman, Uruguay, Saudi Arabia, Venezuela, Bolivia, and the African Group countries.**

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 for a 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 (direct and indirect) 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

Mr Chairman,

In relation to the the specific work of IMO, we reaffirm the importance of the progress made in the IMO's 65th Sessions of the Marine Environment Protection Committee of May 2013 with the recognition in the MEPC Resolution on *Promotion of Technical Co-operation and Transfer of Technology relating to the Improvement of Energy Efficiency of Ships* to the UNFCCC principles, in particular the principle of common but differentiates responsibilities. Such recognition from IMO sends a clear signal that the organization respects the principles and provisions of the UNFCCC in its work related to climate change. This IMO resolution established the Ad Hoc Expert Working Group on Facilitation of Transfer of Technology for Ships (AHEWG-TT), which is an important first step towards the transfer of technologies from

developed to developing countries, in accordance with multilaterally agreed rules. We call all countries to engage in the activities the Ad Hoc Working Group.

We also acknowledge 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 CO<sub>2</sub> and GHGs on a CO<sub>2</sub>e 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.

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 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 highlight 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 prejudge 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 Mr. Chairman.