

Thank you very much Mr. Chairman.

In relation to item 11.c of the agenda referred to emissions of international aviation and maritime transport, ... has the honour to speak on behalf of ...¹

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 want to reaffirm that the following elements should ~~guide~~ ^{be 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 while addressing climate change, 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 specific work of IMO, we reaffirm 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

developing countries, in accordance with multilaterally agreed rules.

With respect to the ICAO report and communication, and in relation to the development of the Strawman document and 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 scheme for international aviation, including its feasibility and practicability.

In this respect, each possible market based measure option should be analyzed and compared with others, before we can prejudice in favour of a specific MBM option. In particular, there should be an assessment of how the different MBMs options take into account the special circumstances of developing States, following Resolution A38-18.

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, and 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. In this regard, 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 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, due to their negative potential trade implications. In this sense, we echo the views included in the Resolution A38-18 and in the submission made by ICAO last May that international aviation should not be disproportionately targeted as a source of revenue for long-term climate finance.

In addition, we would like to suggest to explore as a possible positive complementary initiative to operational and technical measures undertaken by icao and imo to encourage voluntary cancellation by aviation and maritime companies resulting from cdm project activities.

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