

**JAPAN**

**Dear sir/madam,**

**Here is the talking note of Japan on agenda item 8c.**

**"Japan highly appreciates the Secretariats of ICAO and IMO for their comprehensive reports on their progress in addressing emissions from fuel used for international aviation and maritime transport.**

**Actually, there are significant progress in ICAO and IMO.**

**As the representative of ICAO Council reported, since the 38th Assembly meeting, where ICAO and its member States reaffirmed its collective aspirational goals, agreed on a comprehensive strategy to progress all elements of the basket of measures, and reached a landmark MBM agreement, ICAO and its member States have been making a solid progress on several elements of the measures. In particular, for the global MBM, ICAO established discussion bodies such as Environment Advisory Group and Global MBM Technical Task Force, where both developed and developing States are involved, and has been already discussing both the political issues and the technical issues very intensively in accordance with the agreed roadmap. This shows a strong determination of ICAO and its member States to tackle the climate change.**

**As the representative of IMO stated, IMO accomplished a breakthrough introduction of mandatory regulations on energy efficiency for ships effective on 1 January, 2013. These regulations are applied for all ships globally regardless the ship's flag states and are the first energy efficiency regulations in all**

sectors. In the following strengthened phase, finally it would be required to realize 30 % emission reduction compared to existing ships. Moreover, IMO has also been intensively discussing introduce of data collection system for fuel consumption.

[Regarding the resolution on Promotion of Technical Co-operation and Transfer of Technology adopted at MEPC65, the preamble paragraph including CBDR principle is addressed not by "Acknowledging" but by "Being cognizant". Therefore, this should not limit activities under the principle of IMO. Several developed States including Japan reiterated this point at the adoption of the resolution at MEPC65, and that was recorded in the meeting report.]

[Regarding the paragraph p of the annex of Assembly Resolution A38-18, the principle of non-discrimination of Chicago Convention should be the basis for international aviation, and from this perspective, Japan and several other States expressed the reservation to the paragraph p because CBDR principle is not consistent with the principle of non-discrimination in nature. It should also be noted that international aviation is a quite new industry and there are many successful air operators in developing States. Therefore, distinction between developed States and developing States is not appropriate for international aviation sector at all and CBDR principle should not be applied to international aviation.]

Japan also reiterates that because, in the field of international aviation and maritime transport, global regulations that apply universally to all aircrafts or ships irrespective of the country of operation or registration are necessary, it would be improper to apply CBDR principle to them due to their complex operation and registration.

**In this regard, this delegation would like to reiterate that issues relating to international aviation and maritime transport should continue to be addressed by ICAO and IMO, which have expertise in respective fields as specialized UN agencies, and their Member States are already taking concrete steps and actions to address emissions from international transport.**

**Thank you. "**