

SBSTA 39——Item 11f of the provisional agenda —— China

intervention

Thank you Mr. Chairman,

The Chinese Delegation attentively listens to the progress reports by ICAO and IMO. We thank these 2 organisations for their technical contributions and efforts. China aligns itself to the intervention of Cuba on behalf of the LMDCs, and ...

Mr. Chair, China welcomes the Resolution of ICAO adopted at its 38th Assembly that the principles of CBDR and mutual agreement should underpin the work of designing and implementing the market-based measures for emissions from international civil aviation. We also welcome the Resolution of IMO adopted at its 65th MEPC session that cognizes “principles enshrined in the UNFCCC and its Kyoto Protocol including the principle of CBDR”. These are major milestones, which reflect efforts and constructive attitudes by member states of these 2 organisations to reaffirm the principle out the Convention. We are glad to note that, either in or out UNFCCC, actions addressing global climate change have moved towards integrity and consistency.

Nevertheless, China regretly note that, despite the strong opposition to any unilateral measures by many states, despite decisions have been made by international organizations that agreement should be reached through bilateral/multilateral consultation, some regions and states still decide or plan to take unilateral measures on international aviation and maritime transportation. These actions will be inevitably detrimental to the cohesion and solidarity of international actions addressing climate change, set a bad precedence for UNFCCC and its Kyoto Protocol, and impair sustainable development of these 2 sectors.

Mr. Chair, let me conclude by reiterating that the principle of CBDR enshrined in UNFCCC and its KP is the fundamental principle for the international community to address climate change and the basis for further consultation. Therefore, China strongly encourage member states of ICAO and IMO to further implement these principles in their formulation of GHG reduction instruments, recognise differences between developed and developing states. We also request aforementioned regions and states return back to the track of multilateral negotiation and consultation, fully respect the primacy of UNFCCC as the principal framework in addressing the climate change, and refrain from impairing the sustainable development of international aviation and maritime trasport.

Thank you.