

JAPAN.

- Thank you, Mr Chair, for giving the floor.
  
- 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 President of ICAO Council reported, at the 38th Assembly meeting, ICAO and its member States reaffirmed its collective aspirational goals and agreed on a comprehensive strategy to progress all elements of the basket of measures namely technology, operations, alternative fuels and market based measures. In particular, ICAO reached a landmark MBM agreement amongst its member States, and the air transport sector has become the only major industry sector to have a multilateral global MBM agreement to address future greenhouse gas emissions.
  
- 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 exiting ships.
  
- 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 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 is necessary because it would be improper to apply CBDR principle to them due to their complex 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.
  - Lastly, there have been no consensus and decisions on which specific sectors might be resources at UNFCCC. Therefore, it is not appropriate to discuss on the assumption that the international aviation and maritime sector is one of the resources.

Thanks,

Eriko NISHIMURA

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Eriko NISHIMURA (Ms.)