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Item 11.f of the agenda referred to emissions of international aviation and maritime transport (Joint statement)- SBSTA November 2013 (to be delivered in SBSTA Plenary)

Thank you very much Mr. Chairman.

In relation to item 11.f of the agenda referred to emissions of international aviation and maritime transport, Cuba has the honour to speak on behalf of Algeria, Argentina, Brazil, China, Ecuador, Egypt, El Salvador, India, Malaysia, Nicaragua, Pakistan, Saudi Arabia, Uruguay, and Venezuela,

We appreciate in the first place the reports presented and the communications submitted by the ICAO and IMO about their work in this area.

We reaffirm the importance we attach to multilateralism in addressing climate change in accordance with the principles and provisions of the Convention, in opposition to unilateral measures in the international maritime and aviation transport.

In the context of multilateral discussions, the following elements should guide 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.
- 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 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, 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 note 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 differentiated 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 must also provide a platform for transfer of technologies related to energy efficiency of ships from developed to developing countries, in accordance with multilaterally agreed rules.

With respect to the ICAO report and communication, we welcome multilateral discussions on how to address climate change in aviation and the results of the 38th ICAO Assembly held last –September. In particular, we 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 precipitate the situation through unilateral action. In addition, there is an acknowledgement in the ICAO resolution of the principle of common but differentiated responsibilities in any possible design of market based measures. Moreover, it is worth to also note that there there is a need to work on the technical aspects, environmental and economic impacts and modalities of the possible options for a global MBM scheme, including for its feasibility and practicability, taking into account the need for development of international aviation, and without prejudging UNFCCC negotiations.

In this sense, we believe that global aspirational goals still need reassessment and further analysis, as to reflect the different stages of development of ICAO's member states, as this is a matter of utmost importance, when faced with the current and future growth perspectives of the international civil aviation sector.

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 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 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.

