

**55th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

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AGENDA ITEM 7: AVIATION AND ENVIRONMENT

**TO DEVELOP A FAIR AND FEASIBLE MBM SCHEME TO
ADDRESS INTERNATIONAL AVIATION EMISSIONS**

Presented by the People's Republic of China

INFORMATION PAPER

SUMMARY

Efforts to address international aviation emissions should be guided by the principle of equity and common but differentiated responsibilities and respective capabilities. ICAO expects to take the leadership in addressing the international aviation emissions and keeps pursuing efforts to develop a basket of measures with MBM as an emergingly significant one. The precondition for the success of such efforts is that positions of ICAO member States, particularly developing countries, are equally respected and taken into consideration.

TO DEVELOP A FAIR AND FEASIBLE MBM SCHEME TO ADDRESS INTERNATIONAL AVIATION EMISSIONS

1. INTRODUCTION

1.1 UNFCCC with its Paris Agreement is the UN specialized agency to address anthropogenic emissions. It sets the guiding principles of equity and common but differentiated responsibilities and respective capabilities.

1.2 Paris Agreement creatively develops the Nationally Determined Contribution, which effectively encourages all Parties to work jointly to address climate change to the best of its capability, in light of their different national circumstances and historical emission responsibilities.

1.3 To develop green aviation is the common goal of all ICAO member States but this goal would not be achieved unless the differences among countries, particularly developing countries, in domestic policies, capacity building and economic structure are full respected. The ignorance of such differences will hamper the mutual trust among states and accordingly the international cooperation to address international aviation and climate change.

1.4 The development of the CORSIA framework, an MBM, under ICAO in 2016 did not come easily by and cannot succeed without a feasible and fair requirement on its implementation. It is imperative to ensure the efforts to develop the standards and guidance should be in a balanced manner and follow the correct direction of NDC enshrined by the Paris Agreement.

1.5 China has been actively engaged in the global campaign on climate change. China is both sincere and determined to contribute its share to the green growth of international aviation.

2. DISCUSSION

2.1 The approval of the CORSIA Standard and Recommended Practices (hereinafter “SARPs”) by the ICAO Council would impact all States’ development of sustainable economy but was not made by consensus among ICAO Council States.

2.2 The current one-size-fits-all approach the CORSIA SARPs has taken would deny the legitimate needs of developing countries to pursue sustainable development of their international aviation and special needs of developing countries are not well attended to.

2.3 The CORSIA SARPs authorizes ICAO to certify eligible emission units and sustainable aviation fuel in accordance with its own standards, which is rather obviously beyond the mandate authorized by the Convention on International Civil Aviation and interferes with States’ domestic affairs.

2.4 Such arrangements will surely undermine the mutual trust and respect among States and hence have a negative impact on the implementation of the CORSIA and the global collaboration to address international aviation emissions.

2.5 China, like other countries, has serious concerns on the current situation on the CORSIA development which ICAO is leading to and hopes ICAO can recognize the severity of such issues mentioned above and take concrete actions to treat States’ positions equally and facilitate States’ pursuit of harmony without uniformity, allowing individual countries to seek their own solutions that best suit their respective national conditions.

2.6 Based on the arguments above, China has the following proposals to help ICAO enhance the feasibility and fairness of the CORSIA lest it turns into something that further enlarges States' divergence and obstacles to national contributions to the mitigation of the international aviation emissions.

(a) To adjust dynamically the baseline year of the aspirational goal of carbon neutral growth that the CORSIA works for, so as to ensure the growth of the international civil aviation, which is ICAO's primary objective, should not be discriminated or punished. For instance, to have the CORSIA help keep the global net CO₂ emissions from international aviation at the 2020 level from 2021 to 2029 and at the 2030 level from 2031-2039.

(b) Member States are responsible for the certification of eligible emission units/allowances and sustainable aviation fuel for use in CORSIA in accordance with national regulations and/or internationally acknowledged standards/guidance while emissions units generated from mechanisms established under the UNFCCC and the Paris Agreement are automatically eligible for use in CORSIA.

(c) The development and revision of the CORSIA SARPs as well as its implementation papers should be made in an open, transparent, highly representative manner with regards to both the technical discussions and political consultation/negotiation. As well, it should be States-driven rather than ICAO-driven process.

(d) To insure orderly implementation of the CORSIA and avoid discrimination between States to grow international aviation, some transparency arrangements by the ICAO Council, with the technical assistance of some standing technical advisory bodies on the emission units and sustainable aviation fuel, can be implemented in a facilitative, non-punitive manner, respectful of national sovereignty, recognizing the special circumstances of developing countries, particularly the least developed countries, small island developing countries and landlocked developing countries, and avoid placing undue burden on States.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper.

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