

Joint Statement of Argentina, Brazil, China, India, Panama, Russian Federation and Saudi Arabia on International Aviation and Climate Change

1. *We welcome and support* the Paris Agreement under the United Nations Framework Convention on Climate Change (UNFCCC) and acknowledge that the 21st Session of Conference of Parties (COP21) held in Paris in December 2015 marked a milestone in the global effort to tackle climate change by putting in place a mechanism based on Intended Nationally Determined Contributions (INDCs) after 2020.
2. *We note* that the Paris Agreement recognizes the principles of equity and common but differentiated responsibilities, and respective capabilities (CBDR-RC), in light of different national circumstances.
3. *We recognize* that climate change is a global challenge which all countries need to address, including by tackling emissions from international civil aviation, in accordance with our common but differentiated responsibilities and respective capabilities.
4. *We recall* the Assembly Resolution A38-18 requested the Council, with the support of Member States, to identify the major issues and problems, including environmental and economic impacts of the Global Market-Based Measure scheme (GMBM) to be designed.
5. *We recognize* that 38th Assembly requested ICAO Council to develop a GMBM scheme for international aviation and report results, for decision by the 39th Assembly while recognizing that MBM should take into account special circumstances and respective capabilities of States, in particular developing States.

6. *We* welcome the two rounds of GLADs organized by ICAO Council and note that different views and concerns were presented by Member States on the development of a GMBM for international aviation, for instance on issues of CBDR, administrative simplicity, transparency, environmental integrity, emission units criteria, capacity building and assistance, etc.
7. *We also* note the report of the Environment Advisory Group of the ICAO Council (EAG) which echoed the same concerns on the design of GMBM as expressed by the participants of the GLADS.
8. *We take note* the outcome of the two rounds of meetings of the High-level Group (HLG) on GMBM scheme held in February and April respectively, which provided an opportunity for States to express different views on a number of key elements of the draft Assembly resolution of the forthcoming 39th session of ICAO Assembly.
9. *We recognize* and appreciate initiatives taken by the President of the Council in his presentation of the draft Assembly resolution.
10. *We express* concern that the draft proposal on GMBM may impose inappropriate economic burden on developing countries, where the international aviation market is still maturing. We urge ICAO to develop climate change mitigation measures in a manner that is consistent with the principles of CBDR & RC, and to align the GMBM with the relevant provisions of the Paris Agreement. The implementation of a GMBM shall not lead to discrimination against the sustainable development of international aviation of countries, in particular developing countries

11. *We reiterate* our commitment to work together constructively with other countries on international aviation and climate change to develop an Assembly resolution, with each country making a contribution to the best of its ability
12. *We further reiterate* that developed States should take the lead in addressing emissions from international aviation:
13. *We concur* that the work of ICAO related to a GMBM scheme and its implementation must be fully aligned with and support the implementation of the Paris Agreement, with a view to avoid possible incoherence between two intergovernmental organizations under the United Nations.
14. *We underline*, in this regard, that the technical work being undertaken by ICAO in this field should be aligned with the principles and provisions of the Paris Agreement. We further note that, in order to avoid duplication of work and promote coherence between both intergovernmental organizations, units arising from UNFCCC mechanisms should be automatically recognized as eligible for ICAO's GMBM and given preference.
15. *We reiterate* that our countries will continue to undertake robust, integrated actions domestically to improve the civil aviation fuel efficiency in order to reduce emissions. We highlight that measures of improved technology & operation, infrastructure construction and modernization, sustainable jet bio-fuel, etc. will play a crucial role in efforts of developing countries to reduce emissions together with the sustainable growth of civil aviation and its safety.
16. *We call* Governments of all ICAO Member States to fully support their air operators, air navigation service providers, airport operators, aviation

administrations in the efforts to take urgent actions to reduce greenhouse gas emissions in the civil aviation sector.

17. *We reaffirm* our position on the unacceptability of the use of international civil aviation as a potential source for mobilization of revenue to finance climate change activities in other industrial sectors.