

Remarks by Mr MU Yang at the ICAO Seminar of Assistance for Action

Dear colleagues, good afternoon!

I would like to express my appreciation to the Secretariat for their efforts to ensure the success of the seminar and their inviting us to the discussion. In the past two informative days, the ICAO Secretariat and some states have briefed or elaborated their efforts to address aviation emissions. It is encouraging to see so many measures and achievements, which would provide helpful information and experience to other states when dealing with aviation emissions.

As a developing country, China has carried out a number of effective programs in aviation energy conservation and emissions reductions or ECER despite shortage of technology, finance and capacity building. Energy consumption per RTK in China's aviation has been reduced by nearly 10% from 2006 thru 2010. To facilitate the sustainable growth of China's aviation, CAAC has issued the ECER plan or roadmap for the next 10 years in 2011. The plan is developed based on the current capacity of China's aviation and its potential need for development and lists autonomous efforts to limit and reduce China's aviation emissions. To achieve the goals in this plan calls for tremendous and concerted efforts by China's aviation but we would never spare any efforts in accomplishing the plan. As well, China would continue the proactive and constructive engagement in the global process and cooperation in fighting against international aviation emissions. Regarding the voluntary national action plan encouraged by the resolution of A37-19, we are going to submit our plan through the permanent mission of China to the ICAO so as to share our efforts and achievements with international community.

Dear colleagues,

Time is flying. Two years ago it was also in this hall the

Assembly adopted the resolution of A37-19, in which no reservation is made on the assistance article. So today I would take this opportunity to share with you my perspective on the assistance issue.

I would first recall with all the colleagues Article 22 in the resolution of A37-19, which says:

Requests the Council to:

*a) study, identify and develop processes and mechanisms to facilitate the provision of technical and financial assistance, as well as facilitate access to existing and new financial resources, technology transfer and capacity building, to **developing countries** and report on its progress, including processes and mechanisms developed, results achieved as well as further recommendations, preliminarily by the end of 2012 and at the 38th Session of the Assembly; and*

*b) initiate specific measures to assist **developing countries** as well as to facilitate access to financial resources, technology transfer and capacity building;*

A cross-reference to this article clearly reveals that ICAO has yet to initiate in-depth discussion on the assistance to developing countries and hence has yet to develop the processes and mechanisms stipulated in Article 22.

International aviation emissions target, basket of measures and assistance to developing countries has been the three pillars in the global effort to tackle international aviation emissions ever since. The three pillars are interconnected and inter-stipulated and should be advanced in a balance manner. In the past few years, ICAO has played a leading role to deal with international aviation emissions but has mainly focused on the development of targets and measures. I believe ICAO's important role in addressing international aviation emissions should be played by facilitating states to deepen mutual understanding and build consensus, and by ensuring all states to enjoy the equal and fair opportunity to develop international aviation while the assistance to developing countries is the necessary and sufficient conditions for ICAO to maintain the leadership in this regard and ensure the efficiency and effectiveness of ICAO policy to

fight against climate change. Consequently, it is important for ICAO to accelerate the development of relevant processes and mechanisms in consistency with Article 22 in the Resolution of A37-19.

Currently, the aviation industry has supported 56.6 million jobs worldwide and up to 3.5% of global GDP by 2% of global human-made CO₂ emissions. To develop international aviation would therefore be a powerful engine for developing countries to grow economy, eradicate poverty and improve livelihood. But it is imperative to give full consideration to the fact that international aviation in developing countries generally has a shorter history and a higher potential for growth, but due to their low development level and shortage of capital and technology, developing countries have limited capability and means to deal with international aviation emissions. Such perspective shows that at stake in the ICAO policy to fight against climate change are the sound and sustainable growth of international aviation and the common interests of the entire world, and the development interests and people's well-being of the vast number of developing nations in particular. In this connection, I would highlight the following efforts to develop processes and mechanisms to assist developing countries:

First, technology transfer needs to be strengthened. Aviation is a technology intensive industry. Developed countries nearly monopolize aviation manufacture industry and have accumulated lots of climate-friendly technology and management experience, of which developing countries are in a great need to deal with climate change. Only when they have access to such climate-friendly technology could developing countries enhance their confidence and efforts to address international aviation emissions and then relevant ICAO policy get more efficient and effective as well as less costly in implementation. ICAO should continue the leadership by facilitating developed countries to honor their international commitment to provide technology transfer assistance and/or technology cooperation programs to developing countries.

Second, finance resources should be ensured. Finance is one of the four core elements to ensure the progress of international

community effort to address climate change. ICAO's leadership to deal with international aviation emissions should be not only in the development of targets and measures but also in providing and/or identifying sufficient, extra and predictable capital resource to support developing countries sustainable growth of international aviation.

Third, capacity building programs need to be promoted. Capacity building to address climate change refers to various political and technical efforts by governments and international community to curb the pace of climate change, which includes legislation, policy and governance, mechanism and institution, science and technology, skills and experience, finance system, management, system integration and coordination. However, due to the low development level, developing countries are lagging behind developed countries in aspects mentioned above. Without capacity building as the basis, developing countries, compared to developed countries, would find difficulties in mitigating risks and costs appropriately in emissions reductions, and moreover would not be in a position to carry out significant programs like emissions monitoring and development of measure criteria, and to adopt more ambitious goals and measures. Therefore, it is necessary for ICAO to establish mechanism to urge developed countries to provide developing countries capacity building assistance programs so as to ensure the achievement of ICAO environmental objective.

Dear colleagues,

As Ms Hupe mentioned yesterday, key aviation environmental issues include noise and emissions. The GHG emissions are special in that it respects no national borders, and no country is immune from its impact. To address international aviation and climate change, unilateral actions would never work and success depends primarily on multilateral consensus as well as the whole-hearted cooperation and coordinated actions of the international community. Assistance to developing countries is a commitment that developed countries need to honor, a verification of ICAO's leadership in the process, a

key aspect to enhance mutual trust between states and the road ICAO must follow to ensure sustainable growth of global international aviation.

Obviously, there is a long road ahead to address international aviation emissions, which provides ICAO and States opportunity for improvement in the process. I wish the road could get broader, people on the way could be at more ease, the environment could get better and the international aviation could get greener and more sustainable.

Thank you!