



**GROUP ON INTERNATIONAL AVIATION AND CLIMATE CHANGE (GIACC)
FOURTH MEETING**

Montréal, 25 to 27 May 2009

Agenda Item 2: Review of aviation emissions-related activities within ICAO and internationally

**ENVIRONMENTAL PROTECTION - RECENT DEVELOPMENTS IN
ICAO AND OTHER UNITED NATIONS BODIES**

(Presented by the Secretariat)

1. INTRODUCTION

1.1 Since the last time Secretariat reported to the GIACC, the first round of the United Nations Framework Convention on Climate Change (UNFCCC) negotiations leading to the fifteenth session of the Conference of the Parties to the Climate Change Convention (COP15) took place in Bonn (29 March-8 April). This paper presents information on the results of the Bonn Climate Change Talks, which included the fifth session of the Ad Hoc Working Group on Long-term Cooperative Action under the Convention (AWG-LCA) and the seventh session of the Ad Hoc Working Group on Further Commitments for Annex I Parties under the Kyoto Protocol (AWG-KP). Approximately 2,600 participants attended the meeting. The main objective of the session was to work towards preparing the negotiating text under both AWGs. Four more negotiating sessions will take place prior to the COP15 (December 2009).

1.2 A calendar of upcoming UNFCCC activities is attached as Appendix A, a summary of proposals on international aviation emissions made during side events at the Bonn meeting is attached as Appendix B, and the proposals of Parties to the coming sixth session of the AWG-LCA and the eighth session of the AWG-KP (1 to 12 June 2009) are attached as Appendix C.

1.3 Information is also presented on meetings of the International Maritime Organization (IMO) as well as updates on environmental protection developments in ICAO.

2. BONN CLIMATE CHANGE TALKS

2.1 Fifth session of the AWG-LCA

2.2 AWG-LCA 5 concentrated on the key elements of the Bali Action Plan, namely a shared vision, mitigation, adaptation, finance and technology. Discussions focused on further elaborating elements for a draft negotiating text to be prepared by the Chairperson for the next AWG-LCA session in June 2009. The meeting helped clarify ideas and options to be included in the negotiating text, and some issues, such as nationally appropriate mitigation actions (NAMAs) and a framework for adaptation, began to take shape. Regarding aviation, relevant issues were: the discussions on emissions reduction goals and on how to consider sectoral goals; a proposal from least developed countries (LDCs) for a levy on

international aviation to raise additional funding for adaptation; and the use of NAMAs to facilitate the prioritization of technology transfer and financial support for developing countries.

2.3 Under sectoral approaches, the opinion of Parties continued to be divided over the issue of how to deal with bunkers in the future agreement, with some States willing to establish targets for the sectors under the UNFCCC and others supporting the coordination of all aspects of aviation and maritime emissions respectively under ICAO and IMO. Under the discussions on “Potential consequences of response measures” some developing countries expressed concerns with the consequences of inclusion of non-European operators in the EU ETS.

2.4 **Seventh session of the AWG-KP**

2.5 On 30 March, ICAO provided a statement updating the AWG-KP on the Organization’s environmental activities (see <http://www.icao.int/icao/en/env/statements.htm>). The discussions on sectorals and the possible inclusion of targets for international aviation emissions in post-2012 agreement were of most relevance to aviation. Of note is a specific proposal from Tuvalu¹ for changes to Article 2.2 of the Kyoto Protocol to include international aviation and maritime emissions as a sector with specific targets (see <http://unfccc.int/resource/docs/2009/awg7/eng/misc06a01.pdf>).

2.6 Also of note is the “6 month rule” under Article 20 of the Kyoto Protocol, where any proposal from Parties on the amendment of the Kyoto Protocol shall be submitted to the UNFCCC Secretariat at least 6 months before the COP at which it is proposed for adoption, meaning any proposal on the amendment of Article 2.2 on bunker fuels shall be in the negotiation text issued in the next UNFCCC session in June 2009 for adoption by COP15. As at the time of preparation of this working paper, two additional proposals on the amendment of Article 2.2 were submitted by Japan and the Czech Republic on behalf of the European Community and its member States, for consideration at the next meeting.

2.7 In addition to the discussions during the meeting, two side events took place on 6 April 2009 that highlighted proposals to address aviation emissions. Appendix B contains a summary of these proposals.

2.8 **Next steps**

2.8.1 The next major UNFCCC gathering will take place from 1 to 12 June 2009 again in Bonn, Germany, where the first draft of a concrete negotiating text will be available and all Parties are expected to shift into full negotiation mode in order to shape an ambitious and effective international response to climate change to be agreed upon in Copenhagen at the end of 2009. More than ever, it is important that States coordinate their views on how best to address aviation emissions in a future agreement and that they clearly state these views in their written submissions to the UNFCCC. During this meeting, ICAO will hold a side event on aviation and alternative fuels in addition to providing statements on the Organization’s environmental activities.

2.8.2 A compilation of the proposals on bunkers submitted to date for consideration at the AWG-LCA6 and at the AWG-KP8 are included in Appendix C.

¹ Please note that Tuvalu is not an ICAO Contracting State.

3. INTERNATIONAL MARITIME ORGANIZATION (IMO)

3.1 Following the decision in October 2008 by the IMO's 58th session of the Marine Environmental Protection Committee (MEPC 58), an intersessional meeting of the Greenhouse Gas Working Group 2 (GHG-WG2) was held from 9 to 13 March 2009 to progress work on technical and operational GHG reduction measures. Progress was made with the following three main outputs: Energy Efficiency Design Index for new ships; Energy Efficiency Operational Indicator for both new and existing ships; and a conceptualized Ship Energy Management Plan.

3.2 With regard to market-based measures (MBM), a number of delegations opposed the development of any MBM in light of CBDR, and the meeting recognized that further information related to MBM, including their feasibility, was needed to enable in-depth discussions.

3.3 At MEPC 59, to be held from 13 to 17 July 2009, it is expected that States will adopt a package of technical and operational measures intended to enhance the energy efficiency in ship design and operation, and that their in-depth discussions on market-based measures will result in a timetable for further deliberations.

4. DEVELOPMENTS IN ICAO

4.1 Workshop on Aviation and Alternative fuels

4.1.1 ICAO organized the "ICAO Workshop on Aviation and Alternative Fuels" from 10 to 12 February 2009 in Montreal, following the request of the 36th Assembly Resolution which recognized the urgent need for more concerted and effective action to reduce the carbon footprint of international aviation, the importance of research and development in fuel efficiency and alternative fuels, and the value of promoting understanding on the subject.

4.1.2 Around 156 participants from 114 States and International Organizations attended. The objective of the workshop was to explore potential options, challenges to development and deployment as well as initiatives to promote international cooperation in aviation alternative fuels. The workshop featured 39 presentations from policy makers, regulatory and certification authorities, international airlines, NGO's, aerospace and fuel industry representatives. All of the presentation materials are available on the workshop website (<http://www.icao.int/waaf2009/>).

4.1.3 There emerged a consensus that aviation alternative fuels can be a win-win solution for reducing aviation's dependence on fossil fuels and helping to reduce the impact of aviation on climate change. It was also noted that alternative fuels should be part of a comprehensive aviation energy strategy that includes technology, operational measures, and market-based measures.

4.1.4 Over the past two years, a number of successful in-flight tests using various blends of alternative fuels have been conducted and much progress has been achieved. Expectations are high for greater use of environmentally friendly drop-in bio-fuels for aviation in the short to medium term. It was concluded that, given sufficient demand or incentive, significant supplies of bio-fuels offering a 50% or more reduction in lifecycle CO₂ emissions could be available in 15 years. To fully assess the environmental impact of alternative fuels there is a strong need to standardize quantification of life-cycle carbon footprints of all fuels.

4.1.5 Regional and national consortia have done an excellent job of bringing together the expertise to consider technical issues through initiatives like the Commercial Aviation Alternative Fuels

Initiative (CAAFI) and IATA's Air Transport Action Group (ATAG). As a global industry, however, international aviation requires global harmonization and consistency for optimum efficiency of operations. As the only recognized forum to deal with international aviation, ICAO is committed to fulfilling its leadership role in achieving effective coordination among all aviation stakeholders.

4.2 Next Steps: Conference on Aviation and Alternative Fuels

4.2.1 The above-mentioned workshop was designed as a preparatory event to a major conference in November 2009 that will consider a road map for the use of alternative fuels for aviation. An organizing committee has been established to prepare for the conference and it has been holding teleconferences. At this stage it is envisaged that the conference will address:

- providing a forum for further education on the work being done in the major international standard-setting organizations on new alternative fuel specifications;
 - facilitating acceptance of standard methodologies for performing life-cycle (well-to-wake) assessments for alternative aviation fuels;
 - establishing a globally harmonized way of assessing the technology readiness level of aviation fuels;
 - developing a standardized vocabulary and definition of terms used in alternative fuels;
 - developing guidance to facilitate airport/airline/distributor/fuel supplier costs and benefits;
 - helping the stakeholders align, on an international level, roadmaps and programs to ensure bio-fuel supply development is coordinated between aviation, agriculture and renewable fuel interests;
 - promoting national and government-backed infrastructure investments in synthetic and bio-fuel pilot plants and possibly full-scale production facilities.
- — — — —

APPENDIX A

UPCOMING UNFCCC MEETINGS IN 2009

DATE	MEETING	VENUE
1 to 12 June 2009	SB30, AWG-KP8 and AWG-LCA6 Thirtieth sessions of the UNFCCC Convention subsidiary bodies - SBSTA and SBI; eighth session of the AWG-KP; and the sixth session of the AWG-LCA	Bonn, Germany
10 to 14 August 2009	Informal AWG-LCA and AWG-KP Informal meetings of the AWG-LCA and AWG-KP	Bonn, Germany
28 September to 9 October 2009	AWG-KP9 and AWG-LCA7 Ninth session of the AWG-KP and the seventh session of the AWG-LCA	Bangkok, Thailand
2 to 6 November 2009	Resumed AWG-KP9 and AWG-LCA7 Continuation of the ninth session of the AWG-KP and the seventh session of the AWG-LCA	Venue to be decided
7 to 18 December 2009	COP15 and CMP5 Fifteenth session of the Conference of the Parties (COP), and fifth session of the Conference of the Parties serving as the meeting of the Parties to the Kyoto Protocol (CMP); and sessions of the Subsidiary Bodies	Copenhagen, Denmark

APPENDIX B

BONN CLIMATE CHANGE TALKS PROPOSALS ON INTERNATIONAL AVIATION EMISSIONS

1. EU SIDE EVENT ON AVIATION AND MARITIME EMISSIONS

1.1 The European Commission (EC) hosted a side event on 6 April 2009 which explored ways to effectively reduce emissions from international aviation and maritime transport for post-2012 framework. In addition to a presentation from EC on its EU-ETS involving international aviation. Other proposals presented with respect to market-based measures for international aviation, included the Aviation Global Deal (AGD) proposal and the levy for the adaptation fund and are described in para. 2 below. The European Environment Agency presented various “Effort Sharing Concepts” for international aviation/maritime sector that takes into account “specific circumstances” as follows:

- exemption concept: a certain share of global emissions would be exempt from measures (e.g. aircraft travelling on certain airports or routes related to remote regions and small island States, or air transport levels below a de-minimis threshold would be exempt from measures). For this concept, some evasion could be possible, e.g. by using exempted airports or routes near non-exempted ones;
- phasing-in concept: measures would apply equally and be phased in on different timelines, e.g. noise regulation under ICAO. For this concept, options for evasion would be limited if the phased-in solution does not lead to competitive distortion;
- revenue redistribution concept: can be used in conjunction with a fund raising scheme, under which all aircraft would have equal responsibilities. Specific circumstance would be addressed through the redistribution of the funds; and
- tiered implementation concept: different commitment types would exist in parallel. For example, trips between a certain group of countries could be covered by a cap and trade scheme and trips between another group of countries could be covered by intensity targets, independent of the nationality of carriers. For this concept, there would be an opportunity to evade more stringent measures, e.g. by choosing routes depending on tier of measures.

2. AVIATION GLOBAL DEAL (AGD) SIDE EVENT

2.1 The AGD Group, a coalition of aviation industry stakeholders (Air France/KLM, BAA, British Airways, Cathay Pacific Airways, and Virgin Atlantic Airways)² supported by the Climate Group (env. NGO) held a side event on 6 April 2009 in which the group underscored that CO₂ emissions from international aviation must be integrated within the Copenhagen agreement at a sectoral level, while

² Finnair and Qatar Airways joined the AGD Group in May 2009.

supporting the leadership of ICAO through GIACC in developing global sectoral solutions to avoid carbon leakage and competitive distortion in aviation markets as well as avoiding the creation of a patchwork of national and regional policies. According to the AGD group proposal, such solutions should consist of continued investments in technology, sustainable biofuels, improvements in infrastructure, operational efficiency and cost-effective economic measures,.

2.2 With regard to market-based measures, the AGD group proposed a global sectoral framework based on an open emissions trading scheme, with full open access to global carbon markets. Key elements of the proposed framework are as follows:

- no allocation responsibility by countries for international aviation emissions. Rather, a global emissions allowance for international aviation sector would be set through UNFCCC negotiations by aligning with broader Copenhagen agreement targets (thus international aviation sector would be treated as a separate “country” with its own emissions allowance);
- a proportion of this global allowance (also set through UNFCCC negotiations) could be allocated to airlines without charge, with the remainder being allocated through auctioning. The number of allowances would be based upon carbon content of fuels, giving incentive for the use of biofuels;
- this sectoral system would be administered by a new or existing UN body called “Global Carbon Authority”;
- all airlines would obtain their free and auctioning allowances individually from the Global Carbon Authority and from other sources e.g. CDM / JI credits and potentially deforestation avoidance credits. They would surrender their allowances to the Global Carbon Authority; and
- the Global Carbon Authority would manage the revenues generated from auctioning of allowances and would disburse them to a set of clearly defined, transparent and verified emissions-reduction projects.

2.3 The AGD group believed that this global sectoral framework must be universally applicable, and be simple and straightforward to implement and administer. This approach also could maintain equal treatment among airlines thus avoiding carbon leakage and competitive distortion while creating differentiation between developed and developing countries through differential use of revenue collected from auctioning. More information on the side event, as well as speakers’ presentations, can be found at: http://www.theclimategroup.org/news_and_events/airlines .

2.4 Also covered during the AGD group side event was the proposal on International Air Passenger Adaptation Levy, submitted by Least Developed Countries (LDCs) to the UNFCCC session. LDCs proposed collecting the amount of \$6 (4 Euro) for each economy-class passenger and \$62 (40 Euro) for each business/first-class passenger from airlines engaged in international air transport services, in order to provide adequate funding for adaptation activities through the Kyoto Protocol Adaptation Fund for the poorest and most vulnerable countries.

2.5 The proposed levy would raise the adaptation funding from \$8 to \$10 billion annually, while having no significant effect on the reduction of international air traffic demand as it will be less than 10% of the expected annual traffic growth rate, and hence minimal to no negative impact on tourism dependent economies, according to the LDCs proposal.

2.6 It should be noted that the current ICAO policy enjoins States to refrain from the use of taxes. Moreover, a fundamental question arises on why the aviation sector rather than other sectors should be targeted for a levy for adaptation. More information on this proposal can be found under the UNFCCC documentation: International Air Passenger Adaptation Levy (FCCC/AWGLCA/2009/MISC.1) at: http://unfccc.int/meetings/ad_hoc_working_groups/lca/items/4578.php.

2.7 Further information on the UNFCCC side events on 6 April 2009 can be found at: http://regserver.unfccc.int/seors/reports/archive.html?session_id=AWG5-AWG7.

APPENDIX C

PROPOSALS OF PARTIES TO THE SIXTH SESSION OF THE AWG-
LCA AND THE EIGHTH SESSION OF THE AWG-KP
1 to 12 June 2009, Bonn, Germany

I - Proposals on bunkers submitted to AWG- LCA6		
Country	Proposal	Reference document
Algeria	<p>“Sectoral approaches and sector-specific actions should be cooperative and not imposed by some Parties on other Parties.</p> <p>Cooperative sectoral approaches and sector-specific actions should not be used to circumvent or undermine the differentiation made in the Convention between Annex I and non-Annex I Parties or modify their respective commitments and obligations.</p> <p>Actions by developing countries to control their greenhouse gas emissions in the framework of cooperative sectoral approaches or sector-specific actions represent modalities of their implementation of Article 4.1 of the Convention. Annex II Parties must therefore meet their commitments for the provision of financial support in accordance with Article 4.3 and for the transfer of environmentally sound technology and know-how in accordance with Article 4.5 of the Convention. Article 4.7 on the balance between the provision of support by developed country Parties and implementation by developing country Parties also applies to such cooperative sectoral approaches or sector-specific actions. In particular, the recent Directive by the European Union including air transport into its ETS would impose significant constraints and incremental costs on a number of developing country airlines. Developing country airlines should be exempted from the provisions of the Directive or they should be given financial and technological support to enable them to comply with these provisions without incurring any incremental costs.”</p>	<p>A negotiating text for consideration at AWG-LCA 6</p> <p>http://unfccc.int/files/meetings/ad_hoc_working_groups/lca/application/pdf/algeria240409.pdf</p>

<p>Australia</p>	<p><i>“International aviation and maritime transport</i> As a minimum, provisions could reaffirm the responsibility of the International Civil Aviation Organization and the International Maritime Organization to develop measures relating to international aviation and maritime transport emissions, consistent with Article 2(2) of the Kyoto Protocol.”</p>	<p>AWG KP5 Ideas and proposals on the elements contained in paragraph 1 of the Bali Action Plan - Submissions from Parties</p> <p>http://unfccc.int/resource/docs/2009/awglca5/eng/misc01a03.pdf</p>
<p>Japan</p>	<p>“2. The Parties shall pursue limitation or reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from aviation and marine bunker fuels, working through the International Civil Aviation Organization and the International Maritime Organization, respectively.</p> <p>3. The Parties shall strive to implement policies and measures under this Article in such a way as to minimize adverse effects, including the adverse effects of climate change, effects on international trade, and social, environmental and economic impacts on other Parties, especially developing country Parties and in particular those identified in Article 4, paragraphs 8 and 9, of the Convention, taking into account Article 3 of the Convention. The Conference of the Parties serving as the meeting of the Parties to this Protocol may take further action, as appropriate, to promote the implementation of the provisions of this paragraph based on the information provided by affected Parties.”</p>	<p>A negotiating text for consideration at AWG-LCA 6</p> <p>http://unfccc.int/files/meetings/ad_hoc_working_groups/lca/application/pdf/japan240409.pdf</p>

European Union	<p>“Emissions from international aviation and maritime transport</p> <p>37. All sectors of the economy should contribute to limit emissions, including international maritime shipping and aviation, a large and rapidly growing source of GHG emissions. Emission reduction targets for these sectors should be incorporated into the Copenhagen agreement, and Parties need to commit to work through ICAO and IMO to enable international agreement before the end of 2010, to be approved by 2011. The EU acknowledges that market-based instruments can ensure cost-effective emission reductions.</p> <p><i>On sub-paragraph 1b(iv) of the BAP – sectoral approaches</i></p> <ul style="list-style-type: none"> • <i>The negotiation text should integrate elements based on our previous submissions, in particular as contained in FCCC/AWGLCA/2009/MISC.1/Add.4 (30 March 2009), FCCC/AWGLCA/2008/MISC.5/Add.1 (19 November 2008), FCCC/AWGLCA/2008/MISC.4 (30 July 2008)</i> • <i>Specific input on emissions from international aviation and maritime transport:</i> <p>Parties shall take the necessary action to achieve reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from aviation and marine bunker fuels.</p> <p>Global reduction targets for the aforementioned emissions from the aviation and marine bunker fuels shall be set equal to respectively [X per cent] and [Y per cent] below [year XXXX] levels in the commitment period [20XX to 20XX]. Units from existing and potential new flexibility mechanisms may contribute towards achieving these targets</p> <p>Parties shall work through the International Civil Aviation Organization and the International Maritime Organization, to enable effective international agreements to achieve these targets, which does not lead to competitive distortions or carbon leakage, to be approved by 2011. The Parties shall assess progress of the implementation of this paragraph, and shall take action to advance the implementation, as appropriate.”</p>	<p>A negotiating text for consideration at AWG-LCA 6</p> <p>http://unfccc.int/files/kyoto_protocol/application/pdf/czechonbehalf/fec050509.pdf</p>
Not specified	<p>“International bunker fuels:</p> <p>135. All sectors of the economy should contribute to limiting emissions, including international maritime shipping and aviation. Sectoral approaches could address emissions that cannot be attributed to any particular economy, and multilateral collaborative action would be the most appropriate means to address emissions from international aviation and the maritime transport sector.</p> <p>....</p> <p>137. Option 2</p> <p>Parties shall take the necessary action to reduce emissions of GHGs not controlled by the Montreal Protocol from aviation and marine bunker fuels.</p>	<p>Negotiating text FCCC/AWGLCA/2009/8</p>

	<p>Global reduction targets for such emissions from aviation and marine bunker fuels shall be set as equal to, respectively, {X per cent} and {Y per cent} below {year XXXX} levels in the commitment period {20XX to 20XX}. Units from existing and potential new flexibility mechanisms may contribute towards achieving these targets.</p> <p>Parties shall work through the International Civil Aviation Organization and the International Maritime Organization to enable effective international agreements to achieve these targets to be approved by 2011. Such agreements should not lead to competitive distortions or carbon leakage. Parties shall assess progress in the implementation of this work, and take action to advance it, as appropriate.</p> <p>138. Option 3 {Parties}{Annex I Parties} shall pursue limitation or reduction of emissions of GHGs not controlled by the Montreal Protocol from aviation and marine bunker fuels, working through the International Civil Aviation Organization and the International Maritime Organization, respectively. “</p> <p>2. Generation of financial resources</p> <p>171. In order to meet the scale of financial resources required {and the commitments under Articles {4.1}, 4.3, 4.4 and 4.5} to support enhanced action on adaptation and mitigation by developing country Parties and for technology cooperation and capacity-building, developed country Parties {and Annex II Parties} {and other Parties according to agreed eligibility criteria, which shall be updated through a periodic review} {shall} provide scaled-up, new and additional, {over and above {existing} ODA}, sustainable, adequate, predictable and stable financial resources, in a measurable, reportable and verifiable manner.</p> <p>172. The generation of financial resources shall be guided by the principles of the Convention, in particular the principles of equity and common but differentiated responsibilities and respective capabilities, and take into account the consideration of {the polluter pays principle,}{and historical responsibilities}.</p> <p>173. New and additional financial resources {shall} be generated through a combination of various sources, including:</p> <p>....</p> <p>Option 4 (d) Levies on emissions from international aviation {and maritime transport};</p> <p>Option 5 (e) An international air passenger adaptation levy/green levy on air fares {, except on journeys originating in and destined for LDCs};”</p>	
--	--	--

II - Proposals on bunkers submitted to AWG KP8		
Country	Proposal	Reference document
European Union	<p>- Replace paragraph 2: “Parties shall take the necessary action to achieve a reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from international aviation and maritime transport.”</p> <p>- Insert the following paragraphs after paragraph 2:</p> <p>“.2 bis. Global reduction targets for the emissions from international aviation shall be set equal to [X percent] below 2005 levels in the commitment period [20XX to 20XX].</p> <p>2 ter Supplemental to action on international aviation Parties may allow units from the mechanisms defined in Articles 6 and 12 [placeholder for new mechanisms] for the purposes of achieving the aforementioned targets.</p> <p>2 qua Global reduction targets for the emissions from international maritime transport shall be set equal to [Y per cent] below XXXX levels in the commitment period [20XX to 20XX].</p> <p>2 quin Supplemental to action on maritime transport Parties may allow units from the mechanisms defined in Articles 6, 12, and 17 [placeholder for new mechanisms] for the purposes of achieving the aforementioned targets.</p> <p>2 sex Parties shall work through the International Civil Aviation Organization and the International Maritime Organization, to enable an effective international agreement to achieve international targets that do not lead to competitive distortions or carbon leakage to be approved by 2011 [or after 2 years from the entry into force of this Protocol]</p> <p>5. The Conference of the Parties serving as the meeting of the Parties to this Protocol shall assess progress of the implementation of this paragraph, and shall take action to advance the implementation, as appropriate.”</p>	<p>A text on other issues outlined in document FCCC/KP/AWG/2008/8</p> <p>http://unfccc.int/resource/docs/2009/awg8/eng/08.pdf</p>
Japan	<p>- Amend paragraph 2: “The Parties shall pursue limitation or reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from aviation and marine bunker fuels, working through the International Civil Aviation Organization and the International Maritime Organization, respectively.”</p>	<p>A text on other issues outlined in document FCCC/KP/AWG/2008/8</p> <p>http://unfccc.int/resource/docs/2009/awg8/eng/08.pdf</p>