



**ASSEMBLY — 40TH SESSION**

**EXECUTIVE COMMITTEE**

**Agenda item 16: Environmental protection. International Aviation and Climate Change –  
Policy and Standardization**

**THE JOINT STATEMENT  
OF THE MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION  
AND CIVIL AVIATION ADMINISTRATION OF CHINA ON  
THE ESTABLISHMENT OF AN EQUITABLE AND EFFECTIVE GLOBAL MECHANISM ON  
INTERNATIONAL AVIATION AND CLIMATE CHANGE**

(Presented by the Russian Federation and People's Republic of China)

The Ministry of Transport of the Russian Federation and Civil Aviation Administration of China (hereafter as "Parties") have been actively and constructively engaged in the global campaign on international aviation and climate change. The Parties,

*Recognizing* that the international civil aviation should be developed in a safe and orderly manner and that the international air transport services should be established on the basis of equality of opportunity and operated soundly and economically,

*Recognizing* the CNG2020 goal places undue cost and burden on the developing countries and emerging market countries, whose international aviation would see a more rapid growth, to address the international aviation and climate change, which hasn't taken into full account the legitimate priority needs of those countries for the achievement of sustained economic growth and the improvement in the living standards of their people,

*Reiterating* that the international civil aviation shall not be used as a potential source for the mobilization of revenue for climate finance to other sectors and that ICAO market-based measures should ensure the fair treatment of the international aviation sector in relation to other sectors,

*Recalling* that the Parties, among others, have serious concerns as to challenges and problems in terms of legitimacy, fairness, feasibility and effectiveness in the development of the CORSIA, which would create considerable obstacles for the consolidated efforts of States to tackle the international aviation and climate change in a harmonized manner,

*Reaffirming* that to obtain financial and technical support for capacity building is essential for developing countries and emerging market countries to implement the CORSIA,

*Reiterating* their continuous intention to join hands with others, and to contribute to the achievement of the UN Sustainable Development Goals and to the establishment of an equitable and effective global mechanism on international aviation and climate change.

Have agreed that the 40<sup>th</sup> session of the ICAO Assembly is invited to:

a) *Reaffirm* that ICAO's efforts on environment issues relating to international civil aviation, including GHG emissions shall not authorize the Organization to intervene in matters which are essentially within the domestic jurisdiction of States.

b) *Recognize* that UNFCCC with its Paris Agreement is the main platform for States to tackle all anthropogenic GHG emissions, whose principles and modalities shall not be violated in ICAO's response to international aviation and climate change.

c) *Respect* differences among States in domestic policies, capacity building and economic structure and Refrain from a one-size-fits-all approach to implement the CORSIA.

d) *Allow individual States to seek* their own solutions to address international aviation and climate change, including a nationally determined implementation plan for the CORSIA, that best suit their respective national conditions; and Request individual States to update their solutions periodically.

e) *Reiterate* that States' individual contribution to a green, circular, low-carbon aviation shall not apply to aircraft registered in another State without mutual consensus and should not lead to negative consequences for the sustainable growth of the international civil aviation.

f) *Request* the Council, with the support of the CAEP, to make institutional arrangement of international dialogue and consultation, respectful of national sovereignty and drawing valuable inspiration from what the Convention on International Civil Aviation provides on the improvement of air navigation facilities, so as to enhance gradually the harmonization and comparability in States' ambitions and methodologies/standards to address aviation emissions.

g) *Also request* the Council, with the support the CAEP, to develop alternative system of provision of economic incentives of real reduction of CO2 emission in international aviation sector on the basis of global technical modernization of the industry, aiming to contribute to the improvement of aviation safety and the achievement of the UN Sustainable Development Goals in all ICAO Member States.

h) *Encourage* the President of ICAO Council to inform the UN Secretary General about the position of States which acceded to this Joint Statement.

The Parties welcome other States' support and/or acceding to the joint statement.

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