



CAN intervention

LCA cooperative sectoral approaches spin-off group

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Delivered by Mark Lutes, WWF

Thank you Mr. Chairman for the chance to speak on sectoral approaches and more specifically on addressing emissions from bunker fuels. I am speaking behalf of the Climate Action Network.

We would like to address the questions you have posed to this group.

On the first question: We find ourselves in the interesting position of agreeing with Canada, and also with Burkina Faso, Singapore and Chile on the special status of international transport. There has to be separate treatment of those inherently international sectors where emissions occur outside and between national boundaries. So it is likely not a useful exercise to spend more time and efforts to develop a framework covering all sectors, unless it is involves recognizing and starting from this distinction.

ON the second question, we welcome the willingness expressed by most parties to send a signal to IMO, but we note some differences in what that signal should be. We think international maritime transport and aviation should be seen as uniquely global sectors with shared and overlapping jurisdiction between UNFCCC and the specialized agencies IMO and ICAO. In this context, it is not useful to propose that the principals of one body taking precedence over another, but of finding arrangements that reflect the principals and customary practices of both bodies. Saying that the principals of one body should take precedence over another is a clear recipe for continued stalemate.

On the third question – we think it is extremely important to get a robust outcome from Doha. For bunker fuels we need a signal that recognizes and encourages the ongoing work of the IMO and ICAO, and gives them advice on a way forward that reconciles the principles and procedures of the different bodies, and notes that these sectors should contribute their fair share to global efforts and increased ambition. We understand that the best way to do this in the context of the current discussions in both bodies of global market based measures, is to pursue global measures consistent with the procedures of the IMO and ICAO, while addressing differentiation and the UNFCCC principles through the use of revenue generated. This revenue can be used to directly address impacts on developing countries from the measures themselves, and additional financing can be channeled to developing countries for climate actions through the Green Climate Fund, as well as for in-sector actions.

Thank you Chair