



Dear Minister Carole Dieschbourg,

Dear Minister François Bausch,

As the Council of the European Union prepares to consider its conclusions on the UN Framework Convention on Climate Change conference to be held in Paris in December 2015 (COP 21), we are writing to highlight the climate impact of international aviation and shipping and the need to ensure that addressing emissions from these sectors is included in the upcoming Council conclusions.

International aviation and shipping already account for up to 8% of global greenhouse gas, and their emissions are expected to grow by 2050 by 200 to 300% for aviation and 50 to 250% for shipping. Such increase would undermine efforts to limit the rise of global temperature to under 2 degrees.

It is therefore of paramount importance that the text to be finalised in Paris includes a requirement for the International Civil Aviation Organisation (ICAO) and the International Maritime Organisation (IMO) to increase their climate ambition and adopt measures to limit and reduce their sectors emissions in line with the overall objective of limiting the temperature increase to under 2 degrees Celsius.

While ICAO is working on a global market based mechanism to implement its target of carbon neutral growth from 2020, a target which already falls well short of what is needed, there is no certainty that an effective agreement on this will be reached at its 2016 Assembly. Moreover the IMO, as recently as last May, stepped back from even launching a process to set up an overall emissions target for international shipping. This is despite the fact that there is an abundance of low-cost mitigation options that would permit global shipping to grow while arresting the growth of its emissions.

To promote increased climate ambition from ICAO and IMO, like all the other sectors of the global economy, aviation and international shipping require an emissions reduction target. There is no reasonable excuse to continue exempting these two industry sectors from the global policy framework. Aviation and shipping need to contribute in the same way that is required of all UNFCCC Parties, large and small.

We call on the EU Member States to defend the current references in the text to ICAO/IMO, and urge them to actively engage with other UNFCCC Parties to develop a wording which is acceptable to the maximum possible number of Parties and which addresses legitimate concerns regarding differentiation of responsibility. In this context, it is essential that the need for ambitious targets for aviation and shipping is reflected in the Council conclusions on COP 21.

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