



9 October 2015

Re: Omission of international aviation and shipping emissions from draft Paris agreement

Dear EU Ministers for Climate Change and Commissioner Arias Cañete,

European citizens are dismayed to see that the draft Paris agreement published this week has dropped any reference to reducing emissions from international aviation and shipping. CO₂ emissions from these sectors exceed those of the UK and Germany combined, and are expected to treble by 2050 unless immediate measures are introduced. Yet from the draft it would seem as if these sectors don't even exist. The aim of the UNFCCC process is to craft a climate agreement that limits a global temperature increase to 1.5/2 degrees Celsius. Excluding any requirement for international aviation and shipping to contribute their fair share to this effort will fatally undermine that objective.

18 years on, the Kyoto Protocol strictures on these sectors have clearly failed. Even the IMO Secretary-General now feels able to deny publicly any need whatsoever to cap shipping emissions. ICAO promises ambition but is clearly struggling to even see through the limited measure it committed to in 2013. The absence of any mention of aviation and shipping at Paris will not only place no obligation on either sector to contribute to meeting the 1.5/2 degree target but represent a retreat from even the limited language contained in the Kyoto Protocol. Such an outcome would represent a complete failure of international climate governance.

December's agreement must send a clear signal to all actors that more ambition is required if we are to avoid a catastrophic increase in temperature. As the draft agreement states, there is "a need for universal and sustained action by all to respond to the urgent threat of climate change".

Europe has played a leading role in establishing an ambitious vision for the Paris process including clearly stating the need for action by aviation and shipping. We call on European Ministers to act immediately with other states to ensure that the language in previous drafts on aviation and shipping emissions is reinstated. Paris must contain an explicit requirement for ICAO and IMO to establish reduction targets and adopt sectoral measures that contribute fairly to limiting a temperature increase to 1.5/2 degrees. Parties are already subject to such a requirement and many of them, regardless of capacity, are coming forward with increasingly ambitious targets and measures of their own. These efforts must not be undermined by special privileges to sectors that are well able to make a fair and adequate contribution.

What the world needs from Paris is an agreement which charts our path to a low-carbon future. What we must not get is an agreement which says ambition for some, exemptions for others. Paris cannot mean these sectors are fuel-tax and now emissions-target free.

For the NGOs,

A handwritten signature in black ink, appearing to read 'Bill Hemmings', written in a cursive style.

Bill Hemmings

Aviation and Shipping Manager,
Transport & Environment

On behalf of:

Air Pollution & Climate Secretariat; Association 2Celsius; Aviation Environment Federation; Carbon Market Watch; Climate Action Network Europe; Environmental Pillar (Ireland); Fédération Inter-Environnement Wallonie; Germanwatch; Green Budget Europe; Naturschutzbund Deutschland; Oxfam; Réseau Action Climat France; Seas At Risk; Surfrider Foundation Europe; Transport & Environment; Verkehrsclub Österreich; World Wide Fund for Nature Europe.