



**CAN intervention**  
**Cooperative Sectoral**  
**Approaches Informal**

**Durban, December 2, 2011**

*Delivered by Mark Lutes, WWF*

On behalf of the Climate Action Network, I thank the co-facilitators for the opportunity to briefly address this group.

The group now faces a unique window of opportunity to deliver real progress with tangible implications for the Durban outcome and the UN climate regime.

Emissions from the international shipping and aviation sectors are large and rising fast. After more than a decade of discussions in these negotiations, this issue is now ripe for agreement.

The aviation and maritime bunkers sectors are unique, and require tailor-made solutions. Mechanisms that apply to all ships and aircraft, universally, is the only practical way forward. During IMO negotiations, IMO experts, the maritime industry, and many Parties represented here recognise that agreement on a workable scheme requires guidance from the UNFCCC, specifically about: a timeline to complete their work; the target level of emissions reductions required to achieve the Objective of the Convention; the application of the CBDR principle; and, the use of revenues. No approach in IMO or ICAO is likely to be agreed unless it compensates developing countries for any “net incidence”, pursuant to the CBDR principle, and contributes substantial revenues – at least \$10 billion per year – to the Green Climate Fund.

We don't need this group to decide now what specific mechanisms are most appropriate for reducing emissions from either sector. These details can be decided by the IMO and ICAO. We do need this group to provide clear guidance on general principles to ICAO and IMO, strongly urging them to move quickly, consistent with that guidance.

Agreement is possible, and the time has never been better to build it. We urge all Parties to seize the moment and catalyze action to move forward on reducing emissions from these sectors.

Thank you Chair