

# Clean Shipping Coalition



Connie Hedegaard  
Commissioner for Climate Action,  
European Commission,  
Brussels

08 March 2011

Dear Commissioner Hedegaard,

UNFCCC negotiations resume shortly in Bangkok without the item on sectoral approaches - international bunker fuels (point 1b iv of the LCA track) being on the agenda. This has arisen because the Cancun discussion on bunker fuels proved yet again to be inconclusive. Environmental NGOs urge the EU to press for this item be reinstated on the agenda and engage with like-minded Parties to the UNFCCC, particularly developing country parties, to ensure that this happens.

It is now 14 years since the Kyoto Protocol allocated responsibility for limiting and reducing bunker emissions to Annex 1 countries working through the IMO and ICAO. In the absence of any credible progress in the intervening years, considerable effort was expended in the run-up to Copenhagen to break the political impasse over calls for global action. Global and developing country concerns that the UNFCCC principle of common but differentiated responsibilities be respected. This impasse continues to prevent progress at IMO and ICAO despite the Secretary General's High Level Group on Climate Change Financing proposing that any bunker mechanisms should be designed so as to ensure no net incidence or burden on developing countries. This concept will be discussed at the IMO intersessional Working Group on GHG MBMs later this month.

The environmental organisations supporting this letter share the serious concern expressed by the EU on many occasions that the steady rise in bunker emissions must finally be addressed. Debate in the UNFCCC can serve as a forum to unlock intractable issues and provide guidance to the work of IMO and ICAO. Such debates in the preparatory meetings leading to Copenhagen certainly had an impact and in the case of the IMO led to an acceleration of effort.

We believe that a renewed debate in the UNFCCC focussed on concepts such as no net incidence and cognisant of the role of IMO and ICAO as well as of the urgent need to identify new sources of climate finance, has a good chance of making progress.

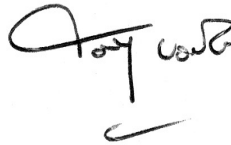
The EU could also greatly advance UNFCCC work on bunkers by being able to speak with one voice in support of solutions such as the rebate mechanism as a way to avoid net incidence on developing countries. This mechanism is a way to reconcile the principles of the different conventions while creating a mechanism that can contribute to meeting commitments to deliver financing for developing countries.

We call on the Environment Council to have the EU seek the reinstatement of bunker fuels on the UNFCCC agenda at the Bangkok session and ask the EU Presidency and the Commission to pursue urgent efforts to secure international support for this position with like-minded countries. In this regard, we have written in similar terms to Ministers Fazekas and Fellegi.

Yours sincerely,



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President  
Clean Shipping Coalition (CSC)



Tony Long  
Director  
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Cc Vice President Catherine Ashton

Aviation Environment Federation, Evangelischer Entwicklungsdienst - Tourism Watch  
Clean Shipping Coalition, Danish Ecological Council, IMERS, Oxfam, Sierra Club, WWF