

**Speech of Mr. Igor Levitin, Minister
of Transport of the Russian Federation
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Mr. Chair, Colleagues!

The Government of the Russian Federation continues to pay special attention to environment protection from negative impact of aviation. Certain measures are being taken with the aim to reduce the level of aviation noise and emissions by aviation engines by means of introducing new technologies in aircraft industry. Together with that, Russia shares serious concerns of the international aviation community with regard to the intention of some countries to include international civil aviation in the regional emissions quota trading scheme.

To our view, such unilateral actions without approval of governments of other interested countries of other regions would contradict the existing norms and principles of the international law and the spirit of the Convention on the International Civil Aviation.

Moreover, such measures would not be in line with decisions taken within the ICAO and calling on the states to abstain from unilateral measures aimed at the implementation of schemes of emissions quota trading. The Russian Federation consistently supports the leading role of the ICAO in the sector “aviation and the environment”, and we believe, that actions in this sphere should be taken in strict compliance with the decisions by the ICAO.

I would like to outline the main points of the position of the Russian Federation with regard to the inclusion of GHG emissions produced by aviation into the system of quota trading in accordance with the UN Framework Convention on Climate Change (UNFCCC) and the Kyoto Protocol. GHG emissions produced by aviation are not regulated by the Kyoto Protocol. UNFCCC and the Kyoto Protocol do not envisage any

recommendations with respect to building a system of emissions quota trading. Consequently, to our view, the countries should:

- accept the principle of voluntary inclusion of aviation emissions into the quota trading system when a national government takes the final decision;
- support the leading role of the ICAO in addressing the issues of environment protection from the negative impact of aviation and elaboration of the corresponding instructions within the ICAO.

Taking into account that GHG emissions by aviation have not yet a solid scientific conclusion and we can call this problem on the whole as not studied carefully enough we believe that now it is premature to introduce charges for GHG emissions by aviation and consider it efficient to base our actions upon the decisions made by the ICAO which studies this problem.

The ICAO Working group on Climate has not reached consensus yet on the question of GHG emissions. The problem is still being discussed.

I would like to note that taking hurried decisions now in conditions of economic crisis would lead to extra costs of the aviation industry. Passengers will bear the burden of these costs as air travel will become more expensive and the demand will drop.

In conclusion I would like to reiterate that any measures on introducing charges for GHG emissions by aviation and other decisions in the sphere of environment protection should be taken only after the corresponding decisions by the ICAO, on the voluntarily basis and upon reaching the necessary consensus.

Thank you for your attention.