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مكتبه المدير العام

أصحاب المعالي والسعادة أعضاء الجمعية العامة للهيئة العربية للطيران المدني :

المحترم

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- وزير النقل - المملكة الأردنية الهاشمية

- وزير الاقتصاد - دولة الإمارات العربية المتحدة

- وزير المواصلات والاتصالات - مملكة البحرين

- وزير النقل - الجمهورية التونسية

- وزير النقل - جمهورية جيبوتي

- وزير النقل - الجمهورية الجزائرية الديمقراطية الشعبية

- رئيس الهيئة العامة للطيران المدني - المملكة العربية السعودية

- وزير الدفاع - جمهورية السودان

- وزير النقل والطيران المدني - جمهورية الصومال

- وزير النقل - جمهورية العراق

- وزير النقل والاتصالات - سلطنة عمان

- وزير النقل والمواصلات - دولة فلسطين

- وزير المواصلات - دولة قطر

- وزير المواصلات - دولة الكويت

- وزير النقل - الجمهورية اللبنانية

- وزير المواصلات - دولة ليبيا

- وزير الطيران - جمهورية مصر العربية

- وزير التجهيز والنقل واللوجستيك - المملكة المغربية

- وزير التجهيز والنقل - الجمهورية الإسلامية الموريتانية

- وزير النقل - الجمهورية اليمنية

الموضوع : تعميم

السلام عليكم ورحمة الله تعالى وبركاته،،،،،

تهديكم الهيئة العربية للطيران المدني (الإدارة العامة) أطيب التحيات وتمنى لكم ولذويكم موفور الصحة والسعادة ولأسرة الطيران المدني بالدول الأعضاء مزيدا من التقدم والازدهار .

وبالإشارة الى اجتماع الايكاو رفيع المستوى بشأن التدابير العالمية القائمة على آلية السوق (HLM-GMBMs) والذي سيعقد في مقر المنظمة بمونتريال بتاريخ 11-13 مايو 2016 .

فقد توصلنا بملاحظات وفد المملكة العربية السعودية على مسودة النص المقدمة من الامانة العامة والتي طالبت بتعميمها بشكل عاجل جدا على الدول الاعضاء من اجل الاستفادة منها، لذا فقد قمنا بتعميمها على موقع الهيئة www.acac.org.ma

وتفضلوا معاليكم بقبول فائق عبارات التقدير والإحترام .

اللواء مهندس / محمد إبراهيم أحمد خريف

مدير عام الهيئة العربية للطيران المدني

تحياتي وتقديري
لمعاليكم

التوزيع : سلطات الطيران المدني بالدول الاعضاء

عاجل جداً

الموقر

سعادة مدير عام الهيئة العربية للطيران المدني

السلام عليكم ورحمة الله وبركاته


إشارة إلى الاجتماع الايكاو رفيع المستوى بشأن التدابير العالمية القائمة على آليات السوق (HLM-GMBMs) والذي سيعقد في مقر المنظمة بمونتريال بتاريخ ١١ - ١٣ مايو ٢٠١٦م.

نرفق لسعادتكم ملاحظات وفد المملكة العربية السعودية على مسودة النص المقدمة من أمانة الايكاو، نأمل منكم تعميمها بشكل عاجل جداً على الدول الأعضاء بالهيئة العربية فقد تكون مهمة لبعض الوفود العربية التي لم تتابع أعمال الفريق الذي اختاره رئيس المجلس للمشاركة في مراجعة مسودة النص.

كما نفيديكم بأن وفد المملكة المشارك في أعمال الاجتماع المشار إليه أعلاه سيكون متواجداً في مقر المنظمة يوم ١٠ مايو في مكتب المملكة بالدور (١٥)، وإننا نتطلع للاجتماع والتنسيق مع كافة الوفود العربية المشاركة في هذا الاجتماع.

وتقبلوا خالص التحية والتقدير،،،

مدير عام التعاون الدولي


 م / سعود بن علي رضا هاشم

Para #	The proposed Text	Preamble	Text Analysis	Remarks
1	Whereas Assembly Resolution A ^r 8-18 decided to develop a global market-based measure (GMBM) scheme for international aviation, for decision by the 34th Session of the Assembly; <i>{Existing text from A^r8-18, paragraph 14}</i>	No Comments		
2	Recalling that Assembly Resolution A ^r 8-18 requested the Council, with the support of Member States, to finalize the work on the technical aspects, environmental and economic impacts and modalities of the possible options for a GMBM scheme, including on its feasibility and practicability, taking into account the need for development of international aviation, the proposal of the aviation industry and other international developments, as appropriate, and without prejudice to the negotiations under the UNFCCC; <i>{Existing text from A^r8-18, paragraph 14 a)}</i>	No Comments		
3	Also recalling that Assembly Resolution A ^r 8-18 requested the Council, with the support of Member States, to identify the major issues and problems, including for Member States, and make a recommendation on a GMBM scheme that appropriately addresses them and key design elements, including a means to take into account special circumstances and respective capabilities, and the mechanisms for the implementation of the scheme from 2020 as part of a basket of measures which also include technologies, operational improvements and sustainable alternative fuels to achieve ICAO's global aspirational goals; <i>{Existing text from A^r8-18, paragraph 14 c)}</i>	No Comments	القرة الثالثة من الديباجة والتي تشير الى الفقرة 19 (C) من القرار 38-18 يوجد بها جزء من النص الأصلي مفقود، وعلى وجه الدقة بعد ورود السطر الرابع، حيث تم إضغال الإشارة إلى الفقرات 20 إلى 24 وهي فقرات قمت في الأهمية حيث أنها تحتوي على الشروط التي تم الاتفاق عليها في الجمعية العمومية 38 لتصميم المخطط العالمي لآليات السوق.	
4	Recognizing the significant amount of work undertaken by the Council, its Environment Advisory Group (EAG) and its Committee on Aviation Environmental Protection (CAEP) to develop a recommendation for a GMBM scheme and its	No Comments		

	design elements and implementation mechanisms, including the analyses of various approaches for distribution of obligations; {New text to reflect the work since A^rΔ}		
o	Further recalling that Assembly Resolution A ^r Δ-1Δ requested the Council, with the support of Member States, to organize seminars, workshops on a GMBM scheme for international aviation participated by officials and experts of Member States as well as relevant organizations; {Existing text from A^rΔ-1Δ, paragraph 14 b)}	No Comments	
1	Recognizing the convening of two rounds of Global Aviation Dialogues (GLADs) seminars held in 2010 and 2011 for all regions; {New text to reflect the work since A^rΔ}	No Comments	
v	Noting the support of the aviation industry for a single global carbon offsetting scheme, as opposed to a patchwork of State and regional MBMs, as a cost effective measure to complement a broader package of measures including technology, operations and infrastructure measures; {Existing text from A^rΔ-1Δ preamble}	No Comments	
Δ	Recognizing that MBMs should not be duplicative and international aviation CO ₂ emissions should be offset only once; {Based on text from A^rΔ-1Δ, Annex paragraph f)}	No Comments	
q	Emphasizing that the decision by the 74th Session of the Assembly to develop a global MBM scheme for international aviation reflects the strong support of Member States for a global solution for the international aviation industry, as opposed to a possible patchwork of State and regional MBMs; {Reflecting the background for a global solution compared to patchwork of MBMs}	No Comments	
10	Acknowledging the principles and provisions on common but differentiated responsibilities and respective capabilities, and	No Comments	

	with developed countries taking the lead under the UNFCCC and the Kyoto Protocol; {Existing text from A³A-1A preamble}		
١١	Also acknowledging the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention; {Existing text from A³A-1A preamble}	No Comments	
١٢	Whereas the Kyoto Protocol provides for different flexible instruments (such as the Clean Development Mechanism — CDM) which would benefit projects involving developing States; {Existing text from A³A-1A preamble}	No Comments	
١٣	Whereas the UNFCCC COP ^{١١} Paris Agreement provides for a new market mechanism to contribute to the mitigation of GHG emission to support sustainable development, which would benefit projects involving developing States; {New text reflecting Paris Agreement}	No Comments	
١٤	Welcoming the cooperation between the United Nations Framework Convention on Climate Change (UNFCCC) and ICAO Secretariats on the development of CDM methodologies for aviation; {New text on CDM methodologies}	No Comments	
Operative Clauses			
١	Acknowledges the progress achieved on all elements of the basket of measures available to address CO ₂ emissions from international aviation, including aircraft technologies, operational improvements, sustainable alternative fuels and a GMBM scheme and any other measures, and affirms the preference for the use of aircraft technologies, operational improvements and sustainable alternative fuels that provide the environmental benefits within the aviation sector; {Basket of measures and preference for non-MBM measures}	فيما يخص سلة التدابير فتم تشكر الإيكاو والدول الأعضاء على ما تم إنجازه خاصة في موضوع القاعدة القياسية الجديدة لثاني أكسيد الكربون وكذلك التقدم المحرز في أعمال الخطط الوطنية للدول والدراسات القائمة بشأن أنواع الوقود البديل، إلا أننا نرى أن نصيب الأسد من التركيز والجهود يذهب إلى البيات السوق دون غيرها بالرغم من كونها تدابير تكميلية كما تمت الإشارة إليه في الفقرة ٣ من منطوق هذا النص، علماً أن هذه التدابير لا تؤدي إلى تخفيض حقيقي في انبعاثات الطيران المدني وإنما تقوم على مبدأ التعويض من خارج قطاع الطيران المدني وهو ما يعزز هذه القطاعات على حساب قطاع الطيران.	

٢	<p><i>Also acknowledges that, despite this progress, the environmental benefits from aircraft technologies, operational improvements and sustainable alternative fuels may not deliver sufficient CO₂ emissions reductions to address the growth of international air traffic, and to achieve the global aspirational goal of keeping the global net CO₂ emissions from international aviation from ٢٠٢٠ at the same level; {Recognition of not achieving CNG ٢٠٢٠ by non-MBM measures}</i></p>	<p>الفقرة ٢ التي تشير إلى سلة التدابير وعدم إمكانية تحقيق الهدف الطموح للنمو الصفوري للكربون (CNG ٢٠٢٠) بالتدابير التقنية والشمولية وأنواع الوقود البديل فقط، وقد طلبت الجمعية العمومية ٢٨ في قرارها رقم ١٨ من المجلس في الفقرتين (التاسعة) و(العاشرة) مراجعة أهداف الأياكو الطموحة وإمكانية تحقيقها وكذلك طلبت إجراء دراسات مفصلة لتقييم إمكانية تحقيق الأهداف الطموحة للأياكو وتأثيرات هذه الأهداف، وتشمل التأثير على النمو والتكلفة على الدول جميعاً وعلى الدول النامية بشكل خاص على أن تقدم هذه الدراسات للجمعية العمومية ٢٩ القادمة، ونحن نشعر أن هذه الدراسات لم تتم ونؤكد على أن هذا الهدف الطموح لم يُوضع على أساس دراسات علمية وعملية وكذلك لم يؤخذ بالأختبار إمكانية تحقيق هذا الهدف تطبيقياً وإجرائياً ولم يراع حق الدول النامية بالنمو والوصول إلى القمة في حجم انبعاثاتها أسوة بالدول المتقدمة التي سبقت إلى ذلك، كما أن هدف النمو الصفوري للكربون ٢٠٢٠ يمثل النهج من الأعلى للأسفل (top-down Approach) وهو نهج قديم أثبت فشله في اتفاقية الأمم المتحدة الإطارية لتغير المناخ (UNFCCC) بدلالة انسحاب دول صناعية كبرى من التصديق على فترة الالتزامات الثانية لبروتوكول كيوتو وذلك للأعباء الاقتصادية الكبرى المترتبة على الوفاء بالالتزامات الطموحة، بينما تبنت اتفاقية باريس الجديدة نهج الأسفل للأعلى (bottom-up approach) بمشاركة جميع الدول بمشاركتها المحددة وطنياً (INDCs). ونرى أن يكون الحل هو إجراء الدراسات التفصيلية المطلوبة في الفقرات ٩ و ١٠ من قرار الجمعية العمومية ٢٨-١٨ ومن ثم يمكننا كمجتمع دولي تبني مبدأ النمو الصفوري للكربون بناء على نتائج هذه الدراسات والتي سوف تحدد لنا التاريخ المناسب لهذا الهدف، مع تأكيدنا على حق الدول النامية في أخذ فرصتها في النمو والوصول إلى القمة في الانبعاثات وفقاً لاتفاقية باريس، كما نؤكد على رؤيتنا بأن الخطط الوطنية للدول هي المحرك الرئيس لتخفيف الانبعاثات في مجال الطيران المدني.</p>	<p>Para ٩ & ١٠ of A ٢٨-١٨</p>
٣	<p><i>Emphasizes the complementary role of a GMBM scheme to the other elements of a basket of measures, as a temporary emissions gap filler to achieve the global aspirational goal,</i></p>	<p>No Comments</p>	

	without imposing inappropriate economic burden on international aviation; {Complementary role of GMBM to achieve CNG Y.Y.Y.Y}		
4	<i>Decides</i> to implement a GMBM scheme in the form of the Carbon Offsetting Scheme for International Aviation (COSIA) to address any annual increase in total CO ₂ emissions from international aviation (i.e. flights that depart in one country and arrive in a different country) above the Y.Y.Y.Y levels, taking into account special circumstances and respective capabilities; {GMBM is Carbon Offsetting Scheme for International Aviation (COSIA)}	No Comments	
5	Requests the Council to continue to ensure all efforts to make further progress on aircraft technologies, operational improvements and sustainable alternative fuels be taken by Member States and reflected in their action plans to address CO ₂ emissions from international aviation, and to monitor the progress on implementation of action; {Further progress on non-MBM measures}	No Comments	
7	<i>Acknowledges</i> special circumstances and respective capabilities of States, in particular developing States, in terms of vulnerability to the impacts of climate change, economic development levels, and contributions to international aviation emissions, while minimizing market distortion; {Recognition of special circumstances of States} – Support Differentiation	No Comments	
Y	<i>Decides</i> the use of a phased implementation for the COSIA to accommodate the special circumstances and respective capabilities of States, in particular developing States, while minimizing market distortion, as follows: {Phased implementation} – Support Differentiation	الفقرة ٧ (أ) و(ب) إن استخدام مؤشر البنك الدولي "اجمالي الدخل القومي للفرد" (GNI/Capita) غير ملائم تماماً في هذا السياق فلا يوجد رابط بين هذا المؤشر الاقتصادي وحجم انبعاثات الدول وكذلك فيه ضرر كبير للدول قليلة السكان ولا يتماشى مع أهداف التنمية المستدامة ولا يعكس كذلك مبدأ المسؤولية المشتركة وإن كانت متباينة (CBDR) كما هو	

<p>a) First implementation phase applies from ٢٠٢١ to the following:</p> <p>١) States that are classified as high income States in terms of gross national income (GNI) per capita in year ٢٠١٨ (as calculated and published by the World Bank method); or</p> <p>٢) States that either have an individual share of international aviation activities in Revenue Tonnes Kilometers (RTKs) in year ٢٠١٨ above ١,٠ per cent of total RTKs, or whose cumulative share in the list of States from the highest to the lowest amount of RTKs reaches ٨٠ per cent of total RTKs;</p> <p>b) Second implementation phase applies from ٢٠٢٦ to the following:</p> <p>١) States that are classified as upper middle income States in terms of GNI per capita in year ٢٠١٨ (as calculated and published by the World Bank method); or</p> <p>٢) States that either have an individual share of international aviation activities in RTKs in year ٢٠١٨ above ٠,٥ per cent of total RTKs, or whose cumulative share in the list of States from the highest to the lowest amount of RTKs reaches ٩٥ per cent of total RTKs;</p> <p>c) the COSIA does not apply to States which are classified as the Least Developed Countries (LDCs), Small Island Developing States (SIDS) or Landlocked Developing Countries (LLDCs), unless those States meet both criteria ١) and ٢) in sub-paragraphs a) and b) above; {Exemptions of LDCs, SIDS and LLDCs}</p> <p>d) nevertheless, States that are not covered by the provisions in sub-paragraph a) or b) above are encouraged to voluntarily determine to participate in the scheme, in particular those States that are members of a regional economic integration</p>	<p>منصوص عليه في ملحق القرار ١٨-٣٨ المعنون بـ "المبادئ التوجيهية عند تصميم أو تطبيق تدابير آليات السوق في الطيران الدولي"، وكذلك لا يوجد مبرر لإختيار العام ٢٠١٨ فقط كمرجع سواء لإجمالي الدخل القومي للفرد أو للإيرادات الطننية الكيلومترية (RTK) في المرحلتين الأولى والثانية (هل يعقل أن يكون العام ٢٠١٨ مرجع للتطبيق في المرحلة الثانية التي تبدأ في العام ٢٠٢٦ م).</p> <p>والحل الملائم من وجه نظرنا أن يتم تطبيق النظام في المرحلة الأولى على الدول المتقدمة وفي المرحلة الثانية يتم إدراج الدول النامية.</p>	
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	organization; {Voluntary participation}	
<p>Decides that the COSIA shall apply to all aircraft operators on the same routes between States with a view to minimizing market distortion, as follows:</p> <p>a) all international flights on the routes between States, both of which are included in the COSIA by paragraph V above, are covered by the offsetting requirements of the COSIA;</p> <p>b) all international flights on the routes between a State that is included in the COSIA and another State that is not included in the COSIA by paragraph V above are exempted from the offsetting requirements of the COSIA, while retaining simplified reporting requirements; and – Support</p> <p>Differentiation</p> <p>c) all international flights on the routes between States, both of which are not included in the COSIA by paragraph V above, are exempted from the offsetting requirements of the COSIA, while retaining simplified reporting requirements; <i>{Minimize market distortion}</i> – Support Differentiation</p>		
<p>Decides that the amount of CO₂ emissions required to be offset by an aircraft operator in a given year from ۲۰۲۱ is calculated every year as follows:</p> <p>a) amount of offsets = an operator's emissions covered by COSIA in a given year × sector's growth factor in the given year;</p> <p>b) where the sector's growth factor = (total emissions covered by COSIA in the given year – total emissions covered by COSIA at the ۲۰۲۰ levels) / total emissions covered by COSIA in the given year; and</p> <p>c) the total emission covered by COSIA in the given year do not include emissions exempted from the scheme in that year; <i>{Distribution with ۱۰۰% sectoral rate, without adjustments for fast growers or early movers}</i> – Support Differentiation</p>	<p>الفقرة ۹ ترى أن في عملية التوزيع بنسبة ۱۰۰% بناء على معدل انبعاثات القطاع إضافة أعباء على بعض المشغلين الجويين وتحصيلهم انبعاثات غيرهم، ويرى أن المعدل الفردي أنسب (Dynamics)، كما أننا نؤيد الصبط (adjustment) للمشغلين الجويين الذين قاموا بإجراءات مبكرة (early mover) في مجال كفاءة الوقود وكذلك سريعي النمو (fast growers) وفقاً لما نصت عليه الفقرة ۲۳ من القرار ۱۸-۳۸ وكذلك الفقرة (i) من ملحق نفس القرار.</p>	<p>Para ۲۳ A۳۸-۱۸ & item (i) from the annex of the same resolution.</p>

١٠	<i>Decides</i> that a new entrant is exempted from the application of the COSIA for three years or until the year in which its annual emissions exceed ٠,١ per cent of total emissions in ٢٠٢٠, whichever occurs earlier. From the subsequent year, the new entrant is included in the scheme and treated in the same way as the other operators. <i>{New entrants} – Support</i>	No Comments	
١١	Differentiation <i>Decides</i> that, notwithstanding with the provisions above, the COSIA does not apply to low levels of international aviation activity with a view to avoiding administrative burden: aircraft operators emitting less than ١٠,٠٠٠ metric tonnes of CO ₂ emissions from international aviation per year; aircraft with less than ٥,٧٠٠ kg of Maximum Take Off Mass (MTOM); or humanitarian, medical and firefighting operations; <i>{Technical exemptions}</i>	No Comments	
١٢	<i>Decides</i> that the emissions that are not covered by the scheme, as the results of phased implementation and exemptions, are not assigned as offsetting requirements of any operators included in the scheme; <i>{No redistribution of exempted emissions} – Support Differentiation</i>	الفقرة ١٢ تؤيد تماما فكرة عدم إعادة التوزيع حيث أنها ستعمل المشغلين الجويين في البلدان التي يطبق عليها النظام الانبعاثات المشغلين الجويين في البلدان المعفاة وفي هذا تحميل أعباء إضافية على المشغلين الجويين في هذه البلدان ستؤدي إلى تشوهات في الأسواق ونزى الإبقاء على الفقرة كما هي.	
١٣	<i>Notes</i> the work of the Council, with the technical contribution of CAEP, on the monitoring, reporting and verification (MRV) system, criteria for emissions units to be purchased by aircraft operators, and registries under the COSIA, and <i>requests</i> the Council, with the technical contribution of CAEP, to complete its work so as to enable the full implementation of the COSIA from ٢٠٢٠; <i>{MRV, EUC, Registries-CAEP recommendations}</i>	No Comments	
١٤	<i>Decides</i> a three year compliance cycle, starting with the first cycle from ٢٠٢١ to ٢٠٢٣, within which aircraft operators reconcile their offsetting requirements under the scheme, while they report the required data to a single State authority every year; <i>{Compliance cycle}</i>	No Comments	

١٥	<p>Decides the need to provide for safeguards in the COSIA to ensure the sustainable development of the international aviation sector and against inappropriate economic burden on international aviation due to market failure, such as excessive pricing of emissions units or restrictions to carbon market access; where under such circumstances, the Council should intervene to review the COSIA and consider possible means to address these issues; {Cost safeguard}</p>	<p>الفكرة ممتازة، ولكن ماهي المعايير لقياس النمو المستدام للطيران الدولي والأعضاء الاقتصادية المتمثلة في ارتفاع أسعار وحدات الكربون أو القيود على دخول أسواق الكربون المشتر إليها في الفترة؟ وجود تعاريف ومحددات (parameters) لقياس مثل المؤشرات أمر ضروري لنجاح المجلس في معالجة قمتل هذه الأمور. وكتلك نرى ضرورة وجود آلية تسمح للدول بالانسحاب من المخطط إذا ترتب على ذلك أعباء على اقتصاد الدولة أو شركاتها الوطنية.</p>	
١٦	<p>Decides that the design elements of the COSIA apply until the end of ٢٠٣٥, with a periodic review every three years from ٢٠٢٢ including the need for suspension of the scheme as a result of achieving the global aspirational goals through non-MBM measures, and the cost impact of the scheme such that it may affect the sustainable development of the aviation industry, and a review for any extension of the scheme beyond ٢٠٣٥ is undertaken by end ٢٠٣٢; {Duration and Review}</p>	<p>من حيث المبدأ نؤيد هذه الفترة، كما أننا هنا نؤكد بشدة على ماهي الكيفية التي سيتم بناء عليها معرفة أننا وصلنا للنمو الصفري للكربون حيث أنه حتى الآن لا توجد طريقة أو آلية لقياس كامل إجراءات التخفيف الناجمة عن سلة التدابير ونحن نطالب الأمانة العامة بإنشاء هذه الآلية قبل الشروع في المخطط العالمي لآليات السوق كي تتمكن من عملية القياس. ماهي المعايير والأسس التي تم اختيار علم ٢٠٣٥م بناء عليها؟ وبما أن فترة الأمتثال هي ٣ سنوات فترى أن تتم عملية المراجعة وإعادة التقييم بعد نهاية الدورة الثالثة أي بعد تسع سنوات.</p>	
١٧	<p>Requests the following actions be taken, with a view to establishing necessary mechanisms for implementation of the COSIA from ٢٠٢٢: Regarding the implementation of the MRV system, a) the Council to develop, with the technical contribution of CAEP, the SARRPs and related guidance material for the implementation of the MRV system under the COSIA, for adoption by the Council by June ٢٠١٧; {MRV rules development} b) all Member States whose aircraft operator undertakes international flights to develop the necessary arrangements for the implementation of the MRV system from ١ January ٢٠١٨, in accordance with the MRV SARRPs; {MRV rules implementation} Regarding the Emissions Unit Criteria (EUC), c) the Council to develop, with the technical contribution of</p>	<p>الفترة ١٧ نعتقد أنه من السابق لأوانه مناقشة مسائل الرصد والإبلاغ والتحقق ومعايير وحدات الانبعاثات كما هي في الملحق حيث أن ملامح النظام غير واضحة حتى الآن فمن غير المعقول وضع العربة قبل الحضان ونرى أن يتم تجميد هذه الفترة (freezing) حتى تكتمل الخطوط الرئيسية للمخطط.</p>	

<p>CAEP, necessary guidance material for Emissions Unit Criteria (EUC) to support the purchase of appropriate emissions units by aircraft operators under the scheme, for adoption by the Council by Y.1A; <i>{EUC guidance development}</i></p> <p>d) the Council to establish, with the technical contribution of CAEP, a standing technical advisory body on the Emissions Unit Criteria (EUC) to support the application of the EUC by Member States; <i>{Eligible programmes}</i></p> <p>Regarding the establishment of Registries,</p> <p>e) the Council to develop, with the technical contribution of CAEP, necessary guidance material to support the establishment of registries under the scheme, for adoption by the Council by Y.1A; <i>{Registry guidance development}</i></p> <p>f) the Council to establish a consolidated central registry under the auspices of ICAO, for operationalization no later than 1 January Y.Y1; <i>{Central registry establishment}</i></p> <p>g) Member States included in the scheme at the first implementation phase to develop necessary arrangements for the establishment of their own registries or group registries established by groups of States, in accordance with the ICAO guidance, for operationalization no later than 1 January Y.Y1; <i>{Registry establishment for 1st phase States}</i></p> <p>h) Member States newly included in the scheme at the second implementation phase to develop necessary arrangements for the establishment of their own registries or group registries established by groups of States, in accordance with the ICAO guidance, for operationalization no later than 1 January Y.Y1; <i>{Registry establishment for 2nd phase States}</i></p> <p>Regarding the governance of the COSIA,</p> <p>i) the Council to oversee the functioning of the COSIA, with support provided by the standing technical advisory body and</p>		
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	<p>CAEP, as needed, including the review of the design elements of the scheme; <i>{Governance}</i></p> <p>Regarding the regulatory framework,</p> <p>j) Member States to take necessary action to ensure that the necessary national regulatory framework be established for the compliance and enforcement of the scheme by ٢٠٢٠.</p>		
١٨	<p><i>{Regulatory framework}</i></p> <p><i>Decides</i> that ICAO and Member States take all necessary actions in providing the capacity building and assistance and building partnerships for implementation of the COISA from ٢٠٢٠, including: – Support Differentiation</p> <p>Regarding the implementation of the MRV system,</p> <p>a) the Council to take necessary action to expand the provision of capacity building and assistance for the preparation and implementation on Member States' action plans, in order to accommodate capacity building and assistance for implementation of the MRV system by Member States from ١ January ٢٠١٨, including organization of seminars and training in all regions from ٢٠١٧, and facilitation of financial support where needed; <i>{Capacity building on MRV}</i></p> <p>b) Member States to build partnerships among themselves to cooperate on the implementation of the MRV system;</p> <p><i>{Partnerships on MRV}</i></p> <p>Regarding the establishment of Registries,</p> <p>c) the Council to take necessary action to expand the provision of capacity building and assistance for the preparation and implementation on Member States' action plans, in order to accommodate capacity building and assistance for establishment of registries by States, including organization of seminars and training in all regions from ٢٠١٧, and facilitation of financial support where needed; <i>{Capacity building on Registry}</i></p>	<p>الخطوات المعروضة غير كافية وتحتاج إلى تقوية من ناحية دعم الدول النامية في مجال بناء القدرات والتمويل.</p>	

	d) Member States to build partnerships among themselves to cooperate on the establishment of their own registries or group registries established by groups of States, and possible pilot implementation; <i>{Partnerships on Registry}</i>		
14	<i>Requests</i> the Council to promote the use of emissions units generated from programmes that meet the Emissions Unit Criteria (EUC) and would benefit projects involving developing States by the COSIA, including emissions units generated from the CDM, new market mechanisms or other programmes under the UNFCCC, and <i>encourages</i> States to develop aviation-related projects; <i>{Further actions on the use of emissions units} – Support Differentiation</i>	No Comments	
15	<i>Requests</i> the Council to explore further development of aviation-related methodologies for use in offsetting programmes, including mechanisms or other programmes under the UNFCCC, and <i>encourages</i> States to use such methodologies in taking actions to reduce aviation CO ₂ emissions, which could further enable the use of credits generated from the implementation of such programmes by the COSIA, without double-counting of emissions reduction; <i>{Further actions on aviation-related methodologies}</i>		

Critical points:

1. GNI/Capita as an indicator to determine the implementation phases of the Scheme (CBDR must be addressed).
2. Recognitions must be granted to early movers and fast growers.
3. Market access for carbon credits.
4. CNGT studies on its feasibility, practicability, economic impacts on developing countries, and etc....

Some Important articles of A¹² must be taken in consideration:

4. Reaffirms that this Resolution does not set a precedent for or prejudice the outcome of negotiations under the UNFCCC and its Kyoto Protocol nor represent the position of the Parties to the UNFCCC and its Kyoto Protocol;
5. Also resolves that, without any attribution of specific obligations to individual States, ICAO and its Member States with relevant organizations will work together to strive to achieve a collective medium term global aspirational goal of keeping the global net carbon emissions from international aviation from 2020 at the same level, taking into account: the special circumstances and respective capabilities of States, in particular developing countries; the maturity of aviation markets; the sustainable growth of the international aviation industry; and that emissions may increase due to the expected growth in international air traffic until lower emitting technologies and fuels and other mitigating measures are developed and deployed;
6. Agrees to review, at its 44th Session, the goal mentioned in paragraph 5 above in light of progress towards the goal, studies regarding the feasibility of achieving the goal, and relevant information from States;
7. Requests the Council to continue to explore the feasibility of a long term global aspirational goal for international aviation, through conducting detailed studies assessing the attainability and impacts of any goals proposed, including the impact on growth as well as costs in all countries, especially developing countries, for the progress of the work to be presented to the 44th Session of the ICAO Assembly. Assessment of long term goals should include information from Member States on their experiences working towards the medium term goal.
8. Decides to develop a global MBM scheme for international aviation, taking into account the work called for in paragraph 7;
9. Requests the Council, with the support of Member States, to:
 - a) finalize the work on the technical aspects, environmental and economic impacts and modalities of the possible options for a global MBM scheme, including on its feasibility and practicability, taking into account the need for development of international aviation, the proposal of the aviation industry and other international developments, as appropriate, and without prejudice to the negotiations under the UNFCCC;

- b) organize seminars, workshops on a global scheme for international aviation participated by officials and experts of Member States as well as relevant organizations;
- c) identify the major issues and problems, including for Member States, and make a recommendation on a global MBM scheme that appropriately addresses them and key design elements, including a means to take into account special circumstances and respective capabilities as provided for in paragraphs 14 to 16 below, and the mechanisms for the implementation of the scheme from 14 to 16 as part of a basket of measures which also include technologies, operational improvements and sustainable alternative fuels to achieve ICAO's global aspirational goals; and
- d) report the results of the work in sub-paragraphs a), b) and c) above, for decision by the 14th Session of the Assembly;
14. Resolves that an MBM should take into account the special circumstances and respective capabilities of States, in particular developing States, while minimizing market distortion;
15. Also resolves that special circumstances and respective capabilities of developing States could be accommodated through de minimis exemptions from, or phased implementation for, the application of an MBM to particular routes or markets with low levels of international aviation activity, particularly those serving developing States;
16. Also resolves that, the administrative burden associated with the implementation of an MBM to States or aircraft operators with very low levels of international aviation activity should not exceed the benefits from their participation in the MBM, and that exemptions from the application of the MBM to such States or aircraft operators should be considered, while maintaining the environmental integrity of the MBM;
17. Also resolves that adjustments to MBM requirements for aircraft operators could be on the basis of fast growth, early action to improve fuel efficiency, and provisions for new entrants;
18. Further resolves that, to the extent that the implementation of an MBM generates revenues, it should be used in consistency with guiding principle n) in the Annex;

The guiding principles for the design and implementation of market-based measures (MBMs) for international aviation:

- a) MBMs should support sustainable development of the international aviation sector;
- b) MBMs should support the mitigation of GHG emissions from international aviation;
- c) MBMs should contribute towards achieving global aspirational goals;
- d) MBMs should be transparent and administratively simple;
- e) MBMs should be cost-effective;
- f) MBMs should not be duplicative and international aviation CO₂ emissions should be accounted for only once;
- g) MBMs should minimize carbon leakage and market distortions;
- h) MBMs should ensure the fair treatment of the international aviation sector in relation to other sectors;
- i) MBMs should recognize past and future achievements and investments in aviation fuel efficiency and in other measures to reduce aviation emissions;
- j) MBMs should not impose inappropriate economic burden on international aviation;
- k) MBMs should facilitate appropriate access to all carbon markets;
- l) MBMs should be assessed in relation to various measures on the basis of performance measured in terms of CO₂ emissions reductions or avoidance, where appropriate;
- m) MBMs should include de minimis provisions;
- n) where revenues are generated from MBMs, it is strongly recommended that they should be applied in the first instance to mitigating the environmental impact of aircraft engine emissions, including mitigation and adaptation, as well as assistance to and support for developing States;
- o) where emissions reductions are achieved through MBMs, they should be identified in States' emissions reporting; and
- p) MBMs should take into account the principle of common but differentiated responsibilities and respective capabilities, the special circumstances and respective capabilities, and the principle of non-discrimination and equal and fair opportunities.