

China's General Stand on Pre-CAAF/3 Conference

Low-carbon energy is an important solution for the green transformation of civil aviation. China's Civil Aviation industry will steadily promote the application of sustainable aviation fuel in an independent, controllable, safe and efficient manner by "building the new before discarding the old".

Emissions reduction in international aviation is an environmental issue as well as a development issue. ICAO should take into full account the huge differences between developed and developing countries in terms of historical emission responsibilities, actual capacities and future development needs, and ensure that all countries, especially developing countries, enjoy the right to equal development opportunities under the *Convention on International Civil Aviation*. To avoid the practice of "one-size-fits-all", the conference should seek common ground while reserving differences as far as possible, and the outcome document should:

Acknowledge the principles of equity, common but differentiated responsibilities and respective capabilities established by the *United Nations Framework Convention on Climate Change* and the *Paris Agreement*. Meanwhile, the non-discriminatory principle of the *Convention on International Civil Aviation* should be honored in good faith.

Recognize that the main purpose of developing clean energy is to promote the green transformation of civil aviation industry and achieve high-quality development, rather than anything else.

Realize that developing countries are confronted with many more challenges in clean energy development in the aspects of technology, funding, capacity building, and etc. Whether developing countries can have equitable access to the technology, funding and capacity is key to the success of ICAO's plan of both clean energy development and international aviation emissions reduction. Therefore, it is necessary to recognize that training alone cannot substantially enhance the capacity of developing countries in producing and deploying clean energies.

Recognize that the practices of a few developed countries do not represent the global reality, and that it is impossible to put forward any uniform and measurable targets for clean energy production and consumption until ICAO has conducted sufficient surveys on the reality of the vast majority of developing countries and fully analyzed the feasibility of the relevant proposals based on each state's circumstance.

Urge all states, especially developed countries, to strengthen communication and coordination in order to reach agreement and avoid unilateral actions when imposing clean energy policies and regulations on aircrafts of third party operators.

Recognize that safety issues of clean energy technologies for the aviation sector should also be fully considered.

Recognize that clean energy research and development, production, standards and funding are mainly concentrated in the hands of developed countries, ICAO's clean energy initiative should avoid becoming a catalyst and enabler for developed countries to monopolize the value, industrial and innovation chains of the global clean energy industry.