October 21, 2015

Todd Stern  
Special Envoy for Climate Change  
U.S. Department of State  
Harry S. Truman Building  
2201 C Street, NW, Room 3880  
Washington, D.C. 20522-2008

Dear Mr. Stern,

The undersigned organizations and their millions of members ask you to ensure that language obligating the aviation and shipping sectors to do their part to hold global temperature increases below 1.5/2 degrees Celsius remains in the negotiation text prepared for the UNFCCC’s upcoming Paris meeting. The combined emissions from these sectors already have a climate impact similar to that of Germany or South Korea. Even more worrisome is the fact that by 2050, their emissions are expected to quadruple and double, respectively. It is imperative that these industries contribute their fair share of emission reductions to the UNFCCC’s critical goal of avoiding temperature increases above 1.5/2 degrees. The recent deletion of aviation and shipping from the negotiating text lead to the conclusion that the Conference of the Parties intended these industries to be exempt from that obligation, unfairly leaving other parts of the economy to shoulder greater burdens. Excluding these large carbon sources and their rapidly accelerating pollution growth would undermine the Paris negotiations’ central objective. While language has just been restored, we rely on you to make sure it stays firmly embedded in the negotiating text and the final Paris agreement.

During the last 18 years, the International Civil Aviation Organization and the International Maritime Organization have failed to implement any measures to curb the carbon pollution of aviation and shipping. The CO₂ emission standards and market-based measures currently under discussion at ICAO, even if implemented, would fail to require aviation emissions to achieve a downward trajectory or come in line with the UNFCCC’s objectives. IMO’s Secretary General has denied the need to cap ship emissions altogether. In light of these failures, language obligating aviation and shipping to contribute to meeting the 1.5/2 degree target should be part of the Paris agreement. UNFCCC oversight will help ensure that ICAO and IMO follow through on their obligation act to reduce these sectors’ emissions.

The U.S. EPA has already proposed to find that aviation emissions endanger human health and welfare, as required by the Clean Air Act, and will soon promulgate U.S. emission standards that must tackle aviation’s domestic carbon pollution. At the same time, the U.S. must fulfill its role in holding aviation and shipping accountable internationally. As by far the largest contributor to global aviation pollution, the U.S. must lead in bringing aviation and shipping into the Paris agreement.

For these reasons, we call on you to ensure that language concerning aviation and shipping’s obligations to do their fair share to meet the 1.5/2 degree target remains in the Paris negotiating text.
Vera Pardee  
**Center for Biological Diversity**

Daphne Wysham  
**Center for Sustainable Economy**

Jonathan Lewis  
**Clean Air Task Force**

Donald Goldberg  
**Climate Law & Policy Project**

Gregg Small  
**Climate Solutions**

Kathleen Rogers  
**Earth Day Network**

Sarah Burt  
**Earthjustice**

Lydia Avila  
**Energy Action Coalition**

Carol Werner  
**Environmental and Energy Study Institute**

Marcie Keever  
**Friends of the Earth U.S.**

Mark Magana  
**GreenLatinos**

Tom Kelly  
**Kyoto USA**

Barbara Bramble  
**National Wildlife Federation**

Heather Coleman  
**Oxfam**

Andres Restrepo  
**Sierra Club**

Alan Journet  
**Southern Oregon Climate Action Now**
Adam Hasz
SustainUS

Brad Schallert
World Wildlife Fund

Alden Meyer
Union of Concerned Scientists