

**Statement of the International Civil Aviation Organization (ICAO)
to the Second Part of the Fifth Session of the
Ad hoc Working Group on Further Commitments
for Annex I Parties under the Kyoto Protocol (AWG-KP 5)**

Bonn 2 to 12 June 2008

It is a pleasure to be here with you and to report to AWG on a number of significant achievements at ICAO on the environmental front.

ICAO was pleased to participate in the in-session thematic workshop held in Bangkok, in connection with the first part of the fifth session of the AWG on means to reach emission reduction targets. We hope that the information provided by ICAO on its work and on emissions from international aviation, related policies and challenges contributes to a well based and fruitful debate in the days to come.

Since our last report in Bangkok, the ICAO Council requested the Organization's Committee on Aviation Environmental Protection (CAEP) to prioritize and intensify all activities related to greenhouse gas emissions (GHG). These include GHG emissions quantification, more stringent NO_x standards for aircraft engines, fuel burn goals and metrics, operational measures to reduce global emissions, and market-based measures. We will also include in our prioritization process any input requested by the ICAO Group on International Aviation and Climate Change (GIACC) established by the last ICAO Assembly in September 2007, so as to meet the deadline of 2009 for the GIACC to develop an ICAO Programme of Action on Aviation Emissions.

We are making progress on the building blocks of the Programme and are actively preparing for the second meeting of the GIACC next month. To ensure that their policy decisions are based on the best available information, we have solicited information from our Contracting States on their aviation GHG emissions.* I am happy to inform you that we have extended an invitation to the UNFCCC Secretariat to participate in this second GIACC meeting and we look forward to reporting back to the AWG on its results.

Another significant development since Bangkok is the approval of a methodology to calculate carbon dioxide from air travel, for use in carbon offset programmes. The methodology formed the basis of the ICAO Carbon Emissions Calculator, a publicly available tool which makes it possible for a user to estimate the emissions attributed to a specific flight and use the results to participate in a given carbon offset programme. The Calculator requires a limited amount of information from the user, applies the best publicly available industry data and takes into account factors such as various aircraft types, city pairs, passenger load factors and cargo carried. ICAO envisages to constantly improve this initial version of the Calculator as more information becomes available and we look forward to your comments on how best to improve the tool from a user's perspective. The ICAO Carbon Calculator will be officially launched on Thursday here in Bonn with a special presentation.

Also on carbon emissions, ICAO will be holding its first “Aviation and Carbon Markets Workshop” in Montreal on 18 and 19 June. We will be addressing many issues currently under discussion here in the AWG, such as aviation and emissions trading, offsets and financing. You are all most welcome to attend what we believe will be a very informative event.

Before concluding, we would like to emphasize how absolutely essential it is to align and coordinate the positions and views of the State representatives taking part in meetings in UNFCCC and ICAO. We have raised this issue with you before and we have strongly encouraged our Contracting States to ensure this coordination, reminding them of the decisions taken at the last ICAO Assembly and of their commitment to support the Organization’s work on aviation greenhouse gas emissions.

This is particularly important considering that we have two parallel streams of activity, one by UNFCCC and the other by ICAO, culminating at the end of 2009. While this is challenging, it also provides a unique opportunity for consultation and cooperation. Both organizations are moving in the same general direction, debating similar issues and setting their sights on likewise similar outcomes. It makes sense that we join forces to increase our effectiveness and that we clearly identify what needs to be implemented, to ensure that aviation emissions continue to be properly addressed in the future. ICAO believes that this would be in the best interest of all stakeholders and is looking forward to cooperating with the UNFCCC to make it happen.

In closing, we would like to emphasize that matters related to international aviation have implications for all Parties, independently of their development stage, and, as such, is one of the subjects requiring full coordination with the activities of the Ad Hoc Group on Long-Term Cooperative action under the Convention (AWG-LCA). We are fully committed to such a cooperative approach.

We wish you a productive debate and a successful outcome.

* State Letter ENV 1/1-08/44 requests States to reply to a questionnaire on aircraft operations fuel consumption, not later than 30 August 2008.

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