



## GROUP ON INTERNATIONAL AVIATION AND CLIMATE CHANGE (GIACC)

### FOURTH MEETING

(MONTREAL, 25 TO 27 MAY 2009)

### SUMMARY OF DISCUSSIONS — DAY 3

#### **Agenda Item 4: Discussions on the tasks identified during the previous sessions and conclusion of the process by producing a report to the Council**

##### **Discussion of the GIACC Report: Further review of the draft recommendations to the ICAO Council**

1. The Group resumed its consideration of the recommendations to the ICAO Council contained in the second section of the draft GIACC Report. A number of amendments to Recommendations 7 to 10 were suggested, as reflected below. The remaining recommendations were not reviewed due to insufficient time.

##### **Recommendation 7** (renumbered Recommendation 8)

###### Original text

Requests Member States to report annually to ICAO, in an agreed format, data on fuel consumption and traffic in accordance with Article 67 of the Chicago Convention.

To suggestions that the word “requests” be replaced by the word “encourages” and that a starting date be indicated, the Secretary of the GIACC clarified that there was an existing obligation to report such data under Article 67 of the Chicago Convention. It was then suggested that the paragraph be amended to request Member States to continue to report such data. To a point raised on the need to provide financial assistance to developing countries in reporting the data to ICAO, the Vice-Chairperson of GIACC/4 noted that that issue was addressed in Recommendation 9.

##### **Recommendation 8** (renumbered Recommendation 9)

###### Original text

Requests CAEP to assist the ICAO Secretariat in the development of methodologies for computing and reporting data on progress by States in achieving the aspirational goals that are internationally consistent, practical and endorsed as robust by relevant UN Agencies.

It was recalled that the United States had submitted IP/11 on the possible use of radar data in computing and reporting fuel burn data. As radar data was already generated, it could simply be submitted, avoiding the

costs of instituting new fuel consumption data collection programmes or new modelling initiatives. To concern expressed that radar data was based on certain assumptions and that it was better to use actual data, the Chairperson of GIACC/4 underscored that the Committee on Aviation Environmental Protection (CAEP) would determine the feasibility of using such data for calculating fuel burn. A suggestion was made that the last phrase “and endorsed as robust by relevant UN Agencies” be deleted as ICAO was the relevant UN Agency for the collection of the data. It was also suggested that the word “global” be added before the words “aspirational goals”.

### **Recommendation 9** (renumbered Recommendation 10)

#### Original text

Tasks the ICAO Secretariat to continue to provide technical assistance to States for data collection, monitoring and reporting, particularly to developing countries.

A suggestion was made that this recommendation be placed after Recommendation 7 in light of the linkage between the two recommendations. To a further suggestion that the word “particularly” be deleted, the Chairperson of GIACC/4 emphasized that while it was the developing countries which were most in need of assistance, assistance should be provided to all Contracting States as required.

A proposal was then made that the paragraph be amended to read along the following lines: “Tasks the ICAO Secretariat to enhance the provision of technical and financial assistance, particularly for developing countries in accordance with the principle of CBDR, to assist them in data collection, monitoring and additional reporting.”. It was emphasized, in this regard, that not only technical assistance but also financial assistance was required by developing countries. To a comment made by the President of the Council regarding the Organization’s limited financial resources, it was underscored that the request was not necessarily for ICAO to provide additional funds to developing countries but rather to assist the latter in making arrangements with international financial institutions.

Observing that information on fuel consumption was readily available as it was the primary operating costs of air carriers, the Chief of the Economic Analyses and Databases Section (C/EAD) indicated that it would not be a major problem for the latter to report such data to their civil aviation authorities. She then elaborated on the workshops held in the various regions to instruct personnel from civil aviation authorities in the completion of data collection forms and on the related on-the-job training provided to such personnel at ICAO Headquarters.

### **Recommendation 10** (renumbered Recommendation 11)

#### Original text

Tasks the ICAO Secretariat to further develop GIACC’s basket of measures from which States may choose, including measures to facilitate access to assistance, particularly for developing countries.

A suggestion was made that the paragraph be amended to refer to a basket of measures which included measures to assist developing countries. It was also suggested by the Chief of the Environment Section (C/ENV), who is also the Secretary of the CAEP, that Recommendation 14 (“Tasks the ICAO Secretariat and CAEP to consider setting priorities for the updating of Circular 303”) be merged with Recommendation 10.

### **Insertion of a new recommendation**

The Chairperson of WG5 suggested that the Working Group’s second recommendation on the establishment of a process allowing the development of a global sectoral framework for market-based

measures be added after Recommendation 10, even if it already appeared in the Programme of Action, and that WG5's other recommendations be incorporated into the third, narrative section of GIACC's Report.

2. The Group agreed that, in view of time constraints, the recommendations would be revised in light of the comments and suggestions made and included as part of the Chairman's summary (which would also contain the narrative section of the Report), to be further reviewed and finalized during the next two days of informal discussions. It was understood that the recommendations would not be binding in the same sense as the Programme of Action as they would not have been adopted by consensus of the GIACC plenary.

### **Discussion of the GIACC Report: Further review of the recommended Programme of Action**

3. The Group then reviewed the revised version of the draft Programme of Action which had been prepared by the Chairperson, the Vice-Chairperson, the Secretary of the GIACC and the President of the Council in light of the views expressed during the previous day's discussion. Many additional amendments were suggested, the most substantive of which are reflected below, and synthesized into text that was again reviewed, by the GIACC as a whole and by a small informal drafting group, and ultimately adopted by the GIACC by consensus. The consensus text of the Programme of Action is contained in the Appendix hereto. It reflects not only those positions on which there was consensus but also those which received support but not full consensus.

### **Draft consolidated text of paragraph 1 (following merger with paragraph 3)**

**GIACC recognizes the critical importance of addressing climate change and has developed a plan of action for international aviation and reached general agreement that ICAO and its Contracting States [, with developed countries taking the lead,] should strive to limit or reduce the impact of aviation greenhouse gas emissions from international civil aviation on the global climate, taking into account the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention and the principles and provisions on common but differentiated responsibilities and respective capacities under the UNFCCC and the Kyoto Protocol.**

Several Members indicated that it was essential to retain the phrase "with developed countries taking the lead". While developing countries wished to work co-operatively with developed countries to address the impact of international civil aviation on climate change, a common responsibility, the UNFCCC and the Kyoto Protocol also provided for a differentiated responsibility. In particular, Article 2.2 of the Kyoto Protocol called for Annex I Parties to work through ICAO to limit or reduce their aviation emissions. It was underscored that some States had to start the process and that the said phrase would send a strong message that ICAO and its Contracting States were committed to addressing aviation emissions.

Other Members opposed retaining the phrase "with developed countries taking the lead", averring that it would be redundant as that idea was already captured in the balancing of the two principles of non-discrimination and CBDR. Two alternatives were suggested: "with more ambitious countries taking the lead" and "with major aviation countries taking the lead". To the comment made that the second alternative could not be retained as there were major developing countries that were adopting climate change programmes, it was underscored that the first alternative covered such ambitious countries. Some Members considered that neither alternative carried the same level of commitment as the phrase "with developed countries taking the lead".

Some Members disagreed with the retention of the phrase "taking into account", reiterating their preference for either "acknowledging", the language used in Assembly Resolution A36-22, Appendix K, Preambular Clause 3, or "in accordance with".

**Draft consolidated text of paragraph 2**

**Notwithstanding the substantial fuel efficiency improvements achieved by the aviation sector and the impact of the current economic downturn, GIACC recognizes that the projected growth of international air traffic will outweigh the gains made by traditional fuel efficiency improvements resulting in an average year over year increase in total fuel burned. Additional action is required to address the GHG emissions from this projected increase in traffic by international aviation.**

A suggestion was made that the word “traditional” be deleted as it did not add any value. A Member opposed the deletion, underscoring that current expectations were based on fuel efficiency improvements that could now be identified. They did not take into account future developments. The Vice-Chairperson of GIACC/4 suggested that the word “traditional” be replaced by the word “currently”.

To a further suggestion that the words “GHG emissions from this” be deleted, the Chairperson of GIACC/4 noted that industry anticipated that by 2050 a large proportion of fuel burn would be from alternative fuels. If the said words were deleted, it would imply that the emissions associated with fuel burn would be the same as in the past. Another Member emphasized that it would also imply that the Group was interested in restricting the growth of international air traffic rather than in addressing emissions.

**Draft consolidated text of paragraph 3**

**GIACC recommends a strategy for an effort to achieve global aspirational goals.**

The Vice-Chairperson of GIACC/4 suggested that the words “an effort” be replaced by the word “efforts”.

**Draft consolidated text of paragraph 4**

**The short-term goal to 2012 agreed by the GIACC is for improvements in the in-service fleet average fuel efficiency of international aviation operations at the rate of 2% per year, calculated on the basis of volume of fuel used per Revenue Tonne Kilometre performed.**

No comments were made on this paragraph.

**Draft consolidated text of paragraph 5**

**Agreement was reached in GIACC on goals in the form of fuel efficiency for the medium and longer terms. Specifically, the Group recommends an annual improvement from 2 to 2.5 % for the period between 2013 and 2020/2025. For the long term, the GIACC recommends an aspirational global fuel efficiency improvement rate of a range from 2% to 3 % per annum from 2021/2026 to 2050.**

This paragraph had been updated to reflect the recommendations of WG4. The Working Group had agreed to recommend a range rather than a specific percentage as it showed greater ambition as opposed to what was bottom-line achievable.

**Draft consolidated text of paragraph 6**

**GIACC agreed upon a baseline year of 2005.**

The Chairperson of WG4 recalled that the Working Group had been interested in a baseline that would not necessarily tie in to the UNFCCC or any other date but which would make it possible to demonstrate cumulative progress in achieving the voluntary global aspirational goals. Two baselines had been suggested, 2000 and 2005, but as only one Member had supported the year 2000, that Member had acceded to the rest of the Group and agreed to recommend 2005 as a baseline. A Member expressed a preference for 2000 as

the baseline. Another Member reiterated that a baseline was not relevant when considering year over year annual fuel efficiency improvement, although it might be pertinent when considering longer term stretch goals.

#### **Draft consolidated text of paragraph 7**

**These goals are established on the basis of forecasts and GIACC recommends that they be reviewed on a periodic basis in light of scientific and technological advances. To achieve these goals will require a significant investment in technological development.**

No comments were made on this paragraph.

#### **Draft consolidated text of paragraph 8**

**In addition to fuel efficiency goals, the Group considered goals that could indicate stronger ambition. For the medium term, the discussions focussed on a goal of carbon neutral growth by 2020/2025. For the long term, the GIACC discussed carbon emissions reductions. No consensus was reached in either case, and GIACC recommends further work on both medium and long term goals.**

No comments were made on this paragraph.

#### **Proposed insertion of a new paragraph**

A Member suggested that the following new paragraph be added to reference the views of IATA: “GIACC notes that the IATA, representing international air carriers, has committed to achieve carbon neutral growth by 2025 and a 50% reduction in emissions by 2050. To achieve these goals, the international aviation industry may need to access carbon offsetting”. Such a paragraph would acknowledge an external perspective by which ICAO might be judged, as well as lay a foundation for taking more ambitious measures voluntarily. A suggestion was made that the word “offsetting” be replaced with the word “market”. It was further suggested that the actual language used by IATA in declaring its goals be reflected in the new paragraph.

Averring that the information provided by IATA was preliminary and that its goals were far away from ICAO’s, a Member indicated that it should not be included in the Programme of Action. Another Member averred that its insertion would discriminate against other industry associations that had been providing information to the GIACC. It was suggested that the proposed new paragraph instead be reflected in the narrative section of the GIACC’s Report. Indicating that that appeared to be the consensus, the Chairperson indicated that the paragraph would be reviewed later.

#### **Proposed insertion of a new paragraph**

A suggestion was also made that a new paragraph be inserted that reflected that some GIACC Members agreed that it would be necessary and feasible to achieve carbon neutral growth in the medium term.

#### **Draft consolidated text of paragraph 9**

**Under the recommended strategy, goals would not attribute specific obligations to individual States. The different circumstances, respective capacities and contribution of developing and developed States to the contribution of aviation GHG emissions to anthropogenic CO<sub>2</sub> in the atmosphere will determine how each State should contribute to achieving the global goals.**

It was suggested that: the word “capacities” be replaced with the word “capabilities”; that the second “contribution” be replaced with the word “concentration”; that the words “aviation GHG emissions to

anthropogenic CO<sub>2</sub>” be replaced with the words “anthropogenic GHG emissions”; that the word “should” be replaced with the word “may”; and that the word “aspirational” be added after the word “global”.

#### **Draft consolidated text of paragraph 10**

**GIACC recommends that the Council should adopt the basket of measures developed by GIACC, from which States may choose (<http://www.icao.int>), covering aircraft-related technology development, improved air traffic management and infrastructure use, more efficient operations, economic/market-based measures, and regulatory measures. The basket should include measures to facilitate access to assistance, particularly for developing countries.**

It was suggested that the words “should include” be replaced with the word “includes”.

#### **Draft consolidated text of paragraph 11**

**GIACC has provided an initial table showing the basket of measures, which can be further developed through ICAO. GIACC also recommends that ICAO should continue to develop, and update as necessary, guidance to States on the adoption of those measures, including measures to assist developing countries, as well as access to financial resources, technology transfer and capacity building.**

No comments were made on this paragraph.

#### **Draft consolidated text of paragraph 12**

**GIACC acknowledges that there remains disagreement on the application of market-based measures across national borders.**

It was suggested that this paragraph be merged with the thirteenth paragraph.

#### **Draft consolidated text of paragraph 13**

**GIACC recommends that the ICAO Council establish a process to develop a global sectoral framework for market-based measures in international aviation, taking into account the conclusions of the High-level Meeting and the outcome of the UNFCCC COP15 with a view to complete this process expeditiously.**

It was suggested that the paragraph be replaced by the following to reflect that there were more ambitious goals, that some Member States might wish to be more active participants in advancing those goals, and that ICAO had a useful role to play in terms of helping to develop a framework to guide those voluntary efforts: “GIACC notes that some Member States may choose to support the industry in achieving its stated goals of carbon neutral growth and absolute emission reductions by putting in place market-based measures. GIACC recommends that ICAO develop a framework for market-based measures applying to international aviation to guide these voluntary efforts.”.

Recalling that it had been agreed to refer to industry’s ambitions in the narrative section of the GIACC’s Report, a Member indicated that paragraph 13 should be retained in its present form. Another Member averred that both paragraphs 12 and 13 should be deleted as the application of market-based issues had not garnered consensus in the Group. Opposing the deletion of the two paragraphs, a Member underscored the need to provide for the continuation of work on market-based measures. Paragraph 13 recognized the reality that work could commence now but that it would need to take into account the work of the High-level Meeting and COP15. To stop that work from proceeding now risked delaying the process.

Another Member suggested, as an alternative and on the assumption that the two paragraphs would be merged, that paragraph 13 be amended to read along the following lines: “GIACC recommends that the ICAO Council further study market-based measures in international aviation, taking into account the conclusions of the High-level Meeting and the outcome of the UNFCCC COP15 with a view to complete this process expeditiously.”.

The Chairperson of WG5 opposed the proposed deletion of paragraph 12, underscoring that it only stated that there was no agreement regarding the application of market-based measures across national borders. He then suggested that the word “sectoral” be deleted and that the words “in the form of guidance by ICAO” be added after the word “framework” in paragraph 13 to clarify that market-based measures would not be imposed on States and that ICAO would offer guidance so that those States which wished to implement such measures would be able to do so correctly. The Chairperson of WG5 also suggested that the proposed words “further study” be replaced with the phrase “introduce a process to study”.

A Member proposed the following as a compromise text for paragraph 13: “GIACC recommends that the ICAO Council undertake further study of market-based measures in international aviation, including the development of a global framework based on ICAO guidance, taking into account the conclusions of the High-level Meeting and the outcome of the UNFCCC COP15 with a view to complete this process expeditiously.”.

#### **Draft consolidated text of paragraph 14**

**GIACC recommends the ICAO Council to ensure that, under such sectoral framework, major issues related to the implementation of market-based measures are properly addressed and, in particular that (a) the principles of non-discrimination and equal and fair opportunities set forth in the Chicago Convention are fully taken into account, (b) the specific circumstances and different capabilities of each State and Region are fully taken into account, (c) only the most effective and efficient measures are chosen, (d) industry compliance is facilitated, (e) market-based measures can be co-ordinated and are not duplicative and (f) the geographical scope issues are addressed.**

It was suggested that the word “sectoral” be deleted. A suggestion was also made that the paragraph be deleted as it was inconsistent with the proposed amendment of paragraph 13. It was further suggested that it be moved to either the section containing the GIACC’s recommendations or to the narrative section.

#### **Draft consolidated text of paragraph 15**

**GIACC recommends that Council should encourage States to develop action plans which articulate the proposed approach in that State, and file those plans with ICAO.**

Recalling her earlier proposal to refer to a minimum threshold for reporting to ICAO so as to distinguish between those States with strong international aviation sectors, which would be required to file their action plans with ICAO, and those with less developed sectors, which would not be so required, the Co-Chairperson of WG4 emphasized that the concept of *de minimis* action plans should be retained, even if a percentage were not specified for the threshold. The Chairperson of GIACC/4 indicated that the Group would return to the issue later.

#### **Draft consolidated text of paragraph 16**

**GIACC recommends that Council direct the Secretariat to develop and implement a mechanism under Article 67 of the Convention to collect annually from States monitoring and implementation data that measures and evaluates progress towards achieving the global aspirational goals.**

A Member suggested that the paragraph be deleted as it was already reflected in Recommendation 6.

**Draft consolidated text of paragraph 17**

**GIACC also recommends that Council seek to develop means for providing technical assistance in the reporting process, particularly to developing countries.**

A Member suggested that this paragraph also be deleted as it was reflected in Recommendation 9. Another Member reiterated his proposal that the paragraph be amended to refer to the provision of not only technical assistance but also financial assistance and that the word “particularly” be deleted. The Chairperson noted, in this regard, that it had been agreed to retain the word “particularly”.

**Draft consolidated text of paragraph 18**

**GIACC also recommends that the Council seek to develop a CO<sub>2</sub> standard for new aircraft.**

It was suggested that the paragraph be deleted as it was technical in nature and was already reflected Recommendation 3. Other Members considered that it should be retained in the Programme of Action given its importance. Emphasizing that the paragraph should be aligned with Recommendation 3, a Member suggested that it also be amended to refer to the expeditious development of a CO<sub>2</sub> standard. A further suggestion was made that it refer to “new aircraft types” rather than to “new aircraft”.

**Draft consolidated text of paragraph 19**

**The cumulative progress achieved by States on a global level should be reported by ICAO on a triennial basis to the Assembly.**

No comments were made on this paragraph.

4. The GIACC heard the report of a small informal drafting group on the outcome of its discussions. The drafting group suggested the inclusion of four new paragraphs, which would read along the following lines:

- 1) GIACC agreed that decisions of this group shall not prejudice the outcome of the negotiations under the UNFCCC and the Kyoto Protocol;
- 2) GIACC recognizes the critical importance of addressing climate change, and thus recognizes the need to strive to find ways and means to limit or reduce the impact of aviation greenhouse gas emissions from international civil aviation on the global climate.
- 3) a) GIACC further recognizes the principles and provisions on common but differentiated responsibilities and respective capabilities, and with developed countries taking the lead under the UNFCCC and the Kyoto Protocol. or  
b) GIACC further recognizes that actions to address climate change shall respect the principles of the UNFCCC and Kyoto Protocol, in particular the principle of common but differentiated responsibilities and respective capabilities, with developed countries taking the lead.
- 4) GIACC acknowledges that the Programme of Action does not address the commitments under Article 2.2 of the Kyoto Protocol.

5. The drafting group had agreed on sub-paragraphs 1), 2) and 4) pending agreement on the whole package. Sub-paragraph 3) had two formulations and remained to be resolved.

6. The GIACC then reviewed an amended version of the draft Programme of Action to identify those elements on which there was consensus and those elements on which consensus had not yet

been reached. Pursuant to requests from Captain M.A. Jamjoom (Saudi Arabia) and Ms. N. Lobue (United States), the Chairperson agreed that their Advisors could participate directly in the Group's discussion.

7. Following further informal discussions on those elements where there was no consensus, the Group considered and adopted, by consensus, a revised text of the draft Programme of Action as set forth in the Appendix.

**Agenda Item 1: Administrative Matters**

**Review of GIACC Report production**

8. The Secretary of the GIACC indicated that, as previously decided, participants would be e-mailed a copy of the final report for comment, by noon (Montréal time) on 3 June 2009, only on those sections which were not agreed by consensus and which were demonstrated to not accurately represent the discussions.

**Closing of the meeting**

9. In thanking participants for their co-operation, the Chairperson of GIACC/4 indicated that it had been a pleasure to preside over the fourth and final meeting of the GIACC. The Vice-Chairperson expressed appreciation to the Secretary of the GIACC and the Secretariat for their efforts.

10. The President of the Council underscored that the GIACC had facilitated his work in the Council by achieving consensus on all parts of its recommended Programme of Action. In noting that this was but the first step in a long process, he indicated that the Programme of Action would be presented for consideration to the Council, the High-level Meeting on International Aviation and Climate Change in October 2009, the Fifteenth Conference of the Parties (COP15) of the UNFCCC in December 2009 and the ICAO Assembly in the Fall of 2010. In concluding, the President of the Council expressed appreciation to the successive Chairpersons and Vice-Chairpersons of the four GIACC meetings for their dedication and to the participants for their co-operation.

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**APPENDIX****GIACC PROGRAMME OF ACTION****This Programme of Action was adopted by consensus in GIACC**

1. GIACC recognizes the critical importance of addressing climate change, and thus recognizes the need to strive to find ways and means to limit or reduce the impact of greenhouse gas emissions from international civil aviation on the global climate.
2. GIACC agreed that decisions of this group shall not prejudice the outcome of the negotiations under the UNFCCC and Kyoto Protocol.
3. GIACC acknowledges the principles and provisions on common but differentiated responsibilities and respective capabilities, and with developed countries taking the lead under the UNFCCC and the Kyoto Protocol.
4. GIACC acknowledges the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention.
5. While there was no consensus, some GIACC Members are of the view that the Programme of Action does not address the commitments under article 2.2 of the Kyoto Protocol.
6. Notwithstanding the substantial fuel efficiency improvements achieved by the aviation sector and the impact of the current economic downturn, GIACC recognises that the projected growth of international air traffic will outweigh the gains made by currently projected fuel efficiency improvements resulting in an average year over year increase in total fuel burned.
7. GIACC recommends a strategy for efforts to achieve global aspirational goals.
8. The short term goal to 2012 agreed by the GIACC is for improvements in the in-service fleet average fuel efficiency of international aviation operations at the rate of 2% per year, calculated on the basis of volume of fuel used per Revenue Tonne Kilometre performed.
9. Agreement was reached in GIACC on goals in the form of fuel efficiency for the medium and longer terms. Specifically, the Group recommends an annual improvement of 2% over the medium term until 2020. For the long term, the GIACC recommends an aspirational global fuel efficiency improvement rate of 2 % per annum from 2021 to 2050.
10. These goals are established on the basis of forecasts and GIACC recommends that they be reviewed on a periodic basis in light of scientific and technological advances. To achieve these goals will require a significant investment in technological development.
11. In addition to fuel efficiency goals, the group considered goals that could indicate stronger ambition. For the medium term, the discussions focused on a goal of carbon neutral growth by 2020. For the long term, the GIACC discussed carbon emissions reductions. No consensus was reached in either case, and GIACC recommends further work on both medium and long term goals.

12. While there was no consensus, some GIACC members are of the view that it would be necessary and feasible to achieve carbon neutral growth in the medium term, relative to a baseline of 2005, and to achieve substantial CO<sub>2</sub> emissions reduction for the long term for global international aviation.
13. Under the recommended strategy, goals would not attribute specific obligations to individual States. The different circumstances, respective capabilities and contribution of developing and developed States to the concentration of aviation GHG emissions in the atmosphere will determine how each State may contribute to achieving the global aspirational goals.
14. GIACC recommends that the Council should adopt the basket of measures developed by GIACC, from which States may choose (<http://www.icao.int/>), covering aircraft-related technology development, improved air traffic management and infrastructure use, more efficient operations, economic/market-based measures, and regulatory measures. The basket includes measures to facilitate access to assistance, particularly for developing countries.
15. GIACC has provided an initial table showing the basket of measures, which can be further developed through ICAO. GIACC also recommends that ICAO should continue to develop, and update as necessary, guidance to States on the adoption of those measures, including measures to assist developing countries, as well as access to financial resources, technology transfer and capacity building.
16. GIACC acknowledges that there remains disagreement on the application of market-based measures across national borders. GIACC recommends that the ICAO Council establish a process to develop a framework for market-based measures in international aviation, taking into account the conclusions of the High-Level Meeting and the outcome of the UNFCCC COP-15 with a view to complete this process expeditiously.
17. GIACC recommends that Council should encourage States, to develop action plans which articulate the proposed approach in that State, and file those plans with ICAO.
18. GIACC recommends that Council direct the Secretariat to develop and implement a mechanism under Article 67 of the Convention to collect annually from States data on traffic and fuel consumption.
19. GIACC also recommends that Council seek to develop approaches for providing technical and financial assistance in the reporting process to developing countries.
20. GIACC also recommends that the Council seek to develop a CO<sub>2</sub> standard for new aircraft types.
21. The cumulative progress achieved by States on a global level should be reported by ICAO on a triennial basis to the Assembly.