



WORKING PAPER

ASSEMBLY — 37TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 17: Environmental protection

**CONSOLIDATED STATEMENT OF CONTINUING ICAO POLICIES AND PRACTICES
RELATED TO ENVIRONMENTAL PROTECTION – CLIMATE CHANGE**

(Presented by the Council of ICAO)

EXECUTIVE SUMMARY

This paper presents the progress made by ICAO on international aviation and climate change since the 36th Session of the Assembly, including through the Group on International Aviation and Climate Change (GIACC), the High-level Meeting on International Aviation and Climate Change (HLM-ENV), the Conference on Aviation and Alternative Fuels (CAAF), the Committee on Aviation Environmental Protection (CAEP) and an informal group established by the President of the Council, as well as developments in other United Nations bodies and international organizations in this field, as a reference for the revision of Appendices I through L of Assembly Resolution A36-22, *Consolidated statement of continuing ICAO policies and practices related to environmental protection*.

Action: The Assembly is invited to note the progress by the Organization on international aviation and climate change for the update of Assembly Resolution A36-22.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective C, <i>Environmental Protection - Minimize the adverse effect of global civil aviation on the environment</i> .
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<i>Financial implications:</i>	Not applicable.
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<i>References:</i>	A37-WP/21, <i>Civil Aviation and the Environment</i> A37-WP/22, <i>United Nations Climate Neutral Initiative</i> A37-WP/23, <i>Aviation and Alternative Fuels</i> A37-WP/24, <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality</i> A37-WP/26, <i>Present and Future Aircraft Noise and Emissions Trends</i> A37-WP/27, <i>Developments in other United Nations Bodies</i> Doc 9902, <i>Assembly Resolutions in Force</i> (as of 28 September 2007)
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1. INTRODUCTION

1.1 At its 36th Session, the ICAO Assembly adopted Resolution A36-22, *Consolidated statement of continuing ICAO policies and practices related to environmental protection*. Specifically, Resolution A36-22 Appendix K requested the Council to:

- a) “form a new Group on International Aviation and Climate Change (GIACC) composed of senior government officials representative of all ICAO regions, with the equitable participation of developing and developed countries, with technical support provided by the Committee on Aviation Environmental Protection, for the purpose of developing and recommending to the Council an aggressive Programme of Action on International Aviation and Climate Change, based on consensus, and reflecting the shared vision and strong will of all Contracting States”; and
- b) “convene at an appropriate time, taking into account the fact that the fifteenth meeting of the Conference of the Parties (COP15) of the UNFCCC will be held in December 2009, a high-level meeting to review the Programme of Action recommended by the Group”.

1.2 In response, the Council established the GIACC composed of 15 senior government officials. The Group held four meetings and its final meeting in May 2009 developed the Programme of Action on International Aviation and Climate Change. The Council fully accepted the Programme of Action in June 2009 as a positive development to limit or reduce aviation’s climate impact. All documents related to the GIACC are available at http://www.icao.int/env/meetings/Giacc_Root.html.

1.3 The High-level Meeting on International Aviation and Climate Change (HLM-ENV), which was convened in October 2009 to review the Programme of Action, reaffirmed ICAO’s leading role in matters involving international aviation and approved a Declaration and Recommendations regarding further work for the Council on international aviation and climate change. In November 2009, the Council fully accepted the outcome of the HLM-ENV. All documents related to the HLM-ENV are available at <http://www.icao.int/Highlevel2009/>.

1.4 In summary, the HLM-ENV agreed on:

- a) a global goal of 2 per cent annual improvement in fuel efficiency until the year 2050, and further exploration of the feasibility of more ambitious medium and long-term goals, including carbon-neutral growth and emissions reductions;
- b) the development of a global CO₂ Standard for aircraft and facilitation of further operational changes to reduce aviation emissions;
- c) the development of a framework for market-based measures in international aviation;
- d) the further elaboration on measures to assist developing States and to facilitate access to financial resources, technology transfer and capacity building; and
- e) the submission of States’ action plans, outlining their policies and actions, and annual reporting of data to ICAO on their aviation fuel consumption.

1.5 The Declaration and Recommendations by the HLM-ENV strike a balance between the views of all member States and represent their collective will and determination to act in a coherent and cooperative manner to address international aviation and climate change. It is the first and only globally-harmonized agreement from a sector on a goal to address its CO₂ emissions.

1.6 In parallel with the development of the Programme of Action, CAEP continued to make progress on the present and future environmental trends assessment of aircraft engine emissions (see A37-WP/26). The assessment results and information on mitigation measures developed by CAEP were provided to the GIACC and the HLM-ENV for their deliberations. In line with the recommendation by the GIACC and the HLM-ENV, the eighth meeting of CAEP in February 2010 agreed on a plan for the development of an aviation CO₂ emissions Standard for consideration at CAEP/9 in 2013 (see A37-WP/21).

2. **BEYOND COP15**

2.1 The outcome of the HLM-ENV, together with that of the Conference on Aviation and Alternative Fuels (CAAF) (see A37-WP/23), was provided to COP15 in December 2009. Although no specific decision was taken on how to address GHG emissions from international aviation during COP15 (see A37-WP/27), it provided ICAO with an opportunity to make further progress on the recommendations from the HLM-ENV and the CAAF and to provide meaningful contribution to the negotiation process on a future climate change agreement.

2.2 Subsequently, the President of the ICAO Council created an informal group, composed mainly of Directors General of Civil Aviation from 19 States, which was tasked with assisting him in the preparation of a draft Assembly Resolution on international aviation and climate change.

2.3 The group met in March and June 2010, and focused on three key issues, where further progress from the recommendations of the HLM-ENV could be achieved:

- a) feasibility of more ambitious medium and long-term goals, including carbon-neutral growth and emissions reductions, moving beyond the global goal of 2 per cent annual improvement in fuel efficiency until the year 2050;
- b) a framework for market-based measures in international aviation; and
- c) measures to assist developing States and to facilitate access to financial resources, technology transfer and capacity building.

2.4 In addition, the group reviewed the outcome of the CAAF and discussed the way forward for the development and deployment of sustainable alternative fuels for aviation. It also discussed the necessity to address the potential needs for adaptation to the impacts of climate change on international aviation operations and related infrastructure. Draft text relating to ICAO's work with the United Nations Carbon Neutral initiative (see A37-WP/22) was also reviewed by the group.

2.5 The group completed most of its tasks on the preparation of the draft Assembly Resolution on international aviation and climate change for consideration by the Council.

2.6 During the 12th, 13th and 14th meetings of its 190th session, the Council considered the draft text of the Resolution to the Assembly. After substantial consideration, which focused on the areas where work has further progressed since the HLM-ENV, it was not able to agree on the text proposed by the Secretary General.