ICAO Pre-Colloquium Tutorial
Session 4 - Policy and Objectives

A. International Policy
   • UNFCCC and Kyoto Protocol
   • Main Challenges for ICAO

B. ICAO Programme of Action
   Global Goals
   Mitigation Measures
   Progress Monitoring

C. COP15 and beyond
UNFCCC Kyoto-Protocol

• Domestic aviation emissions - within States territory - included as part of the national emissions totals and subject to reduction targets of developed countries (Annex I Parties) under UNFCCC Kyoto Protocol

• International aviation emissions – beyond States’ boundaries – not included in national totals

• Article 2.2 of Kyoto-Protocol:

“The Parties included in Annex I shall pursue limitation or reduction of emissions of greenhouse gases … from aviation … bunker fuels, working through the ICAO …”
Main Challenges for ICAO

- How to find an appropriate balance between future growth and climate impacts?
- How to apply both ICAO’s non-discrimination principle and UNFCCC’s CBDR principle?
- How to accommodate States’ different views into a globally harmonized approach?
ICAO’s Roadmap to COP15

ICAO Assembly Resolution (A36-22) in September 2007:

• Recognized the critical importance of providing continuous leadership on international aviation in limiting or reducing its emissions that contribute to global climate change

• Requested to form a new Group on International Aviation and Climate Change (GIACC) to develop an Programme of Action on International Aviation and Climate Change

• Requested to convene an ICAO’s High-level Meeting to review the Programme of Action recommended by GIACC

ICAO’s High-level Meeting in October 2009 adopted the Programme of Action – the first globally-harmonized agreement from a sector on a goal to address its CO2 emissions
ICAO Programme of Action on International Aviation and Climate Change (1/2)

ICAO and its member States agreed to:

**Global Goals**

1) achieve a global 2% annual fuel efficiency improvement up to 2050;
2) further explore the feasibility of more ambitious goals, including carbon-neutral growth and emissions reductions, for consideration by 37th ICAO Assembly in September 2010;

**Mitigation Measures**

3) develop a global CO₂ Standard for aircraft;
4) facilitate the development and deployment of sustainable alternative fuels for aviation;
5) facilitate the implementation of operational changes and the improvement of air traffic management and airport systems;
ICAO Programme of Action on International Aviation and Climate Change (2/2)

ICAO and its member States agreed:

**Mitigation Measures (cont’d)**

6) development of a framework for market-based measures in international aviation

7) elaboration on measures to assist developing States as well as facilitate access to financial resources, technology transfer and capacity building

**Progress Monitoring**

8) in order to monitor progress towards reaching the goals, States are encouraged to submit their action plans and annual reporting on international aviation CO2 emissions to ICAO

9) ICAO will regularly report CO2 emissions from international aviation to the UNFCCC, as part of its contribution to assessing progress made in the implementing actions in the sector
**ICAO Colloquium on Aviation and Climate Change**

**Alternative Fuels for Aviation**

- One element of ICAO’s comprehensive mitigation strategy that includes technological, operational and market-based measures.

- ICAO held a Conference on Aviation and Alternative Fuels in November 2009, to facilitate the development and deployment of sustainable alternative fuels for aviation.

- The Conference endorsed the use of sustainable alternative fuels for aviation, particularly the use of drop-in fuels in the short and medium-term, and established a Global Framework for Aviation Alternative Fuels.

- Air transport is well positioned to become the first sector to use sustainable alternative fuels on a global basis.
UNFCCC COP15

• Intense negotiations at the level of experts, Ministers and Heads of Governments

• Most debates were focused on the principles of CBDR under the UNFCCC as well as on financing for adaptation activities rather than mitigation actions

• Questions concerning transparency and the need to ensure a democratic process arose particularly during the 2\textsuperscript{nd} week

• Informal negotiations under the Joint High-level Segment resulted in a political agreement called “Copenhagen Accord”, which was “taken note” by COP15 plenary

• NO specific decision on how to address GHG emissions from international aviation, providing an opportunity for ICAO to make further progress
Next Steps

• DGCA Climate Group (from March 2010) - drafting of the Assembly Resolution on international aviation and climate change for presentation to the next ICAO Assembly in September 2010

  1) explore the feasibility of more ambitious goals, including carbon-neutral growth and emissions reductions, moving beyond the global commitment of 2% fuel efficiency improvement

  2) development of a framework on market-based measures in international aviation

  3) Elaboration of measures to assist States, to gain access to financial resources, technology transfer and capacity building

• COP16 and COP/MOP6 in November 2010