



**WORKING PAPER**

**ASSEMBLY — 38TH SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 17: Environmental Protection**

**ENVIRONMENTAL PROTECTION – DEVELOPMENTS IN OTHER UNITED NATIONS BODIES AND INTERNATIONAL ORGANIZATIONS**

(Presented by the Council of ICAO)

**EXECUTIVE SUMMARY**

This paper reports on developments since the 37th Session of the Assembly on issues related to the environmental work of ICAO, undertaken in cooperation with other United Nations bodies and international organizations, including those emanating from the United Nations Framework Convention on Climate Change (UNFCCC) process.

ICAO and its Member States need to clearly state their concern pertaining to the discussions in the UNFCCC process regarding the mobilization of revenue for climate finance and the use of international aviation as a potential source of such revenue in order to ensure that international aviation would not be targeted as a source of revenue for climate finance in a disproportionate manner. This concern should also be reflected in the Assembly Resolution text on international aviation and climate change (C-DEC 198/8).

Information related to ICAO's cooperation with the United Nations Climate Neutral Initiative is provided in a separate Assembly working paper (see A38-WP/33, *United Nations Climate Neutral Initiative*).

**Action:** The Assembly is invited to:

- a) acknowledge the continued cooperation of ICAO with other UN bodies in particular in the field of international aviation and climate change, as requested by Assembly Resolution A37-19;
- b) support the continued cooperation of ICAO with other UN bodies and international organizations;
- c) request Member States to express a clear concern, through the UNFCCC process, on the use of international aviation as a potential source for the mobilization of revenue for long-term climate finance, in order to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate matter;
- d) request Member States to communicate and coordinate with their delegations of Parties to the UNFCCC process regarding the developments on international aviation and climate change under ICAO; and
- e) consider the information contained in this paper for the update of Assembly Resolution A37-19.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective C, <i>Environmental Protection and Sustainable Development of Air Transport</i> .
<i>Financial implications:</i>	Decisions arising from other UN bodies and international organizations may have consequential financial implications for international aviation.
<i>References:</i>	A38-WP/31, <i>Assistance to States – Aviation and Climate Change</i> A38-WP/33, <i>United Nations Climate Neutral Initiative</i> A38-WP/34, <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change</i>

## 1. UNITED NATIONS FRAMEWORK CONVENTION ON CLIMATE CHANGE (UNFCCC)

1.1 ICAO has continued its cooperation with the UNFCCC process, by closely following up on the developments and regularly providing information and perspectives related to international aviation or those matters that have implications on international aviation.

1.2 The process under the UNFCCC, and its Kyoto Protocol, encompasses the annual Conference of the Parties to the UNFCCC (COP) which is held in conjunction with the Conference of the Parties serving as the Meeting of the Parties to the Kyoto Protocol (CMP). Since the last ICAO Assembly, the COP16/CMP6 in Cancun, Mexico in December 2010, the COP17/CMP7 in Durban, South Africa in December 2011 and the COP18/CMP8 in Doha, Qatar in December 2012 were held.

1.3 The COP was supported by the meetings of its subsidiary bodies, including the Subsidiary Body for Scientific and Technological Advice (SBSTA), and the Ad-hoc Working Group on Long-term Cooperative Action (AWG-LCA) which focused on the key elements of the Bali Action Plan adopted in 2007: a shared vision for long-term cooperative action; enhanced action on adaptation and mitigation; and finance, technology transfer and capacity building. The CMP was supported by the meetings of its Ad-hoc Working Group on Further Commitments for Annex I Parties under the Kyoto Protocol (AWG-KP) to consider the emissions reduction commitments by developed countries (Annex I Parties) beyond the Kyoto Protocol's first commitment period (2008 to 2012).

1.4 Both AWG-LCA and AWG-KP concluded their work and were terminated at the Doha Conference, and a newly established Ad-hoc Working Group on the Durban Platform for Enhanced Action (ADP) has continued the work towards the adoption of a global legally-binding agreement on climate change by 2015 for implementation from 2020.

1.5 In December 2012, the Doha Conference adopted a series of decisions, referred to as the "Doha Climate Gateway", which include:

- a) the amendments to the Kyoto Protocol: the eight-year second commitment period from 2013 to 2020; review of commitments by Annex I Parties by 2014; and continuation of flexible mechanisms under the Kyoto Protocol;
- b) the extension of the work programme on long-term climate finance for one year by the end of 2013, to further analyse options for the mobilization of USD 100 billion per year by 2020 from a wide variety of potential sources; and
- c) an elaborated work plan of the ADP process, which covers: the elements of a negotiating text to be available by December 2014 at COP20; the negotiation text to be available prior to May 2015; and a legally-binding agreement on climate change to be adopted at COP21 in December 2015 for implementation from 2020.

1.6 Since the last Assembly, ICAO has continued to provide the meetings of the SBSTA with regular statements<sup>1</sup> on recent ICAO developments on international aviation and climate change. Several Parties expressed support for further work to be undertaken by ICAO and International Maritime Organization (IMO). Other Parties suggested that the work of ICAO and IMO should be guided by the principle of common but differentiated responsibilities (CBDR) under the UNFCCC. At the Doha Conference, for the ninth consecutive time, SBSTA reached the same conclusion: "noting the information received from and progress reported by the Secretariats of ICAO and IMO, and inviting both organizations to continue to report at future sessions of the SBSTA".

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<sup>1</sup> ICAO statements to UNFCCC SBSTA are available at: <http://www.icao.int/environmental-protection/Pages/statements.aspx>

1.7 Under the AWG-LCA process, divergent views were expressed, including the need for general framework text that could commonly be applied to international transport (aviation and maritime) and other sectors, as well as the appropriateness and need for the UNFCCC to give specific guidance to the work of ICAO and IMO. The AWG-LCA was not able to reach agreement on this subject. With respect to “long-term climate finance”, some Parties expressed concern with the options proposed by other Parties for using international aviation and maritime sectors as one of the sources for mobilizing USD 100 billion per year by 2020. The Doha conference decided to extend the work programme on long-term climate finance for one year, i.e. until the end of 2013.

1.8 Under the new ADP process, two streams of work were undertaken: 1) elaboration of the ADP work plan; and 2) consideration of the options and ways for increasing the levels of ambition to close the emissions gap between the current pledges of Parties and the reduction levels required to achieve 2 °C target. Several Parties identified further progress of work under ICAO and IMO as one of the complementary initiatives for increasing the level of ambition. ICAO and its Member States need to closely follow-up if, and how, the issues related to international aviation would be undertaken in the ADP process. The next major UNFCCC conference (COP19/CMP9) will be held from 11 to 22 November 2013 in Warsaw, Poland.

## **2. INTERNATIONAL MARITIME ORGANIZATION (IMO)**

2.1 At the 62nd meeting of the Marine Environment Protection Committee (MEPC) in July 2011, IMO adopted technical and operational measures for international shipping<sup>2</sup>. Technical guidelines to support the implementation of these measures were agreed by the 63rd meeting in March 2012. The 65th meeting of the MEPC, held in May 2013, adopted a Resolution on Technical Cooperation and Transfer of Technology that would facilitate the implementation of technical and operational measures. Regarding market-based measures, the MEPC has been undertaking work to evaluate ten proposals for a global measure for international shipping.

## **3. UNITED NATIONS CONFERENCE ON SUSTAINABLE DEVELOPMENT (UNCSD)**

3.1 The United Nations Conference on Sustainable Development (UNCSD, known as the Rio+20 Conference) was held in June 2012 in Rio de Janeiro, Brazil. Among the themes of the Conference, renewable energy, in particular sustainable alternative fuels for aviation, was the most relevant theme for ICAO. At the Rio+20 Conference, ICAO organized, in close cooperation with the industry partners, a series of four connecting commercial flights from Montréal to Rio de Janeiro, which were all powered by sustainable alternative fuels.

3.2 Following the outcome of the Rio+20 Conference, the UN Secretary-General issued an implementation framework, which maps the updates of all the major initiatives and actions related to the outcome of the Rio+20 Conference in various areas, such as energy and sustainable transport. ICAO is fully engaged in this process and will continue to update the UN Secretariat on new initiatives and partnerships that will be launched in response to the Rio+20 outcome and follow-up process.

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<sup>2</sup> Amendments to Annex VI of the MARPOL Convention to add a new chapter to make the application of the Energy Efficiency Design Index (EEDI) mandatory for new ships, and the application for the Ship Energy Efficiency Management Plan (SEEMP) mandatory for new and existing ships

#### **4. INTERGOVERNMENTAL PANEL ON CLIMATE CHANGE (IPCC)**

4.1 The Intergovernmental Panel on Climate Change (IPCC) has been undertaking work to prepare its Fifth Assessment Report (AR5), which is scheduled to be completed in 2014. ICAO cooperates with the IPCC process to ensure that issues related to aviation and climate change are covered in the AR5. ICAO particularly requested that the AR5 further explore the effects of non-CO<sub>2</sub> aviation emissions, update the trends of aviation GHG emissions, and include the latest ICAO work on mitigation measures.

#### **5. UNITED NATIONS DEVELOPMENT PROGRAMME (UNDP) / GLOBAL ENVIRONMENT FACILITY (GEF)**

5.1 As part of facilitating the provision of financial assistance for the preparation and implementation of States' action plans on CO<sub>2</sub> emissions reduction activities, ICAO is currently developing a programme with the United Nations Development Programme (UNDP) and Global Environment Facility (GEF). The UNDP is the authorized implementing agency of GEF, which was established as a program in the World Bank to assist in the protection of the global environment and to promote environmental sustainable development (see A38-WP/31, *Assistance to States – Aviation and Climate Change*).

#### **6. WORLD TOURISM ORGANIZATION (UNWTO)**

6.1 On the occasion of the Sixth Worldwide Air Transport Conference (ATConf/6) in March 2013, ICAO and the World Tourism Organization (UNWTO) signed a Joint Statement, acknowledging the intention of the two UN agencies to begin cooperating more closely on areas of common interest, including the reduction of greenhouse gas emissions from aviation and tourism.

#### **7. CONCLUSIONS**

7.1 Since the last Assembly, liaison has continued with other UN bodies and international organizations, with a view to obtaining a better scientific understanding of aviation's impact on the environment as well as exploring cooperation and synergy in policy-making and the implementation of measures to limit or reduce aviation emissions. To maintain the leadership role of ICAO in the field of aviation and the environment, it is important for ICAO and its Member States to make further progress and to showcase ICAO developments to other UN bodies and international organizations.

7.2 Regarding the mobilization of revenue for climate finance and the use of international aviation as a potential source of such revenue being discussed under the UNFCCC process, it should be highlighted that financial resources would be required for the international aviation sector itself for the implementation of a basket of measures to achieve ICAO's global aspirational goals. ICAO and its Member States need to express a clear concern to ensure that international aviation would not be targeted as a source of revenue for climate finance in a disproportionate manner, including through the reflection of this concern in Assembly Resolution text on international aviation and climate change.