



International Civil Aviation Organization

WORKING PAPER

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ASSEMBLY — 38TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 17: Environmental Protection

PROPOSED AMENDMENTS FOR THE DRAFT CONSOLIDATED STATEMENT OF CONTINUING ICAO POLICIES AND PRACTICES RELATED TO ENVIRONMENTAL PROTECTION – CLIMATE CHANGE

(Presented by Argentina, China, Cuba, India, Islamic Republic of Iran, Pakistan, Peru, the Russian Federation, Saudi Arabia and South Africa)

EXECUTIVE SUMMARY

The Council of ICAO has reached considerable progress in bridging of views on climate change issues. However, the proposed draft of “Consolidated Statement of continuing ICAO policies and practices related to environmental protection – Climate Change” was not approved unanimously due to serious controversy on MBMs issues at the last meeting of the Council before 38th session of the Assembly.

Delegations of the abovementioned States for the sake of possible compromise would like to invite Assembly to consider amendments in the proposed Draft of the Consolidated Statement in order to align its provisions with ICAO Strategic Objectives.

Action: The Assembly is invited to consider proposed amendments to A38-WP/34 of 30 September 2013 in order to amend the text of the Draft of the “Consolidated Statement” for the sake of its conformity with ICAO’s strategic objectives and its broader support by ICAO member States.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives C, <i>Environmental Protection and Sustainable Development of Air Transport.</i>
<i>Financial implications:</i>	No additional resources required.
<i>References:</i>	Doc 7300, <i>Convention on International Civil Aviation</i> Doc 9958, <i>Assembly Resolutions in Force (as of 8 October 2010)</i> A38-WP/34, <i>Consolidated Statement of continuing ICAO policies and practices related to environmental protection – Climate Change</i> A38-WP/29, <i>Market-based Measures (MBMs)</i>

1. INTRODUCTION

1.1 In the period from September 28 to October 1, 2013 Delegations of the Argentina, China, Cuba, Guatemala, India, Iran, Pakistan, Peru, Russian Federation, Saudi Arabia, South Africa, United States had a series of multilateral consultation, as well as consultations with the President of the 38th session of Assembly on the proposed draft of “Consolidated Statement of continuing ICAO policies and practices related to environmental protection – Climate Change”. As the result of these consultation and accordance with Rule 38 of the “*Standing Rules of Procedures of the Assembly of the International Civil Aviation Organization*” (Doc 7600) above-mentioned Delegations came to conclusion to present for consideration of Executive Committee of the Assembly the following amendments presented in the paragraph 2 of this Working Paper.

2. PROPOSED CHANGES

2.1 We have had extremely difficult negotiations on para 6 of A37-19 wherein many States expressed their inability to accept the paragraph as well as the global aspirational goal mentioned therein. Further, the current draft text proposal in para 7, goes even beyond the earlier para 6 and effectively changes/deletes some of the important issues we agreed on, including SCRC applying only for developing countries and that some developed States will take more ambitious action. In order to remove these anomalies, bring the text closer to what we had envisaged earlier and have a text which will find acceptability, we are proposing the following text to replace the current paragraph 7:

2.2 76. Also resolves that, without any attribution of specific obligations to individual **developing** States, ICAO and its member States with relevant organizations will work together to strive to achieve a collective medium term global aspirational goal of keeping the global net carbon emissions from international aviation from 2020 at the same level, taking into account: ~~the special circumstances and respective capabilities of States, in particular developing countries; the maturity of aviation markets; the sustainable growth of the international aviation industry; and that emissions may increase due to the expected growth in international air traffic until lower emitting technologies and fuels and other mitigating measures are developed and deployed;~~

- a) the special circumstances and respective capabilities of developing countries;
- b) that the different circumstances, respective capabilities and contribution of **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;
- c) that some **developed** States may take more ambitious actions, which may offset an increase in emissions from the growth of air transport in developing States;
- d) the maturity of aviation markets;
- e) the sustainable growth of the international aviation industry; and

- f) that emissions may increase due to the expected growth in international air traffic until lower emitting technologies and fuels and other mitigating measures are developed and deployed;

3. THE ACTIONS OF THE ASSEMBLY

3.1 The Assembly is invited to consider proposed amendments in order to change the text of the Draft of the “Consolidated Statement of continuing ICAO policies and practices related to environmental protection – Climate Change” presented in this paper for the sake of conformity with ICAO strategic objectives and broader consensuses.

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