

MESSAGE FROM TIM JOHNSON

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In 1998, a meeting between European and North American environmental organisations, committed to limiting and reducing the environmental impact of civil aviation, identified the need to have a voice at the International Civil Aviation Organisation (ICAO). While ICAO's Committee on Aviation Environmental Protection (CAEP) was already well established, its work had been brought to the attention of a wider, climate-focused audience after the Kyoto Protocol requested developed countries to pursue the limitation of the sector's greenhouse gas emissions working through (ICAO). Recognising the need for civil society to speak with one voice, the meeting created an umbrella organisation for civil society and the environment movement, the International Coalition for Sustainable Aviation (ICSA). Shortly after its formation, ICSA was recognised formally by ICAO as an observer organisation to CAEP.

Since this date, ICSA members have been engaging continuously in the CAEP process, participating actively in its working group and plenary meetings, and co-leading some of its activities on enhancing the ICAO Carbon Calculator, the development of the recent CO₂ Standard and the technical work supporting the proposal for a global market-based measure. ICSA's core belief is that it is essential that civil society is represented in these discussions, not only to provide an environmental and community perspective, but to demonstrate transparency, highlight the latest scientific evidence and the need for stretching targets. But ICSA has always aimed to do more than set out the challenges. Its members participate because they want to find the right solutions. Bringing experience of environmental policy and carbon markets, and offering a network of non-governmental organisations operating both internationally and nationally that is in touch with different regional perspectives, ICSA has always sought to engage with CAEP members and observers to identify effective measures.

Outside of CAEP, ICSA has been present at every Assembly since 2001 and has been invited regularly to give presentations at ICAO's environmental colloquiums. We are now aiming to build on our work at CAEP by engaging further on ICAO's environmental work programme at every level. To facilitate this, earlier this year ICSA took the step of appointing a permanent representative in Montreal, a new departure for an organisation that until now has been reliant entirely on the staff resources of its members. It is hoped that this will improve ICSA's wider visibility but that it will also send a strong signal that ICSA remains committed to

helping ICAO set and meets environmental goals for both noise and emissions.

Looking to the future, ICAO has some important environmental challenges ahead as traffic growth continues to outpace technological and operational improvements: ensuring international civil aviation makes a fair contribution to the emissions pathway that will stabilise global temperature rises at 1.5 degrees, maintaining a focus on improved efficiency and in-sector reductions, reducing emissions that contribute to local air quality, and limiting noise at airports and under flightpaths are to name but a few. ICSA hopes to continue its role in helping to shape a timely global response.