



**Statement from the International Civil Aviation Organization (ICAO)
to the Seventh Session of the Ad Hoc Working Group on Further Commitments
for Annex I Parties under the Kyoto Protocol (AWG-KP)**

(Bonn, Germany, 29 March to 8 April 2009)

Mr. Chairman, ICAO brings good news concerning developments since Poznan.

The first is that the Council of ICAO has decided to convene a High-level Meeting on Aviation and Climate Change from 7 to 9 October in Montreal. Invitations will be extended to all 190 Contracting States of ICAO. The meeting will review a Programme of Action developed by the GIACC – the Group on International Aviation and Climate Change established by the ICAO Assembly in 2007. The conclusions and recommendations of the meeting will form the basis for the ICAO submission to COP 15 on the complex issue of emissions from international aviation.

The second relates to the ongoing work of the GIACC. At its third meeting in February, the Group reached agreement on short-term goals for fuel efficiency. The focus is now on medium- and long-term goals that take into account ongoing relevant work in the UNFCCC process. A working group is currently exploring these issues. The GIACC also agreed on a basket of measures to support States in their efforts to reduce international aviation emissions and on a fuel-efficiency metric. There was progress on the subject of reporting and monitoring of aviation data and it was further recognized that there were benefits of having ICAO and UNFCCC continue their cooperation on these matters.

The GIACC considered and will continue to reflect on the needs of developing countries in order to identify a response that would be appropriate in the ICAO context. At the conclusion of the fourth and final meeting of the GIACC in late May, a report will be submitted to the ICAO Council for consideration in June and then integrated into the agenda of the high-level meeting in October.

In addition to technical, operational and market-based measures, among the more promising options for reducing emissions is the use of alternative fuels. In February, ICAO held a workshop on the topic and it was clear that alternative fuels will be a key component of any long-range strategy to substantially reduce CO₂ emissions. The close to 40 presentations made at the workshop will shape the content of a global conference ICAO has scheduled for November 2009 on this subject. The objective is to establish a framework for the introduction and use of alternative fuels in aviation. The results of the Conference should also prove of interest to COP 15. Aviation can be the first sector to use alternative fuels globally and on a consistent basis.

Mr. Chairman, in our Statements over the previous years, we have conveyed ICAO's commitment to minimizing the impact of aviation on the environment. This is based on a Resolution of the ICAO Assembly and reflects the consensus of the member States of ICAO, which are practically identical to those of the UNFCCC, that the Organization *exercise continuous leadership on environmental issues relating to international civil aviation, including GHG emissions*.

States are looking to ICAO to promote concrete results that contribute to the global effort in addressing climate change. We fully intend to meet that challenge.

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