



**Statement from the International Civil Aviation Organization (ICAO)
to the Sixth Session of the Ad Hoc Working Group on
Long-term Cooperative Action under the Convention (AWG-LCA6)**

(Bonn, Germany, 1 to 12 June 2009)

Mr. Chairman, it is a pleasure to report to the AWG-LCA on a number of ICAO's significant achievements on the environmental front.

We are pleased to see that there has been progress in the UNFCCC process on a post-2012 climate agreement and that negotiating text has been under consideration at this meeting. We have noted that the text includes proposals on how to address the issue of international aviation emissions in the future agreement.

ICAO has also made progress and is a step closer to producing a framework for limiting and reducing emissions from international aviation. This will take the form of the *ICAO Programme of Action on International Aviation and Climate Change* requested by our last Assembly in September 2007.

The fourth and final meeting of the Group on International Aviation and Climate Change (GIACC) took place at ICAO. The GIACC recommended a global aspirational goal of 2% annual improvement in fuel efficiency of the international civil aviation in-service fleet. This would represent a cumulative improvement of 13% in the short-term (2010 to 2012), 26% in the medium-term (2013 to 2020) and about 60% in the long-term (2021 to 2050), from a 2005 base level. This long term goal almost doubles the proposal from industry.

The GIACC proposed a basket of measures from which States may choose to reduce international aviation emissions. They cover: aircraft-related technology development, including advances in aircraft design as well as the development of "drop-in" biofuels to replace fossil-based fuels; improved air traffic management and infrastructure use; more efficient operations; economic/market-based measures; and regulatory measures. Overall, each State would retain the ultimate authority to choose the portfolio of measures appropriate to its circumstances, consistent with the global aspirational goals, and will be encouraged to develop and file with ICAO individual action plans, for coordination and assistance if needed.

Given diverging views on the application of market-based measures across national borders, the GIACC recommended that the ICAO Council establish a process to develop, expeditiously, a framework for market-based measures in international aviation, taking into account the conclusions of an ICAO high-level meeting on the subject to be held from 7 to 9 October and the outcome of the UNFCCC COP15 in December 2009.

The discussions in this meeting on financial resources for mitigation and adaptation measures include the consideration of possible levies on international aviation. ICAO is concerned over the proliferation of charges and taxes on air traffic, aviation being too often used as an easy target to raise revenue in various fields. It is important to remember that whenever levies are applied to address the protection of the environment, the ICAO policies on charges and taxes shall be observed.

The results and recommendations of the work of the GIACC have been included in a report to be considered by ICAO's Council at the end of June and at the ICAO High-level Meeting on International Aviation and Climate Change in October. The subsequent conclusions and recommendations

are expected to ultimately reflect the shared vision and strong will of all 190 ICAO Contracting States, which are practically identical to those States in the UNFCCC.

Also, as part of ICAO's activities in addressing emissions from international aviation, the Committee on Aviation Environmental Protection (CAEP) is finalizing its work on the quantification of future CO₂ emissions trends and fuel efficiency improvements of the global aviation system for the period 2006 through 2050. Work is also underway on mitigation measures, including the increase of current NO_x emissions stringency, the development of an aviation CO₂ Standard, and guidance on operational measures. CAEP is also conducting studies on market-based measures, such as the potential for carbon offset measures and the linking of open emissions trading systems which include aviation.

In addition to technical, operational and market-based measures, among the more promising options for reducing aviation emissions is the use of alternative fuels. ICAO is planning a Conference on Aviation and Alternative Fuels to be hosted by Brazil in November 2009. The conference will consider establishing an internationally agreed roadmap for facilitating the implementation of alternative fuels for aviation. The results of the conference should also prove of interest to COP15. During this meeting, ICAO held a side event to share information on the latest developments in this area.

We all realize that COP15 is but 178 days away and we must expedite our work. We need to agree on the most appropriate means of how to address emissions from international aviation, and, more than ever, coordination and cooperation towards the achievement of this objective is of paramount importance. Also, on 30 April 2009, three leaders of the UNFCCC, IMO and ICAO held a tripartite meeting to further explore coordination and possible strategies to ensure cooperation in this area.

In addition to the difficult task of finding a solution that is agreeable to all ICAO Contracting States, we have to contend with uncertainties regarding the final form of the post-2012 agreement. As much as the Member States of ICAO are committed to providing a comprehensive programme of action to address international aviation emissions to COP15, progress is proving to be both challenging and complex since it is very difficult for Parties to take sector-specific decisions before they agree on the big picture.

The last ICAO Assembly emphasized establishing a well-structured, long-term, globally acceptable approach which would allow the sustainable growth of aviation. Building upon the first steps reached by GIACC, we will continue to work towards an agreement on the Programme of Action on International Aviation and Climate Change at our high-level meeting in October.

Information on ICAO's work on the environment is available on the ICAO website (<http://www.icao.int/env/>).