



**Statement from the International Civil Aviation Organization (ICAO) to  
the Second Part of the Sixth Session of the  
Ad Hoc Working Group on Further Commitments  
for Annex I Parties under the Kyoto Protocol (AWG-KP6)**

(Poznan, Poland, 1-12 December 2008)

The International Civil Aviation Organization (ICAO) appreciates this new opportunity to submit a progress report to the Ad Hoc Working Group on Further Commitments for Annex 1 Parties under the Kyoto Protocol (AWG-KP6).

Our objective in this, and similar reports to the Climate Change Talks earlier this year, is to contribute to the body of substantive information that this Group will need to consider in discussions on the subject of emissions from international aviation.

Because COP/15 is just one year away, it may be timely to first summarize the fundamental considerations for any decision on dealing with emissions from international aviation:

- 1) emissions from international aviation are, by definition, global in nature and are not restricted to national boundaries;
- 2) consistent improvements in the energy efficiency of air transport requires globally harmonized environmental aviation Standards, procedures and practices, and these have to be universally accepted and implemented; and
- 3) optimum compatibility between environmental sustainability and the safety and efficiency of the global air transport system must not be compromised.

An effective and lasting solution to handling emissions from international aviation must therefore involve a global organizational framework encompassing a basket of measures of a technological, operational and market-based nature, one that takes into account the specific realities of States, Regions and stakeholders. Above all, it will require unprecedented levels of cooperation with all parties concerned, most noteworthy between ICAO and the UNFCCC itself.

A concrete example of this cooperative approach was a side event organized by ICAO and major air transport industry organizations at the Climate Change Talks in Accra last August. A presentation detailed the contribution and future plans of ICAO and main aviation stakeholders to reducing GHG emissions and actively promoting the overall sustainability of the air transport industry. The almost three-hour session generated a healthy and productive exchange of views and led to a better understanding of different perspectives on issues involved.

One of the clear messages emphasized during the presentation was that the greatest challenge to maintaining the delicate balance in the operational, economic and environmental sustainability of international aviation is the anticipated growth of the industry.

Aviation CO<sub>2</sub> emissions today represent approximately 2 per cent of the global CO<sub>2</sub> emissions from human activity, with international aviation being about 1.3 per cent. The problem is that the growth in traffic is outstripping the substantive progress of the industry in reducing emissions. For example, thanks to increasingly more stringent ICAO emissions Standards and practices, coupled with sustained efforts by all major air transport stakeholders, jet aircraft today are at least 70 per cent more

energy efficient than they were some 40 years ago. Newer aircraft on the production line are even more fuel efficient, and yet, the anticipated increase in traffic, particularly in some parts of the world, could negate this remarkable collective achievement. More robust action is both essential and urgent.

This sense of urgency was also acknowledged by the 36th Session of the ICAO Assembly in September 2007 when it called for the creation of the Group on International Aviation and Climate Change, or GIACC, to produce an aggressive ICAO Programme of Action to deal with GHG emissions from international aviation. We are happy to report that the work of the Group is progressing well. In July, the GIACC held its second meeting and discussed the possible establishment of short, medium and long-term aspirational goals for fuel burn. Three smaller working groups were formed under the GIACC to expedite work respectively on aspirational goals, measures to reduce emissions, and means to evaluate progress. The outcome of the smaller groups will be considered at the GIACC's third meeting in February 2009, followed by its final meeting in June 2009. The recommendations from GIACC will be reviewed at a high-level meeting of the Organization at a time which will take into account COP 15, in December 2009.

Next year will further set the stage for events related to the use of alternative fuels in aviation, a sector where great progress is being made. From 10 to 12 February, ICAO will host a workshop on aviation and alternative fuels. The workshop is designed to explore the key issues related to alternative fuels, including ongoing and planned research and development, certification of fuels, production and associated infrastructure implications for distribution. Results from the workshop will be presented to a world conference on the subject later in the year, which in turn will provide a roadmap for the implementation of aviation alternative fuels worldwide.

As we take stock of the Climate Change Talks since Bali, one critical concept emerges – a global regulatory and operational framework is the only viable option for the effective management of emissions from international aviation.

The various reports presented to this group have attempted to demonstrate that the aviation community is entirely committed to reducing and eventually eliminating greenhouse gas emissions from its operations and ICAO stands ready to continue providing the leadership that is essential to transform this commitment into a global reality.

In closing, ICAO thanks the AWG-KP for the opportunity to update its members on the latest initiatives of the aviation community. We wish you a productive meeting.