



International Civil Aviation Organization

INFORMATION PAPER

GIACC/1-IP/1

18/2/08

English only

GROUP ON INTERNATIONAL AVIATION AND CLIMATE CHANGE (GIACC)

FIRST MEETING

Montréal, 25 to 27 February 2008

**Agenda Item 2: Review of aviation emissions related activities
within ICAO and internationally**

**BASIC COMPONENTS FOR THE REDUCTION MECHANISM
OF CO₂ EMISSIONS FROM INTERNATIONAL AVIATION (PROPOSAL)**

(Presented by Kosuke SHIBATA)

1. FUEL-RELATED DATA COMPILATION

1.1 It is indispensable to accurately grasp the amount of fuel consumption as a precondition to discuss the reduction of CO₂ emissions from international aviation. Therefore, fuel consumption data shall be collected by each member State and reported to ICAO annually by establishing fuel-related ICAO statistics. Quantification and Qualification of energy in terms of CO₂ emissions might be considered.

2. GLOBAL ASPIRATIONAL GOAL

2.1 The Global Aspirational Target (GAT) in terms of fuel-efficiency for international aviation should be agreed among the member States. Such GAT should be in terms of “the amount of fuel consumed per revenue-ton-kilometer (RTK) transport”, and it should be determined by considering the effects from various measures, with reference to the commitment of IATA to achieve “25% fuel-efficiency improvement from 2005 to 2020.” RTK should be utilized because it is widely used and applicable to whole aircraft operations for both passenger and cargo services.

3. MONITORING AND ENFORCEMENT

3.1 Adopting the ICAO Program of Actions to its maximum extent, each member State will develop an individual action program to achieve the GAT, with the monitoring by ICAO of fuel-efficiency progress by States.

4. **OTHERS**

4.1 The necessity and means of differentiated approach between developed and developing States should be discussed after the review of current fuel-efficiency level by States, acknowledging the principles of non-discrimination and equal and fair opportunities to develop international civil aviation set forth in the Chicago Convention as well as the principles and provisions on common but differentiated responsibilities under the UNFCCC and the Kyoto Protocol.

4.2 When an Emissions Trading System might be introduced for international aviation, it should be a global system based upon consensus of member States for the GAT with a view to giving an incentive to air-carriers achieving fuel-efficiency well over the GAT.

— END —