



GROUP ON INTERNATIONAL AVIATION AND CLIMATE CHANGE (GIACC)

FIRST MEETING

(MONTREAL, 25 TO 27 FEBRUARY 2008)

SUMMARY OF DISCUSSIONS — DAY 1

Agenda Item 1: Administrative Matters

Opening of the meeting

1. Opening the meeting, the President of the Council welcomed GIACC Members and their Advisors to Montreal. He urged them to approach their task of developing a Programme of Action on International Aviation and Climate Change with an open mind and in a spirit of cooperation. The text of the President's address is available on the GIACC webpage and secure dedicated website.

2. In joining the President of the Council in welcoming participants, the Secretary General noted that ICAO's Business Plan established clear targets that the Organization intended to reach in support of the global effort to address climate change. He underscored that on Friday, 29 February 2008, a plaque would be unveiled in the lobby commemorating the fact that ICAO Headquarters was the first building in Canada to receive the prestigious Leadership in Energy and Environmental Design certification for an existing building. The text of the Secretary General's welcome is available on the GIACC webpage and secure dedicated website.

3. Following the introduction by the President of the Council of the Bureaux Directors, the Secretary of the GIACC introduced Members and their Advisors. It was noted that although three Members, Mr. T.E.W. Schmidt (Germany), Mr. K. Gohain (India) and Mr. E. Bachurin (Russian Federation), could not attend due to scheduling conflicts or illness, they would participate in the next meeting.

Election of the Chairman and Vice-Chairman

4. On a nomination by Mr. D.K. Elwell (United States), seconded by Mr. J. Doherty (Australia), the Group elected Mr. R. Cron (Switzerland) as its Chairman and Ms. B. Gravitis-Beck (Canada) as its Vice-Chairman for the first meeting.

5. In his introductory remarks to launch the process, the Chairman emphasized the need for a comprehensive approach to reduce aviation greenhouse gas emissions which would encompass technological, operational and economic measures. He noted that the three key issues to be addressed pursuant to Assembly Resolution A36-22 (*Consolidated statement of continuing ICAO policies and practices related to environmental protection*), Appendix K (*ICAO Programme of Action on international aviation and climate change*) were: the identification of possible aspirational goals; the determination of elements to be included in the Programme of Action; and the identification of means to measure progress.

The main goals of the meeting were to: create team spirit; exchange information among Members, representatives of the aviation industry and the Secretariat; exchange views on the elements of the Programme of Action to reduce aviation greenhouse gas emissions and on aspirational goals; define the Group's work process and working methods; and assign tasks for the second meeting, to take place in the summer of 2008.

Review of the working arrangements

6. The working arrangements for the meeting were then considered on the basis of working papers WP/1, WP/2 (Revision No. 1) and WP/3. The Group reviewed and accepted the terms of reference approved by the Council as set forth in Appendix A to WP/1. In noting the extract of the minutes of the Fourteenth Meeting of the 182nd Session of the Council contained in Appendix B to that paper relating to the terms of reference and working methods of the GIACC, the Group agreed to take the Council Representatives' comments into account in its work. It also noted and agreed to take into consideration the remarks made by Mr. M.V. Pinta Gama (Brazil) regarding paragraph 1 of the terms of reference, namely, that the chapeau should be amended by adding the words "in the form of fuel efficiency for international aviation" after the words "possible aspirational goals" and that sub-paragraph a) should be amended to read "discussion on means of implementation of the mandate contained in Appendix K of Assembly Resolution A36-22, in light of Article 2.2 of the Kyoto Protocol;".

7. The Group then adopted the proposed programme for the meeting as set forth in Appendix B to WP/3 and noted the annotated Agenda appended to WP/2 (Revision No. 1). It also noted the organizational aspects and working methods outlined in WP/3.

General discussion

8. At the invitation of the Chairman, each Member then presented their views on the purpose of the GIACC within its terms of reference, its role and its working methods.

9. In summarizing the Group's discussions, the Chairman indicated that there was a need to: work constructively in a spirit of consensus and openness; address climate change issues under ICAO leadership, but in close co-ordination with the United Nations Framework Convention on Climate Change (UNFCCC) and to deliver ambitious but feasible solutions; establish a global framework allowing individual States to take actions in favour of international sustainable growth and report on them to ICAO (that implied to examine all possible fields of actions in a creative and innovative fashion, including operational and technological measures, as well as market-based measures); build on what has already been done by industry and regulators; identify aspirational goals at the global level (those goals had to be measurable; they also needed to take into account national and regional specificities and the principle of common but differentiated responsibilities). Common goals should allow States to identify financial needs and promote the use of innovative funding and transfer of technologies to developing countries. While the CAEP is focussed on technical issues, the GIACC should remain a political-oriented entity. Data collection should be considered as part of GIACC objectives and GIACC Members should be ready to contribute to this exercise, as well as to take into account information from other entities, such as the Intergovernmental Panel on Climate Change (IPCC). Very tight deadlines obliged the GIACC to set up very efficient working arrangements; those arrangements could include task groups working between the formal GIACC sessions.

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

10. The Director of the Air Transport Bureau (D/ATB), the Champion of the Organization's Strategic Objective C: Environmental Protection, addressed the Group on the work of the Committee on Aviation Environmental Protection (CAEP). Emphasizing that the CAEP had, over the years, produced a wealth of information on the impacts of aviation on the environment and on mitigation options, she

highlighted the *ICAO Environmental Report 2007*, copies of which had been made available to participants. The text of D/ATB's address is available on the GIACC webpage and secure dedicated website.

11. The Chief of the Environmental Unit (C/ENV), who served as the Secretary of the CAEP, then gave a presentation on the Committee's activities with relevance to climate change, in particular, those relating to the quantification of aviation's impact on the environment, mitigation measures, adaptation of aviation operations to climate change and outreach. C/ENV emphasized that CAEP activities regarding adaptation were limited and that the CAEP did not address either technology transfer or financing issues.

12. In summarizing the presentation, C/ENV highlighted that the CAEP's support for the GIACC's activities would be mainly regarding the assessment and quantification of impacts; studies on mitigation measures and their merits; and proposing policies and guidance for the implementation of mitigation alternatives. She informed the meeting that the last CAEP Steering Group meeting (Zurich, 26-30 Nov. 2007) had raised questions of duplication of work as there were uncertainties about the possible requests from the GIACC. The CAEP was already in the middle of its production cycle, and there was limited scope for the inclusion of new tasks in response to GIACC remits without requiring existing tasks to be dropped or postponed due to limitations in resources and time. A CAEP schedule was brought to the attention of the meeting. The text of C/ENV's presentation is available on the GIACC webpage and secure dedicated website.

13. During the ensuing discussion, the importance of fuel consumption data to GIACC's work was underscored. The Chairman indicated that during the next day's presentations by representatives of the aviation industry the issue of sharing such data to drive forward the Group's work could be raised. He stressed, however, that the lack of data could not be used as an excuse for not taking policy decisions. The Group should concentrate on the data that was already available in the CAEP and the Secretariat. In its further work, the Group could define its data requirements and in its reports to the Council request the latter to ask the CAEP to provide the requisite data, amending the Committee's mandate if and as necessary.

14. Underscoring that environmental protection was also one of the United Nations' top priorities, D/ATB recalled that one of the UN Millennium Goals was to ensure environmental sustainability by integrating the principles of sustainable development into national policies and programmes and to reverse the loss of environmental resources. She emphasized that ICAO was collaborating fully with its UN sister organizations in the global effort to limit or reduce emissions from international aviation and to reduce the impact of aircraft noise on exposed populations. C/ENV then provided information on the work of other UN organizations, notably, the UNFCCC and the IPCC, in the area of climate change and ICAO's relationship to those agencies. She also provided information on recent developments, including the Bali Conference, which launched negotiations for a new international climate change agreement by the end of 2009, and highlighted that the process to prepare the Bali action plan would go in parallel with the process to prepare the GIACC Programme of Action. The schedule of main activities within the UNFCCC process of interest to GIACC activities was provided.

15. In her concluding remarks, C/ENV recalled that many UN bodies had roles and mandates in climate change and that the last Assembly had reinforced the need for ICAO to exercise its role as the leading agency in addressing international aviation emissions. She emphasized that there remained a few roadblocks to the full exercise of this leadership, such as data availability, monitoring and accounting; full access to flexible mechanisms and financing; a clear plan of action; and a vision of how the sector would address its impact on climate change and stabilize its future emissions. C/ENV underscored that global cooperation and partnerships were paramount to achieve ICAO environmental goals. The text of the presentation is available on the GIACC webpage and secure dedicated website.

16. During the discussion which followed, it was noted that public opinion in some cases overstated the climate change impact of aviation and underestimated the action being taken to address the impact. Underscoring that more outreach was required, C/ENV indicated that the *ICAO Environmental Report 2007* would be a good tool to promote the efforts being made to reduce aviation's impact on the environment. Agreeing that there was a communications problem, the Chairman indicated that it could be addressed within GIACC's framework for action. Some members emphasized that high priority should be given to the transfer of technologies to developing countries and to innovative financing in that framework and in GIACC's Programme of Action.

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