



GROUP ON INTERNATIONAL AVIATION AND CLIMATE CHANGE (GIACC)

FIRST MEETING

(MONTREAL, 25 TO 27 FEBRUARY 2008)

SUMMARY OF DISCUSSIONS — DAY 2

Agenda Item 3: Planning of actions and policy elements to be developed by the Group

Exchange of information on national and regional initiatives/action plans/measures in relation to the environmental impact of aviation

1. Mr. K. Shibata (Japan) presented his information paper IP/1, which proposed basic components for the reduction mechanism of CO₂ emissions from international aviation, including: fuel-related data compilation for annual reporting to ICAO; a Global Aspirational Target in terms of fuel-efficiency for international aviation (GATFE); monitoring by ICAO of fuel-efficiency progress by States; and the possible introduction of a global emissions trading system for international aviation based upon the consensus of Member States. Mr. Shibata noted that his State was planning to introduce some fuel-efficiency measures to promote a reduction of CO₂ emissions and energy consumption at airports.

2. The Group then heard presentations by: Mr. D.K. Elwell (United States); Mr. P. Schwach (France); Dr. H.O. Demuren (Nigeria); Ms. B. Gravitis-Beck (Canada); Mr. M.V. Pinta Gama (Brazil); Dr. M.R. Berenji (Saudi Arabia); Mr. H. Gao (China); and Mr. J. Doherty (Australia). The texts of Mr. Elwell's and Mr. Schwach's presentation are available on the GIACC webpage and secure dedicated website.

Presentations on possible actions to reduce emissions by the principal stakeholders in the aviation industry

3. Presentations on possible actions to reduce greenhouse gas emissions attributable to international civil aviation were given by representatives of: the International Air Transport Association (IATA); Airports Council International (ACI); the International Coordinating Council of Aerospace Industries Associations (ICCAIA); the International Business Aviation Council (IBAC); and the Civil Air Navigation Services Organisation (CANSO).

4. The Director of the Air Navigation Bureau (D/ANB) and the Chief of the Air Traffic Management Section (C/ATM) then gave an overview of the ICAO Global Air Navigation Plan (GANP) and its implications for the environment. The texts of all of these presentations are available on the GIACC secure dedicated website.

General discussion and exchange of views on elements of a framework for action

5. In offering a summary of views expressed during the meeting, the Chairman observed that the Group had received much information on action being taken by the aviation industry, as well as on national programmes and regional initiatives. It had been underscored that climate change was only one of a variety of environmental issues to be considered. There were many interdependencies to also take into account, especially safety. There was a wide range of ongoing local, national, regional and international initiatives to reduce aviation greenhouse gas emissions which were meeting with good success. It had also been emphasized that public interventions and aviation industry initiatives should be combined and undertaken in a collaborative way. The aviation industry had expressed strong support for the GIACC's activities and was ready to contribute to its work through the provision of data developed on corporate and comparable grounds. It had also stressed the need to quickly put in place a global action plan and common goals.

6. The Chairman noted that many speakers had underscored the need for a multi-path/comprehensive/balanced approach and a combination of measures. There was no one best solution for reducing aviation greenhouse gas emissions. He observed from the presentations that there were eight different categories of emissions-reduction measures which could be considered as possible elements of a Programme of Action: new environmental standards; technological developments, including fleet modernization; operational improvements in the air and on the ground; air traffic management (ATM) modernization; alternative fuels; improvement of airport infrastructure, including the enhancement of intermodality at airports and energy-saving programmes and measures at airports; market-based measures (emissions-trading schemes had been mentioned); and carbon offset programmes. Accurate data collection could also be considered as a possible element. It would be necessary to clarify and prioritize these measures, as well as to determine the equivalence of the different measures.

7. The Chairman observed from the discussion that there was general agreement on the need for the GIACC to carry out its work with the perspective of enabling the sustainable growth of aviation. The need to take action at the global level had been underscored, as had the need to take into consideration technology transfer to developing countries and the establishment of a funding mechanism to facilitate such a technology transfer.

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