



GIACC/1-SD/3
28/2/08
Revision No. 1
18/3/08

GROUP ON INTERNATIONAL AVIATION AND CLIMATE CHANGE (GIACC)

FIRST MEETING

(MONTREAL, 25 TO 27 FEBRUARY 2008)

SUMMARY OF DISCUSSIONS — DAY 3

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

General discussion of views on aspirational goals in the short-, medium- and long-term which could guide the Programme of Action

1. The GIACC had a preliminary exchange of views on possible aspirational goals. It was agreed that the Group should not deviate from its mandate as set forth in its terms of reference established on the basis of Appendix K (*ICAO Programme of Action on international aviation and climate change*) to Assembly Resolution A36-22 (*Consolidated statement of continuing ICAO policies and practices related to environmental protection*). It was pointed out that, as States and regions were at different levels of development, any aspirational goals at the micro level would be divisive. The aspirational goals should thus remain at the global level, with ICAO providing an overarching perspective and a timeframe for implementation of the goals. It was also indicated that the Group should think broadly, beyond the quantitative aspect of reducing aviation greenhouse gas emissions, and consider other objectives such as the sharing of knowledge and the dissemination of best practices for limiting or reducing aviation greenhouse gas emissions, technology transfer and increasing the capacity of States to take action. It was noted that the International Air Transport Association (IATA) had set itself the goal of carbon neutral growth leading to a zero carbon emissions future. The question was raised whether the growth of air transport would nullify any gains made by fuel efficiency. It was indicated that the Group should consider how ICAO could assist the aviation industry in working toward the goal of carbon neutral growth. It was pointed out that, while carbon neutrality seemed to be a good way to combat global warming, it could not be a global aspirational goal as developing countries wished to continue to grow their aviation industry.

2. In summarizing this preliminary discussion, the Chairman indicated that fuel efficiency can be a major component of global aspirational goals in the short-, medium- and long-term which could guide the Programme of Action. His only conclusion was that further reflection was needed on this subject on the basis of the GIACC's mandate and the statements made by the representatives of the aviation industry during their presentations to the Group the previous day.

Agenda Item 4: Plans and schedules for the accomplishment of tasks identified

Development of a draft work programme for the GIACC and assignment of tasks, allocation of responsibilities, identification of deliverables required and definition of tasks for the Secretary of the GIACC and for the Committee on Aviation Environmental Protection (CAEP)

3. The Group reviewed and accepted a flowchart prepared by the Chairman illustrating GIACC's overall work process and how GIACC's outputs could be used, subject to: the inclusion of "Framework of Action" in the output entitled "GIACC advice on menu of measures"; the insertion of an additional output on means of implementation after the latter output; the inclusion of "(data)" in the output entitled "GIACC advice on monitoring"; and the incorporation of the element of policy guidance between the boxes entitled "ICAO-Goals" and "Measures". The amended flowchart is reproduced in the Attachment.

4. The Chairman then proposed the establishment of several task groups comprising GIACC Members and their Advisors to consolidate views and put forward conclusions for GIACC's consideration at future meetings. He suggested the creation of a Data Collection Task Group, a Task Group on the development of a consolidated view on elements/measures for the limitation of emissions and a Task Group on inventory of possible aspirational goals to carry out work to be completed by the second meeting and the creation of a Task Group on means to measure progress and a Task Group to explore effective ways to assist States in achieving emissions reduction (through transfer of technologies/innovative financing) to carry out work to be completed by subsequent meetings.

5. In light of the discussion, however, the Group decided to adopt a template process in order to determine where there was consensus and where there was not. Consideration could later be given to forming sub-groups to conduct any necessary tasks between meetings. It was agreed that Members would submit proposals for elements to be integrated into the template by 30 March 2008 using the 12 elements contained in GIACC's terms of reference as guidance. On the basis of the proposals received, the Secretary would create the template by 30 April 2008 and make it available to Members for review and comment by 30 May 2008. Such comments would be posted on the GIACC secure dedicated website to ensure full transparency. The Secretary would consolidate all comments into a working paper which would be distributed to Members by 20 June 2008 and would serve as a basis for discussion at the second meeting, which would take place three weeks later. It was understood that Members were still free to submit information papers and working papers for consideration by the Group. Such papers should be submitted six weeks in advance of the meeting to ensure sufficient time for translation. Papers submitted later would only be produced in the language(s) provided.

6. The Secretary was requested to prepare either an information paper or a working paper on data collection in the field of aviation greenhouse gas emissions for the next meeting. That paper would indicate, *inter alia*, what data was available, its limitations, third party sources and the work being done by the CAEP in the areas of data collection and modelling.

7. It was noted that, further to a suggestion made during the discussion, the Secretary General would consider issuing a State letter on the collection of data in the field of aviation greenhouse gas emissions.

Definition of communication methods between participants and with the Secretary

8. The Secretary indicated that as GIACC meetings were paperless, "virtual" meeting activities would be carried out using the secure dedicated website, where all documentation requiring distribution would be posted, as well as periodic conference calls and WebEx enabled calls for multi-party discussions. The preferred means of communication with Members would be e-mail. It was noted that Members could

request that additional officials be granted access to the secure dedicated website. Only Members and their Advisors would be able to express opinions on documents posted on the website, however.

Discussion of the consensus papers

9. The Group had two consensus papers for consideration: one prepared by the Chairman and one prepared by Mr. K. Shibata (Japan). As the latter paper integrated most of the Chairman's paper, it was decided to use it as the basis of discussion to identify elements of the Group's deliberations where there had been common ground.

10. It was agreed to amend the second sentence of the first paragraph of the paper by replacing the words "agreed to work on the following points in mind" with the words "identified the following common themes", and to amend sub-paragraph 4) by adding the word "possible" before the words "global aspirational goals" and the phrase "in accordance with the terms of reference and consistent with Appendix K of Assembly Resolution A36-22" thereafter. It was further agreed to add a new sub-paragraph 6) based on the first phrase of paragraph 6 of the Chairman's consensus paper which would read "GIACC should have access to updated data.". The revised text of the consensus paper approved by the Group is reproduced below.

"The first GIACC meeting was held at ICAO Headquarters in Montreal from 25 to 27 February 2008. Through the discussions, GIACC Members identified the following common themes:

- 1) Need to address climate change issues under ICAO leadership in close co-ordination with UNFCCC. GIACC is evidence of this leadership.
- 2) Sustainable aviation growth is paramount and good for the world economy. GIACC should deliver ambitious but feasible solutions.
- 3) Need to address aviation's greenhouse gas emissions by a multi-path approach comprising measures such as operational measures, market-based measures, voluntary measures, improvements in ATM and technological advances (as described in GIACC's terms of reference).
- 4) Need to present measures that States can use to respond to possible global aspirational goals in accordance with the terms of reference and consistent with Appendix K of Assembly Resolution A36-22, taking into account national and regional priorities, recognizing the particular economic conditions of developing countries (common but differentiated responsibilities).
- 5) Implementation framework will allow States to identify financial needs and promote the use of innovative funding and transfer of technologies to developing countries.
- 6) GIACC should have access to updated data."

11. In addition to the text in paragraph 10 (above), which was adopted by the Group, Mr. Shibata offered the following summary on the discussion during the first GIACC meeting:

"1. Global aspirational goals

While several Members pointed out that much broader, public-appealing goals are necessary, the Global Aspirational Target (GAT) in terms of fuel efficiency (GATFE) for international aviation was proposed and recognized as at least one of the important components of the goals.

2. Elements of action in the programme

Following 8 areas were identified, without denying other areas:

- New CO₂ emissions standards for aircraft

- Technological advances for aircraft, including fleet modernization
- Efficient operation in the air and on the ground
- Improvements in air traffic management (ATM)
- Alternative fuels
- Improvement of airport infrastructure
- Market-based mechanism
- Carbon offset programme

In addition, capacity-building, technology transfer and innovative financing were pointed out as effective ways to assist States in achieving emissions reductions through the above-mentioned areas' actions.

3. Data compilation

Based upon the proposal of GATFE, compilation of the amount of fuel consumption and revenue-tonne-kilometre transport was agreed. This collection will be considered by ICAO, such as through a State letter from ICAO to Member States. These data should be considered before setting the GATFE.

4. Means to measure progress

It was agreed that each Member State supervises its air carriers to achieve the GATFE, with monitoring by ICAO.”

12. It was noted that item 4 above had not been discussed during the Group's deliberations.

Dates and venue for subsequent meetings

13. The Group decided that its next meeting would take place at ICAO Headquarters in Montreal from 14-16 July 2008. With regard to the questions of inviting international organizations to the second meeting to express their views and of granting observer status to representatives of the aviation industry, it was agreed that the meeting would concentrate on internal discussions and that there would not be any participation by external representatives. However, in light of requests made by the International Federation of Air Line Pilots' Associations (IFALPA) and the United Nations World Tourism Organization (UNWTO) for invitations to present their views, it was agreed that they would be given the opportunity to present their views in written form and that a decision could be taken in future whether or not to invite them to give oral presentations. It was understood that the Group would reconsider the issue of participation of external representatives at the end of each meeting.

14. The Group also decided that its third and fourth meetings would be convened at ICAO Headquarters in Montreal from 16-18 February 2009 and 1-3 June 2009, respectively, in order to accommodate a high-level meeting to review its Programme of Action before the fifteenth meeting of the Conference of the Parties (COP 15) of the UNFCCC, scheduled for December 2009.

Closing of the meeting

15. On behalf of the Council, the President expressed sincere gratitude to the Chairman for all his efforts and to the GIACC Members for their spirit of co-operation during the deliberations. He was confident that that spirit of co-operation would prevail during future meetings of the GIACC.

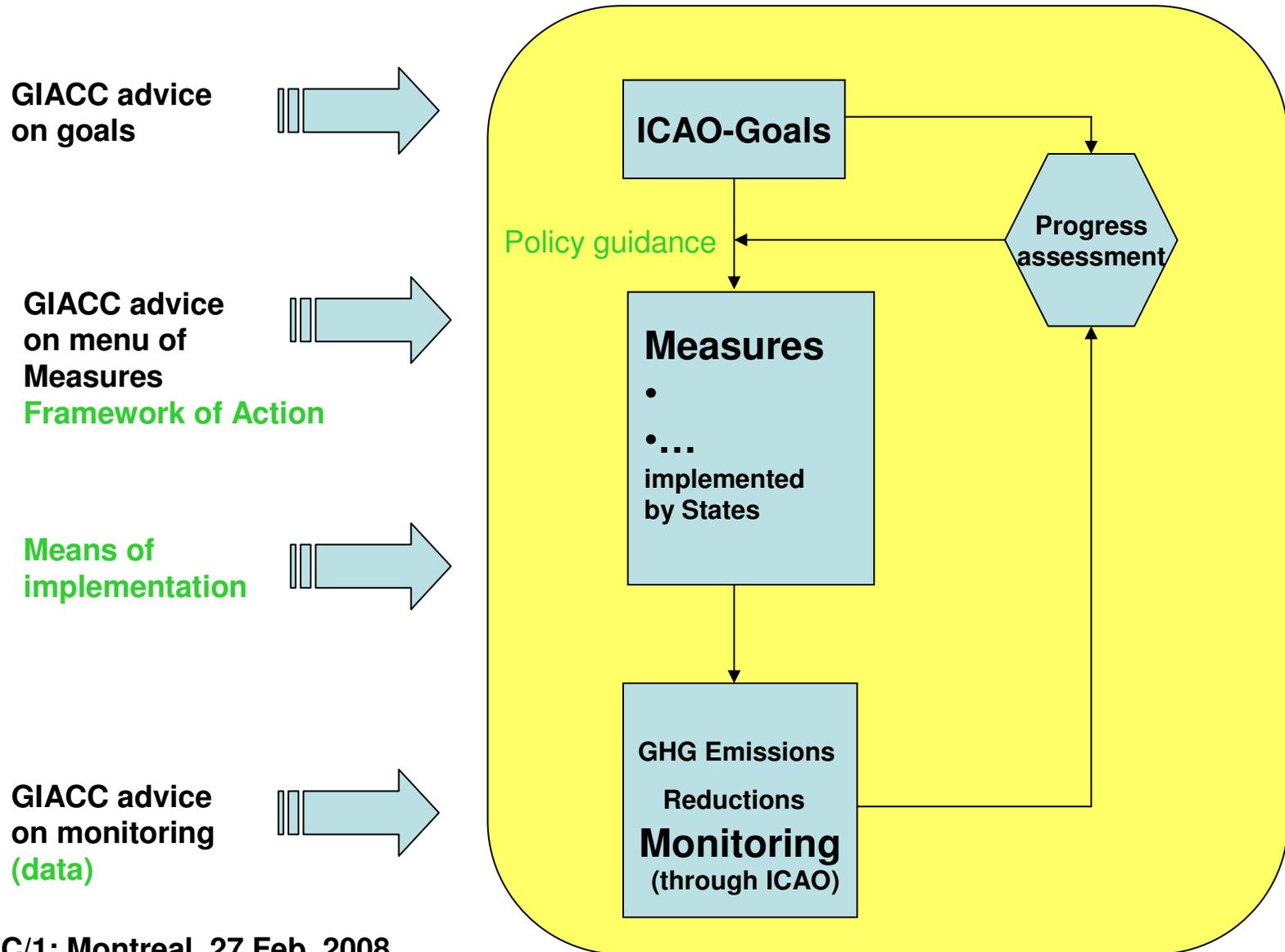
16. In noting that, as agreed, the next GIACC meeting would decide on its chairmanship, the President of the Council recommended that, in the interim, all communications be co-ordinated through the present Chairman and the Secretary. Observing that the Group had identified some key areas of progress, he

urged Members to keep in contact with the Chairman and the Secretary pending the second meeting and to provide their recommendations and/or suggestions with a view to moving forward the Group's mandate as outlined in the terms of reference.

17. It was noted that there was a general feeling among Members from developing countries that the GIACC would benefit from a greater diversity of opinion if there were a chairman from the developing countries for the next meeting and that it was intended to propose Ms. M. Mpofu (South Africa) as Chairman. It was suggested that the latter could work with the current Chairman in the interim to ensure a successful second meeting.

18. Indicating that the election process for the GIACC chairman was the responsibility of the President of the ICAO Council and confirming that he would be prepared to co-operate with Ms. Mpofu, the Chairman thanked Members for their constructive collaboration, as well as the President of the Council and the Secretariat for their support throughout the meeting.

Use of eventual GIACC output



GIACC/1; Montreal, 27 Feb. 2008
Reflects meeting discussions