

**GIACC/2**

# Recent Environmental Developments

Jane Hupe

Chief, Environmental Unit



# Developments since GIACC 1

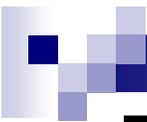
## ■ DEVELOPMENTS IN OTHER UN BODIES:

- UNFCCC Bangkok Climate Change Talks (31 March - 4 April 2008 )
- IMO's Marine Environment Protection Committee 57th Session (London, 31 March - 4 April 2008)
- UNFCCC Bonn Climate Change Talks (2-13 June 2008)
- IMO's WG on GHG (Oslo, 23 - 27 June 08)

## ■ DEVELOPMENTS IN ICAO

- CAEP WGs activities
- ICAO Carbon Calculator
- ICAO Aviation and Carbon Markets Workshop

## ■ NEXT STEPS

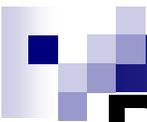


# Bangkok Climate Talks

- Encompassed the first part of the Fifth meeting of the Ad Hoc Working Group on Further Commitments for Annex I Parties (AWG-KP5) and First meeting of the Ad Hoc Working Group on Long term Commitments under the Protocol (AWG-LCA1)

## AWG-KP5

- Thematic workshops: ICAO made two presentations
- Inclusion of aviation and maritime bunker emissions with specific targets in the commitments of Annex I Countries post-2012
- Parties were divided: while some expressed the need to maintain discussions related to bunkers in ICAO, others, referring to the lack of progress in ICAO, called for action under UNFCCC - after extensive considerations it was agreed that discussions on this item should continue during the next meetings
- Discussion of bunker fuels under Annex I commitments - new approach. Prior to Bangkok, bunker fuels had only been discussed in SBSTA, under methodological issues
  - No progress since SBSTA 22 (considered again in SBSTA 28)

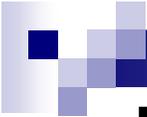


# Bangkok Climate Talks

## Excerpts from AWG-KP5 conclusions

“The AWG will continue, at its resumed fifth session and at the first part of its sixth session, its work on the analysis of means that may be available to Annex I Parties to reach their emissions reduction targets and on ways to enhance their effectiveness and their contribution to sustainable development. Work undertaken on these issues by the AWG **will require the participation of experts and should take into account relevant results achieved and work underway in other bodies** and processes under the Convention, especially its Kyoto Protocol. The AWG agreed to consider, with due attention to improving the environmental integrity of the Kyoto Protocol, in particular:

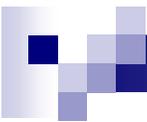
**How approaches to limit or reduce emissions of GHG not controlled by the Montreal Protocol from aviation and marine bunker fuels could be used by Annex I Parties as a means to reach their emissions reduction targets, taking into account Article 2, paragraph 2, of the Kyoto Protocol.”**



# Bangkok Climate Talks

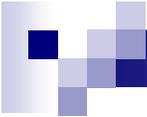
## **AWG-LCA1** First meeting of the Ad Hoc Working Group on Long term Commitments under the Protocol

- New subsidiary body established by COP13 (Bali, December 2007), as a follow-up process to the “Dialogue on long-term cooperative action to address climate change by enhancing implementation of the Convention”.
- It is mandated to launch a comprehensive process to enable the full, effective and sustained implementation of the Convention through long-term cooperative action up to and beyond 2012 (the Bali Action Plan). It must complete its work by COP15 in Copenhagen in 2009.
- AWGLCA1 exchanged views on key elements in the Bali Action Plan including “a shared vision for long-term cooperative action”, mitigation, adaptation, technology transfer and finance (the vision and 4 elements of the action plan).



# Bangkok Climate Talks – AWGCLA1

- Main results from AWGLCA 1:
  - It recognized sufficient time should be allowed for negotiations in order to enable COP 15 to reach agreement;
  - It agreed to complete its work programme for 2009 no later than at its fourth session in 2008 and that its work should be facilitated by workshops and other activities to deepen understanding and clarify elements included in the Bali Action Plan; and
  - It invited other relevant intergovernmental processes, the business and research communities and civil society to take note of its work programme so that the process is informed of their outputs and insights.



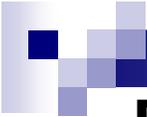
## Bonn Climate Talks (2-13 June 2008)

### SBI28, SBSTA28, AWG-KP5 Part 2 & AWG-LCA2

- Discussions on aviation emissions took place mainly:
  - under **SBSTA28** - Agenda Item 7(b) Emissions from fuel used for international aviation and maritime transport ;and
  - under **AWG-KP 5** - A round table on means to reach emission reduction targets held on 2 June, included discussions on “Possible approaches targeting sectoral emissions and GHGs, sectors and source categories”
- ICAO provided a Statement to both fora and participated in a UN side event on climate neutrality launching the ICAO Carbon Calculator

#### **SBSTA28 Conclusions:**

- The meeting received information from the secretariats of ICAO and IMO on ongoing work within these two organizations and took note of the views expressed by Parties with regard to this information
- Recognizing the need to continue the cooperation and the exchange of information between ICAO, IMO and the UNFCCC, SBSTA28 agreed to continue to receive information from ICAO and IMO on relevant work regarding this issue in order to enable Parties to exchange views on this information during its next three sessions
- The SBSTA agreed to further consider issues relevant to this agenda item at its thirty-second session (May–June 2010)



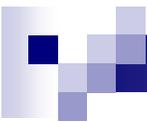
## Bonn Climate Talks (2-13 June 2008)

### □ **AWG-KP5 Draft conclusions proposed by the Chair**

Agenda item 3 (c) and (d): Analysis of means to reach emissions reduction targets and identification of ways to enhance their effectiveness and contribution to sustainable development : Greenhouse gases, sectors and source categories to be covered, and possible approaches targeting sectoral emissions

### **[Emissions from aviation and maritime bunker fuels**

1. Limiting or reducing emissions from aviation and marine bunker fuels as a means for Annex I Parties to reach their emission reduction targets in accordance with Article 2, paragraph 2, of the Kyoto Protocol.
2. Scope of limiting or reducing emissions from aviation and marine bunker fuels as a means for Annex I Parties to reach their emissions reduction targets in accordance with Article 2, paragraph 2, of the Kyoto Protocol:
  - The International Civil Aviation Organization (ICAO) and International Maritime Organization (IMO) to take the lead; emissions to continue to be reported separately from national totals in accordance with the UNFCCC and Kyoto Protocol reporting guidelines;
  - UNFCCC to agree on mitigation objectives; ICAO and IMO to implement these objectives;
  - UNFCCC to take the lead by allocating emissions to national totals; ICAO and IMO to provide technical expertise.
3. Need for progress on discussions on Article 2, paragraph 3, of the Kyoto Protocol.
4. Apply economic instruments to emissions from aviation and marine bunker fuels as a source of revenue to finance, inter alia, adaptation and reduction of emissions from deforestation and forest degradation in developing countries.]

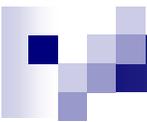


# International Maritime Organization

Marine Environment Protection Committee - 57th session  
31 March - 4 April 2008 (MEPC57)

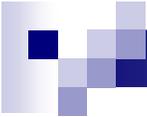
- MEPC/57 endorsed a proposal from the IMO Secretary-General to expedite the Organization's work on GHG emissions
- MEPC/57 decided to take the principles below as its reference for further debate on GHG emissions from international shipping and also for further reflection when the nature and form of the measures to be taken become clearer. A coherent and comprehensive future IMO framework should be:
  - 1. effective in contributing to the reduction of total global greenhouse gas emissions;
  - **2. binding and equally applicable to all flag States in order to avoid evasion;**
  - 3. cost-effective;
  - 4. able to limit, or at least, effectively minimize competitive distortion;
  - 5. based on sustainable environmental development without penalizing global trade and growth;
  - 6. based on a goal-based approach and not prescribe specific methods;
  - 7. supportive of promoting and facilitating technical innovation and R&D in the entire shipping sector;
  - 8. accommodating to leading technologies in the field of energy efficiency; and
  - 9. practical, transparent, fraud free and easy to administer.

\*The delegations of Barbados, Brazil, China, India, Iran (Islamic Republic of), Mexico, South Africa and Venezuela could not support the decision and reserved their position regarding sub-paragraph 2 above.



## IMO's WG on GHG, Oslo (23-27 June 08)

- The meeting considered:
  - Mandatory CO<sub>2</sub> Design Index for New Ships
  - The CO<sub>2</sub> Operational Index
  - Best practices for voluntary implementation of and guidance for the ship industry on fuel efficient operation of ships
  - Economic instruments with GHG-reduction potential - discussion related to different economic instruments including, inter alia, a global levy on fuel used by international shipping and the possible introduction of emission trading schemes for ships.
- Next steps:
  - MEPC/58 will be held in London from 6 to 10 October 2008;
  - Consider legal aspects of the proposals and decide whether the GHG regulations should form part of an existing convention or whether an entirely new instrument should be developed and adopted.



# Developments in ICAO and CAEP

- Aviation emissions data (GIACC/SL ENV 1/1-08/44)
- Council update on Bangkok and Bonn Climate Change Talks
- CAEP MEMO/Conference call on prioritization of tasks
- ICAO Carbon Calculator
  - UN Carbon initiative
  - Proliferation of Carbon offset schemes involving aviation
  - ICAO developed initial methodology and presented for approval at CAEP SG Nov 2007
  - Creation of ACE group, lead by IATA, to review methodology
  - ACE report and Methodology approved in May 08 as a first step
  - Methodology and tool presented at UNFCCC UN side event (Bonn)
  - Official launch by Secretary General, ICAO Workshop - 18-19 June 08
  - Schedule for further improvements to be decided by CAEP SG (Sept 08)
  - Letter to UN
  - Potential next steps
- Meeting of CAEP WGs & discussions on GHG tasks
  - Any instructions on the priority to be given to specific tasks needed now
- Other outreach activities: ICAO Journal; Aviation GHG emissions Q&E

# ICAO Carbon Calculator

## ICAO CARBON EMISSIONS CALCULATOR

ICAO has developed a methodology to calculate the carbon dioxide emissions from air travel for use in offset programmes.

The ICAO Carbon Emissions Calculator allows passengers to estimate the emissions attributed to their air travel. It is simple to use and requires only a limited amount of information from the user.

The methodology applies the best publicly available industry data to account for various factors such as aircraft types, route specific data, passenger load factors and cargo carried.

For additional information, please see the accompanying [methodology to the ICAO Carbon Emissions Calculator](#).

You can find your carbon footprint by entering your city of origin and destination



From:	<input type="text" value="MONTREAL (YUL)"/>	To:	<input type="text" value="TORONTO (YYZ)"/>
From:	<input type="text" value="TORONTO (YYZ)"/>	To:	<input type="text" value="SAO PAULO (GRU)"/>

My ticket is:  Economy Class  Premium Class (Economy Premium, Business, or First)

Number of passengers:

[Click here to read the ICAO Methodology](#)

Help us to improve the calculator

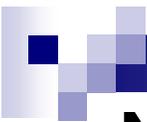
[www.icao.int](http://www.icao.int)

Methodology available



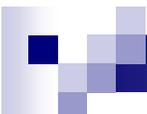


- 18 to 19 June 2008, ICAO held the Aviation and Carbon Markets Workshop
- The keynote speaker at this event was Mr. Yvo de Boer, Executive Secretary of the UNFCCC
- The objective of the event was to familiarize participants with key issues related to aviation emissions and carbon markets. A variety of approaches including emissions trading and carbon offset programmes were addressed, together with a broad discussion on other Kyoto flexible mechanisms and the opportunities for a global aviation carbon market. The workshop programme included presentations on emerging discussions on possible funding mechanisms for mitigation and adaptation.
- More information on this event, including copies of presentations, may be found on the ICAO website at [www.icao.int/2008/wacm](http://www.icao.int/2008/wacm)



# Next Steps/Calendar 2008

- UNFCCC Ghana Climate Change Talks - 21 to 27 August 2008, Accra – *ICAO is planning a side event on 23 August*
- CAEP Steering Group – Steering Group Meeting, 22 to 26 September 2008, Seattle
- IMO MEPC/58 London from 6 to 10 October 2008
- UNFCCC COP14, CMP4 and sessions of the Subsidiary Bodies - 1-12 December 2008 Poznan, Poland



# Schedule GIACC, AWG-KP & AWG-LCA

## ICAO/GIACC PROCESS

**GIACC/1 – 25-27 Feb08**

**GIACC/2 – 14-16 Jul08**

**GIACC/3 – 16-18 Feb09**

**GIACC/4 – 1-3 Jun09**

**High Level Meeting in  
connection with  
COP/15 (date tbd)**

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**CAEPSG/2-Sept08**

**CAEPSG/3-Jun09**

**CAEP/8-Feb10**

## UNFCCC PROCESS

**AWG5/LCA/1 – 31Mar-4Apr08**

**AWG5/LCA/2 – 2-13 Jun08**

**AWG6/LCA/3 – 21-27 Aug08**

**AWG7/LCA/4 – 1-12 Dec08**

**AWG8/LCA/5 – Mar09**

**AWG9/LCA/6 – 1-12Jun09**

**AWG10/LCA/7– Aug/Sept09**

**AWG11/LCA/8– 30Nov/11Dec09  
(COP/15)**

## WORKSHOPS/INFORMAL GROUPS



**ICAO  
Environmental  
Report 2007**



**Thank you**

**<http://www.icao.int/env/>**