



International Civil Aviation Organization

INFORMATION PAPER

GIACC/2-IP/3

25/6/08

English only

GROUP ON INTERNATIONAL AVIATION AND CLIMATE CHANGE (GIACC)

SECOND MEETING

Montréal, 14 to 16 July 2008

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

ICAO COUNCIL'S CONSIDERATION OF THE PROGRESS REPORT ON THE GIACC

(Presented by the Secretariat)

1. INTRODUCTION

1.1 The Group on International Aviation and Climate Change (GIACC) was established by the 36th Session of the ICAO Assembly to develop and recommend to the Council a Programme of Action on aviation and climate change consistent with Appendix K to Assembly Resolution 36-22.

1.2 In March 2008, during the 10th and 11th meetings of the 183rd Session, the ICAO Council reviewed C-WP/13143, *Progress Report on the Group on International Aviation and Climate Change (GIACC)* which summarized the results of the first meeting of the GIACC and requested that the summary minutes of their discussions be made available to the GIACC. Accordingly, these minutes are presented as the Appendix to this paper.

2. CONCLUSIONS

2.1 The GIACC is requested to note the Council's discussions during the 10th and 11th meeting of the 183rd Session regarding the first meeting of the GIACC and to take them into consideration at their second meeting.

APPENDIX

COUNCIL — 183RD SESSION

SUMMARY MINUTES OF THE TENTH MEETING

(THE COUNCIL CHAMBER, WEDNESDAY, 19 MARCH 2008, AT 1000 HOURS)

(...)

Subject No. 50.3: Aircraft engine emissions

Progress report on the Group on International Aviation and Climate Change (GIACC)

1. The Council commenced its review of C-WP/13143, in which the Secretary General summarized the results of the first meeting of the Group on International Aviation and Climate Change (GIACC) (Montréal, 25-27 February 2008). It was recalled that the GIACC had been established by the 36th Session of the ICAO Assembly to develop and recommend to the Council a Programme of Action on aviation and climate change consistent with Appendix K to Assembly Resolution A36-22 (*Consolidated statement of continuing ICAO policies and practices related to environmental protection*). In introducing the paper, the Secretary of the GIACC noted that the second sentence of paragraph 2.4.4 should be amended by replacing the word “requests” with the word “reports”. During the ensuing discussion, all Representatives who took the floor expressed appreciation for the excellent work done by the Secretariat in providing support to the GIACC, despite limited resources.

2. Noting, from paragraph 2.4.1 of the paper, that it had been pointed out during the meeting that the four planned meetings would not be sufficient for the GIACC to conclude its assignment, the Representative of Canada underscored the need to emphasize to the Group that it was essential for it to complete its work within the identified ambitious timeline. Observing that, while it was still early in the GIACC process, the paper suggested that a number of areas might be emerging where the Group might add value, he indicated that one such area which his State found to be very promising was improving the communication regarding ICAO and industry progress and successes in reducing the environmental impact of aircraft engine emissions. The Representative of Canada noted, in this regard, from paragraph 2.2.2, that there “appeared to be a public misconception that aviation was a highly polluting activity and that not enough effort was being taken to reduce aviation’s impact on the environment”. He underscored that another area where the GIACC could add value was measurement to ensure a verifiable and common approach to performance assessment. The Representative of Canada emphasized the importance of the Group’s focussing its efforts on adding value, as well as on a few key outcomes, given the limited time and resources available. It should continue to structure its agenda in as lean a fashion as possible.

3. The Representative of Singapore underscored that the world was eagerly awaiting the outcome of the GIACC’s meetings, not only the Council, ICAO Contracting States or aviation industry players, but also the parties to the United Nations Framework Convention on Climate Change (UNFCCC), environmental activists and other non-aviation-related industry groups. There were two reasons for their interest. The Council, ICAO as a whole, and the aviation industry awaited the leadership

that the GIACC would provide in charting the path on the role which ICAO and aviation would play in addressing global environmental issues. However, others were waiting to pounce on aviation for not doing enough and were using it as the whipping boy for failings in their own sectors. The GIACC's responsibilities were heavy; expectations were high and time was not on its side. As mentioned by the Representative of Canada, only four GIACC meetings had been scheduled. One meeting had already taken place, with results which were, to say the least, disappointing. As the paper indicated, no concrete conclusions had been reached. Furthermore, no framework had been established. The creation of a template was only in the initial phase. The Representative of Singapore recalled that he and the Representatives of Canada and Japan had earlier suggested, via electronic mail to the Secretariat, that more time should be allocated to discussion among GIACC Members as there was much to be achieved during the short period of time available. That suggestion had unfortunately not been taken on board, which had undoubtedly contributed to the slow results.

4. In enquiring as to what outcome should be expected from the GIACC's second meeting (Montréal, 14-16 July 2008), the Representative of Singapore noted that, although the Secretariat had provided a schedule for the next three meetings, it had not provided one for the recommendations which the Group should present to the Council, the high-level meeting to endorse ICAO's aviation environmental framework and the Fifteenth Meeting of the UNFCCC Conference of the Parties (COP 15) in December 2009. Querying how the Council could help ensure that the GIACC would be able to deliver the outputs specified in Assembly Resolution A36-22, Appendix K, he reiterated that if the GIACC required the support of the Committee on Aviation Environmental Protection (CAEP), then the latter should provide all necessary assistance. Furthermore, the Secretariat should assist the GIACC in tapping all available resources to facilitate its work. In emphasizing that ICAO could not afford to lose its credibility and leadership in this global aviation issue, the Representative of Singapore underscored that, if it did, then it would deserve to be led by others in its field of specialty.

5. Noting that he had requested the GIACC Member from the United States and his advisor to review C-WP/13143, the Representative of the United States indicated that he had some specific comments on the paper, which reflected a different perception of some of the conclusions set forth therein, that he wished to have recorded in the summary minutes. He asked that the latter be distributed to the GIACC Members, unless the Council decided to revise C-WP/13143. Drawing attention to the last sentence of paragraph 2.2.1 ("... amending the Committee's terms of reference as necessary"), the Representative of the United States indicated that it should instead read "amending the Committee's work programme". The CAEP's terms of reference were an entirely different issue and should not be amended. Referring to paragraph 2.3.1 on the exchange of information on national/regional activities, he averred that it did not adequately address some of the more complete presentations made by the various GIACC Members. The United States considered that there was a significant commonality in the presentations of many of the GIACC Members on the importance of advancing aircraft technology, air traffic management improvements and alternative fuels in addressing aviation's greenhouse gas emissions impacts which should be reflected in the paper.

6. With reference to the first sentence of paragraph 2.3.3, which indicated that "there were many interdependencies to be considered, not least that of safety", the Representative of the United States pointed out that, in the view of his country, interdependencies included noise, air quality issues and safety. Observing that the last sentence of that paragraph referred to "the need for action at a global level", he indicated that it was the perception of the GIACC Member from the United States that the general view of the Group was that there was a need for a global framework that would assist countries in choosing a set of actions that were suitable to their particular circumstances and industry. It was necessary to emphasize international co-operation in advancing technical and operational improvements.

7. Drawing attention to paragraph 2.3.4.1, which indicated that “In summary, the Chairman noted that fuel efficiency was clearly a major component of global aspirational goals”, the Representative of the United States noted that, in the view of his country at least, that was the Chairman’s position. It was the perception of the GIACC Member from the United States that the Group’s general view was that the Assembly had been quite clear in mandating that aspirational goals in the form of fuel efficiency was the proper path forward, as the Representative of Canada had stated earlier. The Representative of the United States fully endorsed the comments made by the latter. Referring to paragraph 2.4.1, he indicated it was the perception of the GIACC Member from the United States that the Group’s work should be done within the scheduled four meetings. Although it might be that more meetings would be necessary, there had not been any conclusion that such meetings would be necessary. With regard to the last sentence of paragraph 2.4.4 (“This should allow for the high-level meeting to review the Programme of Action before the 15th meeting of the UNFCCC Conference of the Parties scheduled for December 2009”), the Representative of the United States noted that, in the view of his country, the schedule of future meetings would allow the Council to review and decide on the appropriate course in handling the GIACC’s recommendations with respect to the UNFCCC COP 15 meeting scheduled for December 2009.

8. The President of the Council suggested that the summary minutes of the meeting be transmitted to the GIACC Members instead of amending the paper.

9. The Representative of Nigeria fully supported the comments made by the Representatives of Canada and the United States. With regard to enhancing communications with the general public, he indicated that ICAO should convey the message that it was not only airlines that were negatively impacting the environment but also communities through their insistence on night curfews to reduce aircraft noise. The general public should be made aware of the costs of night curfews for airlines and of the resultant increase in aviation emissions around airports. The Representative of Nigeria suggested that the GIACC might wish to take these issues into account in considering a public communications strategy. To a further point raised by the Representative, the President of the Council recalled that, during the Council’s consideration of the Report of the CAEP Steering Group Meeting (C-WP/13124; C 183/5 and /6), a proposal had been made that he communicate with the GIACC and the CAEP and report the Council’s concerns about night curfews and their impact on the environment.

10. Emphasizing the importance of having an impartial report on the work of the GIACC, the Representative of the United Kingdom did not agree that the various nuances suggested by the Representative of the United States should be inserted in the paper. He instead agreed that the summary minutes of the meeting be transmitted to the GIACC Members so that the latter could reach their own conclusions. Observing that presentations on possible actions to reduce aviation greenhouse gas emissions had been given by representatives of, *inter alia*, the International Air Transport Association (IATA) and Airports Council International (ACI), he affirmed that that was one of the most useful ways for the GIACC to obtain information. Recalling, however, that the International Federation of Airline Pilots Associations (IFALPA) and the United Nations World Tourism Organization (UNWTO) had sought, but not been given, the opportunity to make such presentations, he stressed that the Group should not be overly restrictive in granting organizations the opportunity to express their views. Noting that one particularly important organization that had not yet made such a presentation was the UNFCCC Secretariat, the Representative of the United Kingdom emphasized that it was essential that the GIACC understand the perception of that sister UN organization and that a presentation by the UNFCCC Secretariat should be included in the GIACC’s agenda as a matter of priority.

11. Referring to the comments made by the Representative of Nigeria, the Representative of the United Kingdom averred that night curfews did not, in themselves, lead to an increase in aviation emissions. In underscoring the importance of recognizing political realities, he stressed that the aviation

industry was a global industry which needed to work around those global political realities. The Representative of the United Kingdom maintained that it could not be said that there was a trade-off between aviation emissions and noise in the context of night curfews.

12. Noting that there were three more planned GIACC meetings, the Representative of the United Kingdom queried whether there was a contingency plan for convening additional meetings. In also enquiring whether there was an intention to rotate the chairmanship, he queried whether, in the affirmative, there was any pre-planning for such rotation. The Representative of the United Kingdom agreed that the work of the GIACC needed to be kept lean and focussed. Recalling that some of its tasks had been referred to the Secretariat rather than to subgroups, he underscored that his State was considering the possibility of providing additional manpower resources should the Secretariat wish it.

13. While agreeing on the importance of the UNFCCC giving a presentation to the GIACC, and noting that other organizations had expressed an interest in making presentations, the Secretary of the GIACC indicated that it would be for the Group to decide how it wished to structure its meetings. For the second meeting, the GIACC had considered that there was a very clear need to be internally focussed to conduct its work and had taken the decision not to have invited guest speakers from external organizations. He underscored that, although there had been a broadly-held view in the Group that four meetings might not be sufficient, no decision had been taken to have additional meetings. Concurring that the GIACC's work needed to be lean and focussed in order to achieve ICAO's objectives, the Secretary of the GIACC emphasized that the CAEP and the GIACC would have to concentrate on their respective tasks while keeping the lines of communication open. In noting that the Secretariat would require some assistance in order to keep the GIACC process moving forward, he underscored that there was much work to be done within a tight deadline and with great external expectations.

14. In congratulating ICAO for setting up the GIACC, the Representative of South Africa affirmed that it was a step in the right direction. Noting that a baby crawled before beginning to walk, he commended the results of the Group's first meeting. Expressing support for the comments made by the Representative of the United States, the Representative of South Africa underscored that they reflected what had taken place during the GIACC's deliberations, as the remarks made by the Representatives of Nigeria and Canada bore witness. Referring to paragraph 2.3.4.1 of the paper, he emphasized that it captured the Chairman's summary regarding aspirational goals. The Representative of South Africa indicated that it would have been useful if there had also been a summary by the Chairman on the other agenda items, such as Agenda Item 3 (Planning of actions and policy elements to be developed by the Group).

15. While the Representative of South Africa agreed with the Representative of the United Kingdom on the importance of the UNFCCC Secretariat giving a presentation to the GIACC, he disagreed with him on the issue of night curfews, maintaining that the latter did result in an increase in aviation emissions. Affirming that the Chairman of the GIACC had done an excellent job, he enquired whether rotation of the chairmanship had been suggested to ensure equitable geographic representation. The President of the Council recalled (GIACC/1-SD/3) that there had been a general feeling among GIACC Members from developing countries that the Group would benefit from a greater diversity of opinion if there was a Chairman from the developing countries for its next meeting. It would be for the GIACC to decide whether or not to have a rotational chairmanship.

16. The Representative of Mexico affirmed that the paper reflected the GIACC's discussions. He supported the proposal to transmit the summary minutes of the current meeting to the Group. The Representative of Mexico recalled that during the GIACC's meeting it had been emphasized that the successful efforts being made by the aviation industry to reduce its impact on the environment had not

been sufficiently promoted. He underscored the need for the Council to consider establishing a global objective for the aviation industry to increase awareness of the latter's efforts in order to combat the misconception of some of the general public that aviation was a highly polluting activity.

17. Drawing attention to paragraph 2.4.4 of the paper, the Representative of Mexico stressed the importance of the Council examining the results of the GIACC's meetings before the UNFCCC COP 15 meeting in December 2009. He further emphasized that the said high-level meeting to endorse the GIACC's Programme of Action should take place prior to the COP 15 meeting so that ICAO Contracting States could develop a more unified position. Applauding the work of the Chairman, the Representative of Mexico affirmed that the results of the first GIACC meeting were satisfactory. Emphasizing the need for the Council to carefully consider the highly delicate question of a future rotation of the chairmanship, he underscored that there was not much time for the Group to complete its work and that a rotation of the chairmanship might run the risk of polarizing certain issues. The Representative of Mexico stressed that the Council should reflect on whether there should be a rotation of the chairmanship or whether it should give other guidance to the Group.

18. The Representative of India also complimented the Chairman of the GIACC on his work. He endorsed the comments made by the Representatives of the United States, Canada, Nigeria and South Africa. Reiterating that priority must be given to the Group's work, the Representative of India expressed the hope that the Secretaries of the GIACC and the CAEP would coordinate the requisite balance. Referring to paragraph 2.3.4 of the paper, he underscored that Assembly Resolution A36-22, Appendix K, Operative Clause 2 b) 3) clearly specified that the global aspirational goals to be identified by the GIACC were to be "in the form of fuel efficiency". In requesting that the GIACC examine the issue of night curfews, the Representative of India indicated that it was quite likely that the Member from his State would raise that issue at the Group's next meeting for its consideration.

19. In concurring with the Representative of Singapore on the need to develop a timeframe for the completion of GIACC's work so that the Council could report thereon to the UNFCCC COP 15 meeting in December 2009, the Representative of India suggested that the Group convene additional meetings, whether electronically or otherwise, so that it would be able to present its report to the Council by June 2009. The Council would then decide whether or not to hold a high-level meeting. In the affirmative, the issue would be considered again by the Council following such a meeting, at which time the Council would take a formal position for presentation to the COP 15 meeting.

20. In supporting the proposal to transmit the summary minutes of the present meeting to the GIACC, the Representative of Argentina underscored that the Council should also refer to the Group any specific issues which it considered required clarification. Drawing attention to paragraph 2.3.3 of the paper, he emphasized that the Council should clearly indicate to the GIACC that there were interdependencies between noise, air quality, safety and the environment and that they should be addressed by the Group in its work; otherwise, the GIACC would continue to discuss that issue. Referring to paragraph 2.4.4, the Representative of Argentina stressed the need for the GIACC to be made aware of the fact that there was a deadline for the completion of its work, namely, the UNFCCC COP 15 meeting in December 2009. He noted that, prior to that meeting, the Council had to decide, on the basis of the GIACC's report, whether or not to convene the said high-level meeting. If the Group found that four meetings were insufficient and that it needed more time, then the Council would not have the results it required to take such a decision. The Representative of Argentina then requested clarification regarding the duration of the GIACC's mandate.

21. The President of the Council observed that the Council, in deciding whether or not to hold a high-level meeting to review the Programme of Action recommended by the GIACC, would have

to base itself on Assembly Resolution A36-22, Appendix K, Operative Clause 2 b), which stipulated that the Council should convene such a meeting “at an appropriate time, taking into account the fact that the fifteenth meeting of the Conference of the Parties (COP 15) of the UNFCCC will be held in December 2009”. He noted that, although it had been pointed out in the GIACC’s meeting that four meetings would not be sufficient, the issue of having additional meetings had not been discussed. Indicating that more meetings might be required, possibly only in 2009, the President emphasized that it would be for the Group to decide whether or not to hold additional meetings, based on the resources available.

22. Reiterating that no agreement had been reached during the GIACC’s meeting to have more meetings, the Secretary of the GIACC noted that it had been observed by several members that four meetings might not be enough. The proposal was to try to use technology to the best of the Group’s advantage and have virtual meetings using, for example, WebEx. Emphasizing that it was a “learn as you go” process, he indicated that it was impossible to say at the present time if the GIACC could complete its work in its remaining three meetings as the Group had not yet produced any deliverables; it had only requested the Secretariat to carry out certain tasks prior to the second meeting. With regard to the duration of the Group’s mandate, the Secretary of the GIACC recalled that, from the outset, the GIACC had been regarded as a subordinate body of the Council that would sunset, i.e. that would cease to exist once it had finished its work. No one had indicated to him that the GIACC should continue to operate after it had completed its envisaged Programme of Action. The Secretary of the GIACC noted that it was still an open question within the Group as to when it would be presenting its final report to the Council. In accordance with its earlier decision (182/2), the Council was to consider the possible convening of a high-level meeting during either its 185th Session in November/December 2008 or its 186th Session in February/March 2009.

23. Noting that he had attended the GIACC’s meeting as an observer, the Representative of Venezuela emphasized that all participants had been very satisfied with its organization. Some excellent presentations had been given, notably by the United Kingdom, France, the International Air Transport Association (IATA) and Airports Council International (ACI), which had highlighted the progress being made in reducing aviation’s impact on the environment. In endorsing most of the remarks made by the Representative of the United States, the Representative of Venezuela recalled, with regard to the latter’s comment on paragraph 2.2.1 of the paper, that it had been mentioned in the GIACC’s meeting that the amendment of the CAEP’s Terms of Reference to incorporate work required by the Group was the exclusive prerogative of the Council. Noting that it had not been possible for the observers from the Council to have their many queries answered during the meeting, he suggested that after each GIACC meeting informal meetings be held between Council Representatives and GIACC Members, or at least the Chairman of the GIACC, so that any questions that the Council Representatives had could be clarified.

24. While noting this valid proposal, the President of the Council indicated that the convening of such informal meetings would be dependent upon how much time the high-level government official comprising the GIACC had available.

25. Further consideration of C-WP/13143 was deferred to the next meeting, and the meeting adjourned at 1630 hours.

(...)

COUNCIL — 183RD SESSION**SUMMARY MINUTES OF THE ELEVENTH MEETING****(THE COUNCIL CHAMBER, WEDNESDAY, 19 MARCH 2008, AT 1600 HOURS)**

(...)

Subject No. 50.3: Aircraft engine emissions**Progress report on the Group on International Aviation and Climate Change (GIACC)**

1. The Council resumed (183/10) and completed its consideration of C-WP/13143, in which the Secretary General reported on the results of the first meeting of the Group on International Aviation and Climate Change (GIACC) (Montréal, 25-27 February 2008).
2. Observing, from paragraph 1.1 of the paper, that three GIACC Members had been unable to attend the meeting but had indicated that they would attend future meetings, the Representative of Namibia underscored that, as the Council had been delegated the authority by the 36th Session of the Assembly to form the GIACC, it should ensure that there was full participation at all times in the Group's meetings. He emphasized the importance of demonstrating to the world that ICAO was very serious about reducing the environmental impact of aircraft engine emissions. While noting, from paragraph 2.2.1, that although the Committee on Aviation Environmental Protection (CAEP) had produced a wealth of information on the impacts of aviation on the environment and on mitigation options, there was insufficient fuel consumption data, the Representative of Namibia indicated that it was regrettable that the Secretariat had not provided all the data required for the purposes of the GIACC's meeting. Referring to paragraph 2.4.2, he commended the Group for deciding to make use of a paperless environment out of a desire to "go green" and to cut costs, emphasizing that that was in the interest of ICAO. Expressing concern that the GIACC had not reached any concrete conclusions on addressing climate change, the Representative of Namibia averred that the Group should at least have come up with preliminary conclusions that the Council could have considered. While supporting the actions set forth in the paper, he stressed that the GIACC should move forward with greater thrust.
3. In speaking in favour of having the United Nations Framework Convention on Climate Change (UNFCCC) Secretariat participate in the next GIACC meeting (Montréal, 14-16 July 2008) or in the third meeting (Montréal, 16-18 February 2009), the Representative of Brazil underscored that such participation would help ensure that the Group's and the Council's recommendations and decisions were in line with the UNFCCC. While commending the way in which the GIACC Member from Switzerland, Mr. R. Cron, had chaired the first meeting, he maintained that it would be useful to rotate the chairmanship. Recalling the comments made by the Representative of Argentina during the previous meeting, the Representative of Brazil emphasized the need to consider if it would be possible for the GIACC to present a Programme of Action to the Council by mid-June 2009 so that the latter could decide whether or not to convene a high-level meeting to review it before the fifteenth meeting of the UNFCCC Conference of the Parties (COP 15) in December 2009.
4. Noting that he had attended the GIACC meeting as an observer, the Representative of France affirmed that the paper was a faithful summary of the Group's deliberations. In highlighting the strategic nature of the GIACC's third meeting, he underscored that it would be at that meeting in February 2009 that the Group would decide whether or not its work was sufficiently advanced to recommend to the

Council the convening of the said high-level meeting and to propose its terms of reference. If the GIACC were to decide in the affirmative, then its fourth meeting (Montréal, 1-3 June 2009) would be its final meeting and would be used to prepare for the high-level meeting. The Representative of France suggested that there should perhaps be an interim meeting of the Group in the Fall of 2008. In agreeing that it would be useful to have the UNFCCC Secretariat participate in a GIACC meeting, he indicated that it would be preferable for it to take part in the second meeting in July 2008. The President of the Council recalled, in this context, that the Council had agreed (182/2) to take a decision regarding the date for convening the said high-level meeting during either its 185th Session in November/December 2008 or its 186th Session in February/March 2008.

5. Referring to the comments made by the Representative of Namibia, who had stressed that GIACC Members should attend meetings under all circumstances, the Representative of Germany underscored that the German participant had been unable to attend the first meeting not due to other, more urgent commitments but solely due to the fact that he had been unable to fly. He confirmed that the German participant would attend future meetings. The President of the Council noted that it was his intention to speak directly with some GIACC Members to ensure, to the extent possible, the attendance of all Members and that the Secretariat would also be contacting Members.

6. The Representative of Italy emphasized that the Council should convey the message to the GIACC that it should promote better coordination between ICAO and the UNFCCC. The Group's work should represent the future ICAO global strategy for international aviation for reducing the environmental impact of aircraft engine emissions, one which took into consideration UNFCCC developments. He suggested, in this regard, that ICAO report to the fourteenth meeting of the UNFCCC Conference of the Parties (COP 14) (Poznań, Poland, 1-12 December 2008) on the progress being made by the GIACC. The Representative of Italy underscored that the CAEP should not be requested to undertake tasks that could delay the GIACC process. In averring that the Group should not rely solely on CAEP outputs, he further stressed that the GIACC should make use of other sources of information and that it should avoid duplicating the CAEP's work and interfering in the latter's activities.

7. Expressing concern regarding the suggested rotation of the chairmanship, the Representative of Saudi Arabia advocated retaining the same Chairman for future GIACC meetings. Affirming that the current Chairman would be more motivated to work towards the completion of the Programme of Action, he averred that if there were a different Chairman for each meeting, then each Chairman would focus only on the Group's completing consideration, within the allotted time, of the agenda items for the meeting for which he was responsible. It would thus be left to the Chairman of the last meeting to ensure that the Group developed the required Programme of Action.

8. In reiterating that the issue of a rotational chairmanship was to be addressed by the GIACC, the President of the Council underscored that the latter was a high-level group comprised of Vice-Ministers and Directors General of Civil Aviation (DGCAs) who were familiar with the GIACC's Terms of Reference and who knew how to proceed with regard to the election of the Chairman. The Representative of South Africa shared this view.

9. The Representative of Romania fully endorsed the comments made by the Representative of Singapore. In stressing the need to define the relationship between the GIACC, a political body, and the CAEP, a technical body, he averred that a top-down approach would be appropriate, with the GIACC setting out some specific tasks for the CAEP, pursuant to its mandate. The Representative of Romania underscored that the purpose of such action was to facilitate the GIACC's work and to improve its efficiency, given that the Group only had three more meetings scheduled.

10. Having concluded its deliberations, the Council noted information paper C-WP/13143, on the understanding that the summary minutes of its discussions would be transmitted to the GIACC for consideration.

11. The meeting adjourned at 1730 hours.

(...)

— END —