



GROUP ON INTERNATIONAL AVIATION AND CLIMATE CHANGE (GIACC)

THIRD MEETING

(MONTRÉAL, 17 TO 19 FEBRUARY 2009)

SUMMARY OF DISCUSSIONS — DAY 3

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

Review of the Chairperson's draft summary of discussions of the coordination meeting held on 16 February 2009

1. The Group resumed and completed its consideration of the Chairperson's draft summary of discussions of the coordination meeting entitled *Aspirational Goals: A way forward in the GIACC process*. Discussion focussed mainly on ways to capture the principle of common but differentiated responsibilities (CBDR) and the need for goals which went beyond fuel efficiency.
2. Noting that the two paragraphs were to be included in the draft report to be considered at GIACC/4, a Member underscored that they should be preceded by a statement of the Group's fundamental position as clearly mentioned in the third preambular clause of Appendix K (*ICAO Programme of Action on international aviation and climate change*) of Assembly Resolution A36-22 (*Consolidated statement of continuing ICAO policies and practices related to environmental protection*), namely, the principles of non-discrimination and equal and fair opportunities to develop international civil aviation set forth in the Chicago Convention, as well as the principles and provisions on common but differentiated responsibilities (CBDR) and respective capabilities under the *United Nations Framework Convention on Climate Change* (UNFCCC) and the Kyoto Protocol. In supporting this proposal, a Member suggested that the Group recognize the said principles rather than acknowledge them as the Assembly had done.
3. Observing that the two paragraphs were blending policy with public communications, a Member agreed on the need for strong overarching statements at the beginning of the draft summary that reflected the outcomes of the GIACC's discussions and set the tone for the basic elements of the Group's approach. While sharing this view, another Member underscored that if the draft summary were to be used as a public communiqué, it could not be overly technical and should not cross-reference too many documents. She observed that, although the title of the draft summary was *Aspirational Goals: A way forward in the GIACC process*, only the first paragraph related to aspirational goals; the second paragraph related to monitoring and reporting. Averring that the two paragraphs were not meant to be used as a public communiqué, another Member emphasized that they were intended to indicate a path to the next steps to be taken.
4. A Member maintained that the said principles set forth in the Chicago Convention and the said principles and provisions under the UNFCCC and the Kyoto Protocol could not be put on an equal footing as they dealt with different issues. He underscored that the Chicago Convention only dealt with international civil aviation and did not address climate change. In emphasizing the importance of the

amendment suggested during the previous discussion of the draft summary, whereby the word “capabilities” used in the second sentence of the first paragraph would be replaced with the words “historical responsibilities”, a Member stressed that it would be difficult for him to accept any compromise text if the first paragraph did not clearly reflect the principle of CBDR. He therefore suggested that the phrase “in accordance with their common but differentiated responsibilities and capabilities” be added at the end of the first sentence. The Member affirmed that such wording was fair as ICAO and its Contracting States were to collectively strive to limit or reduce the impact of aviation greenhouse gas (GHG) emissions on the global climate on the basis of common but differentiated responsibilities and capabilities as set out in the UNFCCC and the Kyoto Protocol.

5. While agreeing on the importance of recognizing the principle of CBDR in the first paragraph, a Member, noting that the first sentence was based on Assembly Resolution A36-22, Appendix A (*General*), Operative Clause 1 c), underscored that it should remain intact as it had already been agreed upon by the Assembly. He suggested that the principle of CBDR be instead reflected in the third sentence of the first paragraph.

6. Another Member suggested that the first sentence be deleted in its entirety and that the second sentence be amended by adding the words “Consistent with Appendix K of Assembly Resolution A36-22,” at the beginning, before the words “GIACC recommends ...”.

7. Recalling the misgivings which he had expressed previously, another Member reiterated his view that, in accordance with the GIACC’s terms of reference (*cf.* WP/1, Appendix B), and Assembly Resolution A36-22, Appendix K, the global aspirational goals were not limited to fuel efficiency. He therefore found the limitation which the first paragraph placed on the global aspirational goals unacceptable. The Member proposed that the second sentence be amended by replacing the words “GIACC recommends global, collective aspirational goals in the form of fuel efficiency” with the words “GIACC recommends short-, medium- and long-term global, collective aspirational goals which guide the framework of programme elements as defined in the terms of reference of the GIACC”, while retaining the rest of the sentence (“which would not attribute specific obligations to individual States”).

8. In supporting this position and proposal, a Member recalled that the terms of reference for Working Group 1 required the latter “to provide a set of options with respect to particular global aspirational goals in the form of fuel efficiency, their timescales, challenges and metrics ...”. The Working Group was also to consider medium-term goals in the form of fuel efficiency and the potential for carbon neutral growth and long-term goals, as well as absolute emissions reductions (*cf.* WP/2, paragraph 3.1). He considered that it would be a step backwards if the draft summary were to limit the global aspirational goals to those in the form of fuel efficiency and thus unacceptable. The Member could support the suggestion to refer to common but differentiated responsibilities and capabilities in the third sentence if the text were properly drafted.

9. Endorsing the initial proposal to insert the phrase “in accordance with their common but differentiated responsibilities and capabilities” at the end of the first sentence, another Member noted that the latter referred to the global climate, which fell under the purview of the UNFCCC. As the latter also encompassed the principle of CBDR, it was appropriate to refer thereto in the first sentence. He indicated that, if the Group agreed to that proposal, then for balance the first sentence of the second paragraph could be amended by replacing the words “and differentiated responsibilities” with the words “and circumstances” so that it would read “according to national capacities and circumstances”. The Member also suggested that the word “capabilities” be replaced with the word “capacities” in the second sentence of the first paragraph for consistency. In stressing that the reference made in that sentence to global aspirational goals in the form of fuel efficiency should be retained, he emphasized that he could not accept the language used in paragraph 10 (2) of the Ministerial Declaration on Global Environment and Energy in Transport, namely, “including in the form of fuel efficiency”, a possibility raised during the previous

discussion of the draft summary. The Member further suggested that the phrase “and the extent to which developed States provide technical and financial support to developing States” be added to the third sentence after the word “States”. In addition, he proposed the inclusion of a third paragraph which would reflect the language used in one of the recommendations of Working Group 3, namely, “ICAO should provide, upon request, technical assistance and cooperation to developing countries in collecting, processing and disseminating data”.

10. A Member averred that the insertion of the phrase “and the extent to which developed States provide technical and financial support to developing States” in the third sentence would be unnecessary if the proposed amendment to the beginning of the second sentence were accepted. In supporting the other proposals made by the previous speaker, she affirmed that they appropriately reflected the Group’s discussions.

11. While supporting the proposed deletion of the first sentence of the first paragraph and the amendment of the beginning of the second sentence, a Member suggested that the phrase “in accordance with their common but differentiated responsibilities and capabilities” be added after the phrase “in the form of fuel efficiency” , instead of at the end of the first sentence as he had initially proposed. He emphasized that any effort to combat climate change should be based on the principle of CBDR. While the provision of technical assistance and cooperation to developing countries was an integral part of CBDR, it did not reflect it in its entirety.

12. Reiterating that he would not subscribe to the two paragraphs if reference were made only to global aspirational goals in the form of fuel efficiency, a Member indicated that he could agree to the proposal to add a third paragraph on the provision of technical assistance and cooperation only if his suggested amendment to the second sentence of the first paragraph were accepted.

13. Another Member supported the proposed references to “national capacities” and to the provision of technical assistance and cooperation to developing countries as it reflected the compromise reached the previous day regarding monitoring and reporting. She recalled that it had also been agreed that States should report their traffic and fuel consumption data annually in accordance with Article 67 (*File reports with Council*) of the Chicago Convention.

14. Recalling that the GIACC’s mandate, as set forth in Assembly Resolution A36-22, Appendix K, was to develop an aggressive Programme of Action, a Member agreed that the Group could not focus solely on global aspirational goals in the form of fuel efficiency. He underscored that, while no one was opposed to fuel efficiency goals, there were many other strategies that could be adopted to achieve emissions reductions, as outlined in Appendix K. The Member averred that the Programme of Action would not be aggressive if it only set a fuel efficiency goal. He had no difficulty in making a clear reference to the principle of CBDR in the first paragraph. The Member considered, however, that reference to Article 67 of the Chicago Convention in the second paragraph was not a reflection of that principle as Article 67 did not establish different responsibilities for different States; rather, it established the same obligations for all States. The Member nonetheless agreed to the proposed insertion of a third paragraph on the provision of technical assistance and cooperation to those developing countries in need thereof.

15. Drawing attention to the first sentence of the second paragraph of the draft summary of discussions, a Member suggested that the words “and differentiated responsibilities” appearing after the words “national capacities” be deleted as national capacities were the same as differentiated responsibilities. Another Member suggested that that the entire phrase “, according to national capacities and differentiated responsibilities” be deleted as it had been recognized during the previous day’s discussion that under Article 67 of the Chicago Convention all States would be contributing monitoring and implementation data. A Member voiced support for that proposal.

16. To bridge the gap regarding the scope of the global aspiration goals, a Member suggested that those Annex I States that wished to do so should be allowed to adopt goals that went beyond fuel efficiency. Another Member recalled that the purpose of the Chicago Convention was to ensure fair and equitable treatment across the aviation sector. He emphasized that when large fleets of aircraft in non-Annex I States competed with those of Annex I States, market distortions arose, which created considerable problems in the aviation community. The Member underscored that the GIACC worked under the Chicago Convention and that it was necessary to ensure a level playing field for airlines to compete fairly. Another Member stressed that the GIACC's mandate was to develop an aggressive Programme of Action comprising a basket of measures that States could use to achieve emissions reductions. It was not for the Group to decide which States had an obligation to implement what measures. That decision would be taken in other fora. Another Member shared that view.

17. A revised text reflecting the above suggested amendments and comments was then circulated for discussion. The Chairperson noted that the second sentence of the second paragraph should be amended to refer to "developed major economies" instead of to "major developed nations" in order to be aligned with the Declaration of Leaders Meeting of Major Economies on Energy Security and Climate Change (Toyako, Hokkaido, 9 July 2008). A Member suggested that that sentence be further amended by adding, at the end, the phrase "ensuring that the notion of non-discrimination is observed", for reasons stated earlier. Another Member suggested, as an alternative, the phrase "with each country choosing what its contribution would be".

18. A Member then proposed the following changes: that in the second sentence of the first paragraph the word "collectively" be deleted; that in the first sentence of the second paragraph, the words "global, collective" be deleted and that in the second sentence the word "collective" be deleted; that in the second sentence of the third paragraph the words "responsibilities and" be added after the word "respective"; that in the second sentence of the fourth paragraph the word "developing" be added before the word "States"; and that in the fifth paragraph the phrase "on a collective global level" be deleted. He considered that as the first paragraph of the revised draft summary of discussions now referred to the principles of non-discrimination and common but differentiated responsibilities, it was not necessary to indicate whether action would be taken collectively or individually. States would interpret the text based on their own understanding. In opposing the deletion of the words "global" and "collective", a Member underscored that the GIACC had been established to develop global aspirational goals to collectively reduce aviation emissions. As the Group had agreed, the goals would not attribute specific obligations to individual States. Another Member considered that the word "collectively" could be deleted from the first sentence of the second paragraph as reference was to action by ICAO and its Contracting States. He stressed, however, that the deletion of the words "global" and "collective" in the rest of the text would change the nature of ICAO's report on progress achieved. The latter was to be on the global effort to achieve the goals and not on individual State's efforts to do so.

19. A revised text issued reflecting these additional suggestions and comments was subsequently issued and was acceptable to all Members of the Group except one. The Member considered that it was very important to refer to respective responsibilities in the second sentence of the third paragraph. He could, however, agree not to include such a reference if instead the said sentence were amended by adding, after the words "respective capacities", the phrase "and contribution to the concentration of greenhouse gas (GHG) emissions in the atmosphere of developing and developed States". A Member indicated that she could support that change subject to the insertion of the word "aviation" before the word "greenhouse". Another Member was prepared to accept that amendment if it were agreed not to amend the third paragraph of the proposed terms of reference of the Goals Development Working Group. In the absence of such agreement, a Member suggested, as a compromise, that the second sentence of the second paragraph replace the third paragraph of the said terms of reference. Underscoring that he could not sacrifice the notion of carbon neutral growth in the draft summary, a Member indicated that he could accept that compromise if the words "in particular, relating to carbon neutral growth" were added at the end of the

second sentence of the second paragraph. As a more neutral alternative, the Chairperson suggested, and it was agreed, to add the words “including goals for carbon neutrality” at the end of the said sentence.

20. The revised text of the Chairperson’s draft summary of discussions of the coordination meeting entitled *A way forward in the GIACC process* is contained in Attachment A.

Gap analysis

21. The Chairperson invited comments on what the Group should strive to cover in terms of strategy, goals, measures and reporting before the end of the GIACC process in order to have a satisfactory Programme of Action which met its terms of reference (*cf.* WP/1, Appendix B) and Assembly Resolution A36-22, Appendix K. The latter was used as the basis for the gap analysis.

22. During the ensuing discussion, the following areas and concepts were identified as meriting further examination:

- 1) medium- and long-term goals;
- 2) a sectoral approach for addressing international aviation emissions, considered either under the subject of medium- and long-term goals or separately;
- 3) expansion of the UNFCCC Clean Development Mechanism (CDM) to include international aviation;
- 4) work from the Committee on Aviation Environmental Protection (CAEP) on modelling and forecasting to validate the Group’s goals and to give an idea of what might constitute stretch goals;
- 5) updating of ICAO Circular 303 (*Operational Opportunities to Minimize Fuel Use and Reduce Emissions*), which would complement the work of Working Group 2.
- 6) data validation
- 7) market-based measures and voluntary measures, including carbon offsets, as referred to in the framework of programme elements set forth in paragraph 2 of the Group’s said terms of reference;
- 8) the potential measures to limit or reduce emissions from international aviation contained in the Report of Working Group 2 (WP/3), which should be analyzed to determine what role they could play in attaining the goals and prioritized; and
- 9) guidelines on what should be included in action plans for individual ICAO Member States in order to assist in their preparation.

With regard to sub-paragraph 2) above, a Member indicated that his State was opposed to the development by ICAO of any State-level sectoral arrangement for international aviation emissions before a general framework therefor was established at the UNFCCC Fifteenth Meeting of the Conference of the Parties (COP15) in Copenhagen in December 2009. His State could, however, agree to ICAO providing guidance to industry on a sectoral approach for addressing international aviation emissions. The Chairperson noted, from the views expressed, that it would be worthwhile to explore a sectoral approach in order to gain a better understanding thereof, without, however, making a commitment to adopt such an approach and without duplicating any efforts being made by the CAEP in that regard.

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

23. The Group reviewed and approved a paper prepared by the Secretariat setting forth tasks, with deadlines for completion, for the CAEP and the Secretariat arising from the conclusions of GIACC/3 (*cf.* Attachment B).

24. In providing clarifications regarding the CAEP's work in the field of market-based measures, the Chief of the Environmental Unit (C/ENV), who is also the Secretary of the CAEP, recalled that the Committee had developed guidance for use by States in incorporating international aviation emissions into their trading schemes [*cf. Guidance on the Use of Emissions Trading for Aviation* (Doc 9885)], which had been made available to the 36th Session of the Assembly. The CAEP did not anticipate doing further work on that issue until it received political guidance from a future Assembly. C/ENV noted that the CAEP's Market-based Measures (MBM) Task Force was preparing guidance on the linkage of emissions trading schemes which included international aviation which would be presented to the CAEP Steering Group Meeting in June 2009 and the Eighth Meeting of the CAEP in February 2010, when it would be finalized. A copy of the draft guidance could be made available to GIACC/4. A copy of the MBM Task Force's report on the potential of carbon offsets to mitigate the effects of aviation on climate change could also be made available to the Group.

25. Responding to questions raised, C/ENV emphasized that the MBM Task Force was only exploring the possible linkage of emissions trading schemes which included international aviation and was not considering the advantages and disadvantages of incorporating international aviation in such schemes. She also underscored that neither the MBM Task Force nor the CAEP as a whole was examining the possibility of a new global emissions trading scheme for international aviation.

Establishment of Working Groups

26. The GIACC then considered the draft terms of reference and deliverables for three Working Groups proposed by the Chairperson in light of the Group's discussions: a GIACC Report Writing Group, a Goals Development Group and an Economics Measures Working Group.

27. With reference to the establishment of a GIACC Report Writing Group, it was suggested that, as the preparation of the GIACC's report would be a long, time-consuming task, it would be better to have a draft developed by the Group's Secretary and the Chairperson and subsequently circulated for review by Members prior to its further consideration during the Fourth Meeting. The Chairperson noted, in this regard, that he had proposed the creation of a working group as it would enable wider consultation among Members and ensure a balance in the views expressed in the GIACC's report. He suggested, and it was agreed, that the Group's Secretary draft the report, after which there would be a wider consultation process by the Chairperson and the Vice-Chairperson.

28. With regard to the terms of reference of the Goals Development Group, a Member suggested that the words “, *inter alia*,” be added after the word “having” in the third paragraph so that it would read “having, *inter alia*, regard to fuel efficiency trends”. Another Member suggested that the words “and timeframes” be inserted at the end of that paragraph. A Member proposed that the word “global” be deleted so that reference would be made only to “aspirational goal” and that the phrase “for those countries which choose to do so” be added after the words “carbon neutrality”. Two Members supported the insertion of the said phrase, while two other Members opposed it, averring that that idea was already captured in the existing wording “assess the scope”, which could encompass consideration of the applicability of the said goal. They considered that the terms of reference should remain broad and open and that the point raised should be brought up in the Working Group. It was then suggested that the word “global” be replaced with the word “optional”. The Chairperson clarified, in this regard, that the intention was to assess the scope to develop an overall global aspirational goal for carbon neutrality for industry and not a State-by-State global aspirational goal. A Member suggested, as a compromise, that the phrase “recognizing that it should apply to States with sufficient capabilities” be added after the words “carbon neutrality”. Another Member supported that proposal. The Member who had proposed the addition of the phrase “for those countries which choose to do so” then suggested, as an alternative, that the third paragraph be amended to read “Assess the scope to contribute to a global aspirational goal for those countries which choose carbon neutrality”. In light of the comments made during the Group's review of the draft summary of discussion

of the coordination meeting held on 16 February 2009, the Chairperson suggested, and it was agreed, that the third paragraph be amended to read: “Assess the scope for additional goals and statements to indicate a strong ambition for addressing emissions, including in the form of carbon neutrality” in order to be aligned with the second paragraph of the draft summary (*cf.* paragraph 19 above). The terms of reference were approved subject to this amendment. It was understood that the said third paragraph did not imply that all States would agree to a global aspirational goal in the form of carbon neutrality.

29. With reference to the Economics Measures Working Group, it was suggested, and the Group agreed, that it be renamed the Market-based Measures Working Group to be consistent with ICAO terminology. It was also agreed that the words “economic measures” be replaced with the words “market-based measures” in the first paragraph of the terms of reference and that the words “for further work” be deleted therefrom. The GIACC approved the terms of reference subject to these changes.

30. To a proposal that both Working Groups, especially the Market-based Measures Working Group, have further interactions with industry through the Air Transport Action Group (ATAG), the Chairperson indicated that, while it was a useful suggestion, it should be left to the Working Groups to decide whether or not to have such contact with industry and how rather than cover that issue in their terms of reference.

31. The revised texts of the terms of reference of the two Working Groups are set forth in Attachments C and D hereto.

32. Following consultation among Members, it was agreed that the composition of the Goals Development Group and the Market-based Measures Working Group would be as follows:

Goals Development Group: United States and Brazil as Co-Chairpersons
Australia (Advisor), China, France (Advisor), Germany, India,
Japan, South Africa and the United Kingdom as participants

Market-based Measures Working Group Co-Chairpersons to be determined
Australia, Brazil (Advisor), Canada, France and the
United States (Advisor) as participants

33. In emphasizing that it was useful to have the participation not only of GIACC Members but also of their Advisors, the Chairperson indicated that the Working Groups were still open for membership.

Agenda Item 1: Administrative Matters

Scheduling of GIACC/4 and the High-level meeting to consider GIACC’s recommended Programme of Action

34. Referring to the point raised at the previous meeting regarding the rescheduling of GIACC/4, the President of the Council indicated that it would be possible to hold the meeting during the last week of May 2009 instead of from 1 to 3 June 2009. If the Group had other dates for the meeting in mind, it would be necessary to check again with the Secretariat. The Chairperson observed that there was a preference to move the dates for GIACC/4 back one week, to the last week of May 2009, although there was a tight timeframe for the completion of the Group’s work, which was driven in part by the High-level meeting called for in Assembly Resolution A36-22, Appendix K. He noted, in this regard, that the GIACC was comprised of fifteen States, many of which overlapped with the thirty-six States represented on the Council. A large number of ICAO’s 190 Contracting States were thus not represented in the GIACC process. It was therefore necessary to bring the GIACC’s envisaged Programme of Action to the attention of those States before it was presented to the UNFCCC COP15 in Copenhagen in December 2009.

35. The Secretary of the GIACC emphasized the need to bear in mind that if the GIACC/4 were held in the first week of June 2009 as scheduled and the High-level meeting were convened in the first week of September 2009 as proposed, then by the time the Group's final report was translated and made available to States, participants in the High-level meeting would have no time in which to submit working papers for translation. He suggested that, in light of the compressed time schedule, the GIACC/4 report be issued only in the English language so that participants in the High-level meeting would have one or two weeks in which to submit working papers for translation. The Secretary of the GIACC noted that if the High-level meeting were convened in the second week of October 2009 instead of in the first week of September 2009 as proposed, then there would be more preparatory time for that meeting. However, there would be less time for finalizing the report on the High-level meeting and presenting it to the Council in anticipation of the UNFCCC COP15 in Copenhagen in December 2009.

36. During the discussion which followed, a Member voiced preference for convening the Fourth Meeting in the last week of May 2009 and the High-level meeting during the second week of October 2009 so as to give the GIACC/4 more time in which to complete its work. Another Member averred that holding the GIACC/4 in the last week of May 2009 would place too much pressure on the Group and suggested that it be postponed to the end of June 2009. If that meant that there would not be time to hold a High-level meeting before the UNFCCC COP15, then consideration could be given to convening that meeting afterwards. Noting that there was some merit in holding the High-level meeting after the UNFCCC COP15, he indicated that it would give the GIACC a broader view of the negotiations for a second commitment period for the Kyoto Protocol. Two other Members supported convening the High-level meeting after the UNFCCC COP15 as it would assist the GIACC in its deliberations. In speaking against holding the High-level meeting after the UNFCCC COP15, a Member stressed the need for ICAO's Contracting States to endorse GIACC's Programme of Action before it was presented to the UNFCCC COP15. Another Member shared that view.

37. The President of the Council reminded the Group that it had been created by the Council pursuant to the instructions of the 36th Session of the Assembly as set forth in Assembly Resolution A36-22, Appendix K, Operative Clause 2 a). He noted that the Council was to consider the report of GIACC/4 before the envisaged High-level meeting was held. The Council would decide on the date for the convening of that meeting during its upcoming 186th Session. If the GIACC recommended, and the Council accepted, the convening of a High-level meeting in October 2009, then the Council would have to consider the GIACC/4 report during its 187th Session (8 June to 3 July 2009) as its 188th Session would only be in October/November 2009. The President of the Council emphasized that, while the GIACC's view regarding the scheduling of the High-level meeting was important to the Council, it was the latter which would take the final decision.

38. The President of the Council underscored that, on the basis of the programme of meetings of the Council and other bodies, the best possibility for addressing the concerns raised regarding the scheduling of GIACC/4 was to advance it from 1 to 3 June 2009 to the last week of May 2009. That would give the GIACC's Working Groups some three months in which to complete their tasks. Another possibility would be to hold it in the second week of June 2009 and reschedule the Council meetings to be held at that time. The GIACC/4 report would still have to be presented to the Council for consideration during that 187th Session. The President of the Council stressed the need for the Group to decide on the date of its Fourth Meeting now so that the Council could take it into consideration when discussing the date for the High-level meeting. He noted, in this context, that it could decide, in principle, to hold that meeting in the second week of October 2009.

39. The Chairperson underscored that rescheduling GIACC/4 to the second week in June 2009 would not resolve the problem as the UNFCCC subsidiary bodies would be meeting from 1 to 12 June 2009. To a point raised, he clarified that the scheduling of GIACC/4 would not affect the scheduling of the

High-level meeting inasmuch it would still be possible to convene the latter in either the first week of September 2009 or the second week of October 2009. The Secretary of the GIACC noted that rescheduling the GIACC/4 to the second week in June 2009 would compress the time available to States to read the Group's report and to submit papers to the High-level meeting.

40. It was agreed, in light of the discussion, that GIACC/4 would be convened in the last week of May 2009 unless Members notified the Group's Secretary of scheduling conflicts by 26 February 2009, in which case another date would be selected. No such notification by a Member would be taken to be acceptance.

Election of the Chairperson and Vice-Chairperson for GIACC/4

41. On a nomination by Captain M.A. Jamjoom (Saudi Arabia), the Group elected Mr. G. López Meyer (Mexico) as its Chairperson and Mr. J. Doherty (Australia) as its Vice-Chairperson for the Fourth Meeting.

Closing of the meeting

42. The sitting Chairperson thanked the President of the Council for his continued support of the GIACC process, the interpreters, for their outstanding help, the Secretariat, especially the Secretary of the GIACC and his staff, for their tireless efforts, and GIACC participants, for their valuable contributions.

APPENDIX A

Draft for Discussion

A way forward in the GIACC process
(19/2/09)

GIACC acknowledged the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention, as well as the principles and provisions on common but differentiated responsibilities and respective capacities under the UNFCCC and the Kyoto Protocol. ICAO and its Contracting States will strive to limit or reduce the impact of aviation greenhouse gas emissions from international aviation on the global climate.

GIACC recommends a strategy based on global aspirational goals. Agreement was reached to pursue goals in the form of fuel efficiency. Further consideration will be given in GIACC/4 to the scope for additional goals and statements to indicate a strong ambition for addressing emissions, including goals for carbon neutrality.

Under the recommended strategy, goals would not attribute specific obligations to individual States. The different circumstances, respective capacities and contribution of developing and developed States to the concentration of aviation GHG emissions in the atmosphere will affect how each contributes to the global goals. ICAO will provide a basket of measures from which States may choose including measures to facilitate access to assistance, particularly for developing countries.

ICAO will develop and implement a mechanism under Article 67 of the Convention to collect annually from States monitoring and implementation data that measures and evaluates progress towards achieving these global aspirational goals. ICAO will provide technical assistance in the reporting process, particularly to developing countries.

The progress achieved on a global level will be reported by ICAO on a triennial basis.

Conclusions from GIACC/3	ICAO Secretariat Tasks	Deadline
1 ICAO Secretariat should further explore the communication and coordination between IMO and ICAO	ICAO Secretariat will explore and report the status	GIACC/4 and on-going (Jun 2009)
2 GIACC noted the importance of effective presentations at COP15 of GIACC's work from ICAO and States	ICAO Secretariat, building upon GIACC work, to prepare material and present it at COP15	COP15 (Dec 2009)
3 ICAO will develop a reporting mechanism under Article 67 of the Convention to annually collect traffic and fuel consumption data from Member States	ICAO Secretariat, in coordination with CAEP, will explore ways of enhancing collection of data, formats, etc. necessary to measure emissions performance, taking into account existing guidances	GIACC/4 and on-going
4 ICAO Secretariat should continue to provide technical assistance to States in the reporting procedures	ICAO Secretariat will explore the technical assistance for States on data collection, monitoring and reporting	GIACC/4 and on-going
5 The progress achieved on a collective global level will be reported by ICAO (Not yet discussed in detail)	ICAO Secretariat will support and report the progress to other fora	GIACC/4 and on-going
6 ICAO Secretariat agreed to research ICAO's role in the 1970s oil crisis and report back to GIACC/4	ICAO Secretariat will report back to GIACC/4	GIACC/4

	Conclusions from GIACC/3	CAEP Tasks	Deadline
1	Timeline will use 2012, 2020 and 2050 in line with IPCC, and requests information from CAEP on environmental trends/goals assessment	(CAEP's timeline is 2016, 2026 and 2036). CAEP will provide information for 2012, 2020 and 2025 based on interpolation of existing data. It can make an outline of possible scenarios based on broad brush assumptions for 2050 including what would happen under different alternative fuels uptake	GIACC/4 (Jun 2009)
2	CAEP is asked to address the development of a new efficiency metric that takes into account alternative fuels	CAEP will further explore the fuel efficiency metric that could take into account the net life cycle environmental benefits of alternative fuels	Initial view by GIACC/4, and completed by CAEP/9 (2013)
3	CAEP is asked to consider fuel conversion factors between existing fuels and potential biofuels	CAEP will advise on the timing for undertaking this task, with interaction with IPCC, our initial expectation is that this could be done by 2013 but it depends on rate of development of alternative fuels	Initial view by GIACC/4, and completed by CAEP/9 (2013)
4	To ensure consistency for average passengers weight across carriers on a route was identified as a possible topic for review by CAEP	CAEP will consider the possible average weight for passengers	Initial report to GIACC/4
5	Secretariat is asked to raise with CAEP the question of setting a CO2 Standard	CAEP will consider the case for developing a CO2 Standard for aircraft engines, recognising the interest shown in GIACC	Initial view by GIACC/4, and respective work may be included in CAEP/9 task
6	CAEP is asked to consider the GIACC-WG2 report in setting priorities for related tasks such as the update of Circular 303	The GIACC menu of measures provides indication of high level options and will be brought to the attention of CAEP. CAEP is working on the new guidance updating Circular 303, and studies on Market-Based Measures.	Progress report on documents by CAEP SG (Jun 2009); Documents to be published after CAEP/8 (Feb 2010)

APPENDIX C

GOALS DEVELOPMENT GROUP

Chairs: Nancy Lobue (USA), Marcos Vinicius Pinta Gama (Brazil)

TERMS OF REFERENCE

- For the short term global aspirational goal for, *inter alia*, fuel efficiency, review available data to determine whether the 2% per year indicative figure supported at GIACC/3 is the most appropriate;
- Progress the development of possible medium and long-term global aspirational goals based upon fuel efficiency in consultation with CAEP and on consideration of available data on industry trends and relevant forecasts;
- Assess the scope for additional goals and statements to indicate a strong ambition for addressing emissions, including in the form of carbon neutrality;
- Review other goals provided by industry and others with respect to level of ambition for addressing emissions from international aviation.

DELIVERABLES

- A Report to GIACC/4 with options and supporting information.

Members:

Mr. Schmidt (Germany) and Mr. Bilas (Adviser of Germany)
Mr. Dierikx (Netherlands)
Mr. Bekebrede (Adviser of France)
Ms. Mpumi Mpofu (South Africa)
Mr. Takiguchi (Japan)
Mr. R.P. Sahi (India)
Mr. Southgate (adviser Australia)
Mr. Wang Zhanbin (China) and Mr. Sun Guoshun (Adviser to China)
Dr. Demuren (Nigeria)
Mr. Lopez Meyer (Mexico)
Mr. Silveira (Adviser to Brazil)

MARKET BASED MEASURES WORKING GROUP

Chairs: Mr. Paul Schwach (France)

TERMS OF REFERENCE

- Explore options on Market Based Measures to assist a program of action to address emissions from International Aviation having regard to:
 - recent announcements of industry proposals and different scenarios available;
 - work already conducted within ICAO and the importance of avoiding duplication;
 - explore the scope of what can be achieved through market-based measures and related metrics;

DELIVERABLES

- Report advising GIACC/4 on options for further work.

Members:

Mr. Burleson (Adviser to US)
Ms. Gravitis-Beck (Canada)
Mr. Doherty (Australia)
Mr. Fajardo (Adviser to UK)
Mr. Wang Zhanbin (China) and Mr. Sun Guoshun (Adviser to China)
Mr. Shimizu (Adviser to Japan)
Mr. Luis Brettas (Adviser to Brazil)