



HIGH-LEVEL MEETING ON INTERNATIONAL AVIATION AND CLIMATE CHANGE

Montréal, 7 to 9 October 2009

SUMMARY OF DECISIONS 7 October 2009 (Morning Session)

Opening of the Meeting

1. The High-level Meeting was opened by Mr. Roberto Kobeh González, President of the Council. In his opening address, the President stressed the need for this Meeting to demonstrate the leadership of ICAO in reviewing the Programme of Action developed by the Group on International Aviation and Climate Change (GIACC) and recommending further necessary actions on addressing emissions from international aviation with the aim of providing concrete proposals to the United Nations Framework Convention on Climate Change (UNFCCC) COP15 in December 2009.

Election of the Chairman and Vice-Chairman of the Meeting

2. On the nomination of Saudi Arabia, seconded by South Africa, Mexico, Egypt, Qatar and Ecuador, Mr. Yap Ong Heng, Director-General, Civil Aviation Authority of Singapore was elected Chairman of the Meeting, and Mr. Valery M. Okulov, Deputy Minister of Transport of the Russian Federation was elected Vice-Chairman of the Meeting.

Secretariat

3. The Meeting noted that Mr. R. Benjamin, Secretary General, would be Secretary of the Meeting advised by Mrs. F. Odutola, D/ATB and Mr. J. Begin, C/CRC, and that Ms. J. Hupe, C/ENV, ATB would be Deputy Secretary. A number of other senior staff would also participate and the full resources of the Secretariat were at the disposal of the Meeting.

Agenda Item 1: Aspirational goals and implementation options

4. The Meeting reviewed HLM-ENV/09-WP/3 (Council decision on the work of the GIACC), HLM-ENV/09-WP/4 (Report of the GIACC) and HLM-ENV/09-WP/5 (Aspirational goals and implementation options) presented by the Secretariat, along with the working papers from: Sweden on behalf of the European Union (EU) and European Civil Aviation Conference (ECAC) member States (HLM-ENV/09-WP/14); Canada, Mexico and the United States (HLM-ENV/09-WP/25); Australia (HLM-ENV/09-WP/21); United Arab Emirates (WP/24); the Airports Council International (ACI), Civil Air Navigation Services Organisation (CANSO), International Air Transport Association (IATA) and International Coordinating Council of Aerospace Industries Associations (ICCAIA) (HLM-ENV/09-

WP/19); and the International Business Aviation Council (IBAC) (HLM-ENV/09-WP/22), as well as four information papers from the Secretariat.

5. All participants who spoke expressed their appreciation for the work of the GIACC and support for the ICAO Council decision. They recognized that the Programme of Action on International Aviation and Climate Change is a positive first step in the efforts of the ICAO on addressing greenhouse gas emissions from international aviation. They also recognized the need for the aviation sector to continue to grow in a sustainable manner.

6. There was general support for ICAO to continue to exercise its leadership and on the need for ICAO to provide concrete input to the UNFCCC process and COP15 on how the impact of international aviation on climate change would be addressed. It was also indicated that the aspirational goals of annual 2 per cent fuel efficiency improvement recommended by GIACC would not reduce the aviation's absolute CO₂ emissions.

7. Some States highlighted that more ambitious medium-term and long-term goals for international emissions reductions would be required to address the projected growth of greenhouse gas emissions from international aviation. Proposals from some States and the aviation industry on more ambitious goals included: a medium term goal of carbon neutral growth by 2020 (using 2005 as the base year); absolute emissions reductions by 2020 compared to 2005 levels; long term goals of 50 per cent emissions reduction by 2050; and absolute emissions reduction consistent with the target of not raising the global average temperature by more than 2°C above pre-industrial levels.

8. Some participants expressed the view that it would be difficult to agree on more ambitious goals during this Meeting. They indicated that in light of the mandate given by the last Assembly Resolution A36-22 Appendix K and taking into account the principle of common but differentiated responsibilities and respective capabilities (CBDR) of the UNFCCC, the consensus position developed by the GIACC should be maintained. Other participants suggested that a process be established to develop proposals on more ambitious goals with the aim of finalizing the position of ICAO at the 37th Assembly in 2010, taking into account the outcome of COP15.

9. To facilitate further discussions on aspirational goals, the Chairman established an informal group under his authority. The group consisted of representatives from 18 States. The Chairman informed the Meeting that any recommendations from the informal group would be presented back to the Plenary for the consideration by the Meeting.

CONCLUSIONS¹

10. The Meeting concluded that:

- a) the ICAO Programme of Action on International Aviation and Climate Change as recommended by the GIACC and accepted by the ICAO Council provides a good foundation for a global framework to address the impact of international aviation on climate change;
- b) the international aviation sector needs to contribute to the global efforts to address climate change, taking into account its share of responsibility;

¹ Conclusions and Recommendations related to the level of ambition and on the implementation of the aspirational goals will be reported later during the meeting.

- c) the aviation industry has taken proactive steps in proposing emission reduction targets for the sector, i.e. the IATA's goals of carbon neutral growth from 2020 and 50 per cent emissions reduction by 2050;
- d) the aspirational goals adopted by the Council of annual improvement in fuel efficiency for international civil aviation, of 2 per cent for the short-, medium- and long-terms up to 2012, 2020 and 2050, respectively, will not reduce aviation's absolute emissions of CO₂.

— END —