



HIGH-LEVEL MEETING ON INTERNATIONAL AVIATION AND CLIMATE CHANGE

Montréal, 7 to 9 October 2009

SUMMARY OF DECISIONS 7 October 2009 (Afternoon Session)

Agenda Item 2: Proposals for strategies and measures to achieve emissions reductions

1. The Meeting reviewed HLM-ENV/09-WP/6 (Proposal for strategies and measures to achieve emissions reductions), HLM-ENV/09-WP/7 (Technical and operational means to achieve emissions reductions), HLM-ENV/09-WP/8 (Market-based instruments and climate change) and HLM-ENV/09-WP/9 (Aviation alternative fuels) presented by the Secretariat, along with related working papers from Sweden on behalf of the EU and ECAC member States (HLM-ENV/09-WP/15), Nigeria on behalf of African States (HLM-ENV/09-WP/28), Egypt (HLM-ENV/09-WP/20), United Arab Emirates (HLM-ENV/09-WP/23), India (HLM-ENV/09-WP/26), UNWTO (HLM-ENV/09-WP/13) and IMO (HLM-ENV/09-WP/27).
2. There was general agreement that ICAO should continue to have a leading role on all issues related to international aviation and climate change. There was also general agreement that a comprehensive approach would be necessary to achieve reductions in aviation's emissions. There was broad support for ICAO to continue the development of a basket of measures, including measures to provide assistance to developing countries; a process to develop a framework for market-based measures in international aviation; and facilitation of the development and use of alternative fuels for aviation.
3. The discussions on the application of market-based measures reflected the divergent views expressed during the GIACC deliberations. Some participants expressed concerns regarding the use of such measures, while other participants supported such measures in that they would contribute towards the overall cost-effectiveness of actions to address international aviation emissions.
4. Several participants noted that any strategies to reduce greenhouse gas emissions from international aviation should take into account relevant principles of the Chicago Convention and of the UNFCCC. They also supported the view that the successful implementation of measures depends on specific national circumstances, technology needs and capacities and on the provision of sufficient financial resources.
5. The participants recognized the potential role that alternative fuels can play in reducing greenhouse gas emissions from aviation. It was noted that the use of alternative fuels is linked to specific national circumstances. Participants noted that a Conference on aviation and alternative fuels will take place in Rio de Janeiro in November 2009.

CONCLUSIONS

The Meeting concluded that:

- a) ICAO shall continue to exercise the leading role in addressing all matters related to international aviation, including those related to GHG emissions;
- b) the principles and provisions of common but differentiated responsibilities and respective capabilities, with developed countries taking the lead under the UNFCCC and the Kyoto Protocol, should be acknowledged;
- c) the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention should also be acknowledged;
- d) the different circumstances among States in their capacity to respond to the challenges associated with climate change and the need to provide necessary support to States having particular needs should be recognized;
- e) a comprehensive approach, consisting of technological, operational and market-based measures to reduce aviation emissions as well as measures to assist developing countries, is necessary to achieve the sustainable development of international aviation and to ensure the cost effectiveness of actions to be taken by the sector;
- f) it is necessary to further evaluate the extent to which the above-mentioned measures will deliver the expected global emissions reductions in the future;
- g) continuous technological progress on aircraft design is needed to further reduce aviation emissions at source;
- h) it is essential to consider how the international aviation sector could have access to market-based measures;
- i) alternative fuels have the potential of reducing the impact of international aviation on climate change.

RECOMMENDATIONS

The Meeting recommended that:

- a) ICAO intensifies its efforts in order to expeditiously establish a CO₂ emissions Standard for new aircraft types;
- b) ICAO and its Contracting States facilitate further development and early implementation of operational measures to reduce aviation emissions, including the flexible use of airspace and performance based navigation (PBN), in order to enhance the sustainable development of air transport operations;
- c) ICAO undertakes the necessary studies that are sought on measures to address international aviation emissions to adequately inform States in their deliberations at the 37th Session of the ICAO Assembly in 2010;

- d) ICAO continues to develop methodologies for, and to assess the environmental benefits and CO₂ reductions accrued from, the implementation of new technologies, operational measures and new flight profiles, so that States can use them in the development of their action plans;
- e) ICAO establishes a process to develop a framework for market-based measures in international aviation, taking into account the outcome of COP15, for the consideration of the 37th Session of the ICAO Assembly in 2010; and
- f) States and international organizations actively participate in the Conference on Aviation and Alternative Fuels in November 2009 (CAAF2009) to share their efforts and strategies to promote such measures, and ICAO updates the COP15 on the discussions at CAAF2009 on the development and use of alternative fuels for aviation.

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