



WORKING PAPER

**HIGH-LEVEL MEETING ON INTERNATIONAL AVIATION
AND CLIMATE CHANGE**

Montréal, 7 to 9 October 2009

Agenda Item 3: Means to measure progress

MEANS TO MEASURE PROGRESS

(Presented by Sweden, on behalf of the European Community and its Member States¹ and by the other States Members of the European Civil Aviation Conference²)

SUMMARY

This paper outlines measures that should be taken at ICAO level with regard to means to measure progress.

Action by the HLM-ENV is in paragraph 4.

1. INTRODUCTION

1.1 The European Community (EC) and its Member States and the other States members of the European Civil Aviation Conference (ECAC) consider the final report of the Group on International Aviation and Climate Change (GIACC) and the subsequent decision adopted by ICAO Council during its 188th session as laying an important foundation for the development of ICAO's strategy to address international aviation's climate change impact. This paper proposes measures that should be taken at ICAO level with regard to certain issues addressed by the HLM in order to demonstrate that international aviation is ready to contribute effectively to the overall reduction of greenhouse gas emissions and thereby confirm ICAO's key role before the United Nations Framework Convention on Climate Change (UNFCCC) COP15 meeting due to take place in December 2009 in Copenhagen.

2. COLLECTION OF DATA ON TRAFFIC AND FUEL CONSUMPTION

2.1 GIACC considered that ICAO should play a leading role in coordinating the collection and analysis of data gathered from all available sources, building on the existing arrangements under

¹ Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom. All these 27 States are also Members of the ECAC.

² Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Monaco, Montenegro, Norway, Republic of Moldova, San Marino, Serbia, Switzerland, The former Yugoslav Republic of Macedonia, Turkey and Ukraine.

Article 67 of the Convention. This would include collecting data on fuel consumption from the aviation industry, working in close collaboration with relevant international industry bodies.

2.2 With a view to establishing consistent and harmonized measuring methodologies and consolidated results at global level, the ICAO should define and agree early on a methodology for computing and reporting data on progress by Contracting States in achieving the global aspirational goals.

2.3 In order to avoid duplication of data requests and minimise the impact on Contracting States, any mechanism developed by ICAO to collect fuel consumption and other relevant data should:

- a) ensure consistency with existing UNFCCC requirements;
- b) rely to the largest possible extent on requirements and arrangements already established by States and Regions to monitor and report actual data; and
- c) provide for a cost-efficient way to address information gaps.

3. CONTRACTING STATES' ACTION PLANS

3.1 GIACC agreed that States should be encouraged to develop action plans which articulate the proposed approach in that State for addressing emissions from their international aviation sector. Those plans to be filed with ICAO should set out the proposed measures to be given priority, the approach to implementation, timing and anticipated results.

3.2 Contracting States should also develop annual reports on the actions they are taking to contribute toward the global goals. To facilitate and harmonise this process ICAO should develop a mechanism for monitoring and reporting on the implementation of the Contracting State's action plans.

3.3 While universal reporting on traffic and fuel consumption should be established consistent with Article 67 of the Chicago Convention, ICAO should consider options for a de minimis exception for the submission of action plans and progress reports in order to avoid unnecessary administrative burden for Contracting States that do not have a substantial level of international aviation activity, as discussed by GIACC.

3.4 GIACC recommended that ICAO should generate a consolidated global report every three years to promulgate the progress achieved toward the global goals and the implementation of the Programme of Action. Such consolidated global reports should be reviewed at the triennial ICAO Assembly allowing deliberations on the necessary adjustments to the Programme of Action.

4. ACTION BY THE HLM-ENV

4.1 The HLM-ENV is invited to urge the ICAO Council to:

- a) develop and implement a mechanism under Article 67 of the Convention to collect annually from States data on traffic and fuel consumption;
- b) develop, with the assistance of CAEP, practical and consistent methodologies such as computing and reporting data by Contracting States;

- c) make sure that such mechanism: (1) ensures consistency with UNFCCC requirements; (2) relies to the largest possible extent on arrangements already established by States and Regions to monitor and report actual data; (3) provides for a cost-efficient way to address information gaps;
- d) encourage Contracting States to develop action plans which articulate the proposed approach in that State for addressing emissions from the international aviation sector and to file those plans with ICAO;
- e) develop a mechanism for monitoring and reporting on the implementation of the Contracting States' action plans allowing them to submit annual reports on the actions they are taking to contribute toward the global goals;
- f) consider options for a de minimis exception for the submission of action plans and progress reports in order to avoid unnecessary administrative burden for Contracting States that do not have a substantial level of international aviation activity; and
- g) generate a consolidated global report every three years to promulgate the progress achieved toward the global goals and the implementation of the Programme of Action allowing the triennial ICAO Assembly to deliberate on the necessary adjustments to the Programme of Action.

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