



**WORKING PAPER**

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

**Montréal, 7 to 9 October 2009**

**Agenda Item 5: Review of Programme of Action in International Aviation and Climate Change and  
recommendations to COP15**

**RECOMMENDATIONS TO COP15**

(Presented by Sweden, on behalf of the European Community and its Member States<sup>1</sup> and by the other  
States Members of the European Civil Aviation Conference<sup>2</sup>)

**SUMMARY**

This paper outlines elements that should be included in ICAO  
recommendations to COP15.

Action by the HLM-ENV is in paragraph 2.

**1. INTRODUCTION**

1.1 The Conference is invited to adopt a declaration to be presented to the United Nations Framework Convention on Climate Change (UNFCCC) COP15, on the basis of the principles contained in paragraph 2.

**2. ACTION BY THE HLM-ENV**

2.1 The HLM-ENV is invited to adopt a declaration:

- a) Recognizing that a global sectoral approach should be adopted to deal with the international aviation emissions;

<sup>1</sup> 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.

<sup>2</sup> 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.

- b) Recognizing the need for binding emissions reduction targets for international aviation, consistent with limiting the increase in global average temperatures to no more than 2°C above pre-industrial levels;
- c) Acknowledging that industry has adopted goals of collectively achieving carbon neutral growth in 2020, and of collectively reducing its net CO<sub>2</sub> emissions in 2050 by 50 per cent compared to 2005 levels;
- d) Requesting the United Nations Framework Convention on Climate Change (UNFCCC) COP15 to provide clear guidance for ICAO's further work by establishing binding emissions reduction targets for international aviation, taking into account the aspirational goals adopted by ICAO;
- e) Acknowledging that the different circumstances, respective capabilities and contribution of developed and developing States to the concentration of aviation greenhouse gas (GHG) emissions in the atmosphere has to be taken into account; and
- f) Noting that the financing of mitigation, adaptation, technology support and capacity building could potentially be complemented by funding resulting from a global instrument addressing inter alia international aviation emissions.

— END —