



WORKING PAPER

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

Montréal, 7 to 9 October 2009

Agenda Item 1: Aspirational goals and implementation options

AVIATION AND EMISSIONS — POSITION PAPER

(Presented by the United Arab Emirates)

SUMMARY

This paper presents the position of the United Arab Emirates on aviation emissions management and it is based on the recommendation of the GIACC and the views of the aviation industry. The paper invites the HLM to support the ICAO work on aviation emissions and the recommendations of GIACC and propose the recognition of aircraft operators who have already invested heavily in modern, low emissions fleets (the ‘early movers’ principle) and avoid multi-layered, regional schemes and local taxes to address aviation emissions.

Action by the HLM-ENV is in paragraph 3.

1. INTRODUCTION

1.1 This paper sets out the United Arab Emirates’ (UAE’s) position on aviation emissions management, prior to the upcoming United Nations Framework Convention on Climate Change (UNFCCC) Conference of the Parties 15 (COP15), which will be held in Copenhagen in December 2009.

1.2 It is based on recommendations made by the ICAO Group on International Aviation and Climate Change (GIACC), the position of the International Air Transport Association (IATA), the views of the UAE aviation industry, and on the UAE’s commitments towards ecologically sustainable development.

1.3 The UAE’s position acknowledges the urgency with which solutions are required to address emissions from the commercial aviation sector, and the need for a strong position on this issue at COP15 – a position which is acceptable to the UNFCCC.

¹ Arabic version provided by the United Arab Emirates.

2. THE UAE POSITION ON EMISSIONS MANAGEMENT

2.1 The UAE recognizes the following:

- The aviation industry is responsible for 2 per cent of global greenhouse gas emissions;
- Commercial aviation makes a significant contribution to the global economy;
- Aviation is a global industry, and a ‘global, sectoral approach’ to aviation emissions management is essential. The UAE opposes multi-layered, regional schemes and local taxes to address emissions from this global industry. Such a complex and uncoordinated approach has the potential to create competitive disadvantage, and to damage the sustainable development of aviation and the many benefits it brings to the world economy;
- ICAO is the most appropriate body to propose, coordinate and administer a global sector-specific solution;
- The principles of ‘Common But Differentiated Responsibilities’ (CBDR), together with the principles of “non discrimination” and “fair and equal opportunities”, which are essential for rapidly developing States such as the UAE, with new and fast-growing airlines; and
- The biggest contribution to reducing aviation emissions by commercial aircraft operators is by investing in modern, eco-efficient aircraft fleets, and by operating these fleets in the most efficient manner.

2.2 The UAE strongly supports the GIACC recommendations, including the following:

- A strategy for efforts to achieve global improvements in average fuel efficiency of international aviation operations at a rate of 2 per cent per year, in 3 time periods (up to 2012, 2012-2020, and 2021 to 2050); and
- The identification of a basket of mutually supportive, emissions reduction measures, developed by GIACC and from which states can develop their emissions reduction policies.

2.3 The UAE also supports the following recommendation not fully endorsed by the GIACC:

- A medium term goal of carbon neutral growth by 2020 and encourages ICAO to undertake further work on medium and long term goals.

2.4 In addition, the UAE supports the following principle:

- Any aviation emissions reduction scheme proposed at COP15 should recognize aircraft operators who have already invested heavily in modern, low emissions fleets (the ‘early movers’ principle).

2.5 The UAE is prepared to support further work on developing medium and long term goals.

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

3.1 The HLM-ENV is invited to:

- a) endorse the concept of a global, sectoral approach to aviation emissions, led and developed by ICAO;
- b) support the goals and recommendations of GIACC. Together these will provide assurance to UNFCCC at COP15 of the aviation industry's unified commitment to addressing aviation emissions in a global, coordinated manner;
- c) agree that any global aviation emissions reduction scheme proposed by States at COP15 should recognise aircraft operators who have already invested heavily in modern, low emissions fleets (the 'early movers' principle) and avoid multi-layered, regional schemes and local taxes to address aviation emissions;
- d) encourage States to provide the necessary support to the aviation industry through policy and legal frameworks, commitments to help improve air traffic management, and development of alternative technologies and bio-fuels; and
- e) support a medium term goal of carbon neutral growth by 2020 and a long-term goal of 50 per cent reduction by 2050 based on 2005 level, and the further work necessary to develop the framework to achieving these goals.

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