



WORKING PAPER

ASSEMBLY — 39TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 22: Environmental Protection – International Aviation and Climate Change – Policy, Standardization and Implementation Support

RECOGNIZING EARLY MOVERS IN THE DESIGN ELEMENTS OF A GLOBAL MARKET-BASED MEASURE ON THE EFFECT OF INTERNATIONAL AVIATION ON CLIMATE CHANGE

(Presented by Qatar)

EXECUTIVE SUMMARY

The work of ICAO for mitigating the carbon footprint of civil aviation is highly commendable. Resolutions A37-19 and A38-18 have laid the foundation of achieving the objective of having civil aviation contributing to the global efforts of limiting the impact of climate change to acceptable and economically sustainable levels.

The Qatar Civil Aviation Authority (QCAA) views are based on the Annex to ICAO 37th Assembly resolution A37-19, in its clause (i), and on the Annex to ICAO 38th Assembly resolution A38-18 in its clause (i), specifically referring to recognizing early action taken by airlines to improve efficiency levels and to reduce the carbon footprint of the operations.

While commending and appreciating the various proposals at attaining a globally agreed upon Global Market-Based Measures (GMBM), QCAA has noticed that the proposals did not include an important design element referred to in the clauses mentioned above which is commonly known as “Early Movers”. The absence of that recognition would act as a de-motivator for airlines to improve their efficiencies at a higher rate than that of the industry, and would actually be penalized to early movers when carbon neutral growth (CNG) is implemented.

Action: The Assembly is invited to include the “Early Movers” recognition in any GMBM that may be agreed upon by providing adjustments to the airlines which, during a specific period of time prior to the CNG year of introduction, have reached efficiency levels, measured by either emissions/RTK unit or RTK/emissions unit, better than the average of the industry.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective E – Environmental Protection.
<i>Financial implications:</i>	

1. INTRODUCTION

1.1 At the 38th ICAO Assembly, the Assembly, through resolution A38-18, requested the Council, inter-alia, to develop a global MBM scheme for international aviation, taking into account a number of elements, while specifying some guiding principles for the design and implementation of the GMBMs for international aviation in the Annex of the resolution.

1.2 Clause (i) in the Annex to A38-18 which was also included in the Annex to resolution A37-19 of the 37th ICAO Assembly, stipulates that “*MBMs should recognize past and future achievements and investments in aviation fuel efficiency and in other measures to reduce aviation emissions*”.

1.3 In addition, point 23 in A38-18 stipulates that the Assembly “resolves that adjustments to MBM requirements for aircraft operators could be on the basis of fast growth, early action to improve efficiency, and provisions for new entrants”.

2. DISCUSSION

2.1 Throughout the past few years, ICAO has put extensive efforts to bring together States and try to reach common grounds for globally agreed upon GMBMs. Unfortunately, however, some of the principles and elements recommended or agreed to be included in the design elements of the GMBM in the past ICAO assemblies’ resolutions are not included in the latest proposals by ICAO for a resolution on aviation and climate change by the 39th session.

2.2 Here, the QCAA would like to refer specifically to the design element that recognizes the efforts by airlines who have taken early action to improve efficiencies which is commonly known as “Early Movers”. The importance of recognizing early movers is that the lack of that recognition would demotivate airlines to improve their efficiencies at a higher rate than that of the industry, and actually early movers would be penalized when carbon neutral growth (CNG) is implemented.

3. CONCLUSION

3.1 Based on the above, the Assembly is kindly invited to include the “Early Movers” recognition in any GMBM that may be agreed upon by providing adjustments to the airlines which during a specific period of time, prior to the CNG year of introduction, have reached efficiency levels, measured by either emissions/RTK unit or RTK/emissions unit, better than the average of the industry.

— END —