



ASSEMBLY — 37TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 17: Environmental protection

INDONESIA'S ACTION PLAN ON AVIATION AND CLIMATE CHANGE

(Presented by Indonesia)

EXECUTIVE SUMMARY

This paper provides general information regarding Indonesia position on environmental management and also its efforts and achievements to deal with different conditions to comply with international aviation safety regulation.

**Action:** The Assembly is invited to:

- a) note the information contained in this paper;
- b) support ICAO's role in responding to the challenges of aviation's impacts on climate change by agreeing to the development of Action Plans by appropriate States and the annual reporting of progress, traffic data and fuel usage; and
- c) consider the use of pilot projects to help form the guidance to States or a group of States in developing Action Plans.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives C, <i>Environmental Protection – Minimize the adverse effect of global civil aviation on the environment.</i>
<i>Financial implications:</i>	No additional resources required.
<i>References:</i>	Resolution A36-22, <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection</i> ICAO Colloquium on Aviation and Climate Change, May 2010 A37-WP/21, <i>Civil Aviation and the Environment</i> A37-WP/25, <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection - Climate Change</i>

1. INTRODUCTION

1.1 Climate change and global warming are issues that cannot be addressed by one individual country. Rather, they are issues that must be addressed by all countries. Because of this, international governing bodies, such as ICAO, have an important role to ensure their member States participate and

work in a coordinated way so that we can achieve the common goal of managing the effects of global climate change.

1.2 At the G20 meeting in Pittsburgh, USA in September 2009, and at the Conference of the Parties in Copenhagen December 2009, Indonesia announced that by 2020, it will reduce greenhouse gas (GHG) emissions by 26% from Business as Usual, and by 41% if supported.

1.3 Within Indonesia, transport is the main sector where growth in GHG emissions is forecasted over the next 10 years. Currently transport emits only 3% of all GHG but consumes 52% of all oil. Land transport is the major consumer of oil but the domestic aviation sector continues to grow and be responsible for an increasing amount of GHG and demand for oil. This growth has both environmental and economic impacts that need to be managed.

1.4 Indonesia, as an archipelago nation of 17,000 islands relies on transport for economic, social and other reasons. Management of aviation's impact on climate change must be conducted in a way that balances the needs of our people for a safe, regular and efficient transport services and the responsibilities we all have in protecting our environment for today and for those who follow us.

## 2. POSITION

2.1 International aviation remains outside of the Kyoto Protocol while domestic aviation emissions are included in country greenhouse gas targets. In 2010, Indonesia had some 500,000 domestic Regular Public Transport movements and these are expected to double by 2020. Hence, Indonesia supports a proactive program of change to limit or reduce the emissions of greenhouse gases from aviation through working *through* ICAO and *with* our domestic stakeholders and our regional neighbours.

2.2 According to the UK Aviation Environment Federation, short-haul flights (those less than 500km) are the highest emitter of GHG of all transport forms. As short-haul flights provide the majority of Indonesia's domestic movements, Indonesia will investigate the viability of alternate means of transport such as rail and buses as alternatives to flight. However, alternate forms of transport come with high infrastructure costs, availability of land for acquisition, practical limitations of being an archipelago and expectations from the community. For Indonesia, the continual increasing use of aviation for domestic travel is a reality with no real short-term alternatives.

2.3 Indonesia also recognises that the climate change mitigation actions available today are not sufficient to cope with the increase in air traffic without both major advances in technology and implementation via strong, comprehensive policies.

2.4 To assist in forming future policies and initiatives, Indonesia has developed a Greenhouse Gases Inventory System. Data from all sectors will be collected to provide nation-wide data on the:

- level and status of national GHG emissions;
- projected future GHG emissions; and
- achievement of reductions of GHG emissions due to climate change initiatives.

### 3. ACTION PLAN

3.1 In August 2010, Indonesia conducted a seminar on Aviation and Climate Change to commence the socialisation and coordination of a National Action Plan. With speakers from ICAO, IATA, ASPIRE, airlines, government and academia, the seminar provided information on what Indonesia can do to help and participate in reducing aviation emissions.

3.2 As a result of the seminar, the Indonesian Regulator, relevant Government Ministries, airlines, service providers, research agencies, academia and regional partners will work together to determine an appropriate action plan that minimises aviation's impact on climate change while recognising the increasing demand for air transport services. A draft action plan has been established to help in the discussions and to raise a common understanding into the possible initiatives that are available. The draft action plan uses the basket of measures provided in the final report of the Group on International Aviation and Climate Change (GIACC) and covers:

- aircraft modernization;
- improved engine technology;
- introduction of most efficient flight routes and flight paths;
- coordination of ground based infrastructure projects to better use available aircraft technology;
- operational efficiencies;
- eco-airports; and
- market-based measures.

### 4. CONCLUSION

4.1 Indonesia supports ICAO's suggestion for States to develop and provide to ICAO an Action Plan to detail initiatives to be undertaken to manage aviation's impact on climate change as well as to provide annual updates on traffic data and fuel usage. Although Indonesia believes such actions cannot be made a formal requirement, it encourages all States to participate in either developing their own Action Plan or be part of a regional Action Plan.

4.2 Indonesia also believes that drafting an implementable, practical and useful Action Plan, which can be measured and reported against, is a challenge. Indonesia proposes that the Assembly considers the establishment of 3 or 4 pilot projects that would develop an Action Plan for a single State or for a group of States. The results of these pilot projects could then assist to fine-tune ICAO's guidance to States.

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