



Reducing emissions from aviation: the way forward

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Sustainable Aviation (ICSA)



ICSA ...



- Formed in 1998 to represent the environmental NGOs at ICAO and CAEP
- Includes NGOs working on global aviation environmental issues, think tanks, and organisations representing communities and local authorities around airports. Members include T&E, AEF, CCAP and NESCAUM.
- Actively participate in working groups, steering group and plenary meetings
- Role – to highlight local and global environmental issues and pressures, and aviation's role; to seek and encourage solutions



The Problem...



- “Warming of the climate system is unequivocal, as is now evident from observations of increases in global average air and ocean temperatures, widespread melting of snow and ice, and rising global average sea level”
- “Most of the observed increase in global average temperatures since the mid-20th century is very likely (>90%) due to the observed increase in anthropogenic greenhouse gas concentrations”

SOURCE: IPCC, Fourth Assessment Report. Climate Change 2007: The Physical Science Basis.



The Impacts...



- “if we don’t act, the overall costs and risks of climate change will be equivalent to losing at least 5% of global GDP each year, now and forever. If a wider range of risks and impacts is taken into account, the estimates of damage could rise to 20% of GDP or more.”
- “All countries will be affected. The most vulnerable – the poorest countries and populations – will suffer earliest and most, even though they have contributed least to the causes of climate change.”

SOURCE: Stern Review: The Economics of Climate Change



ICAO work



CAEP 7 approved Guidance on Emissions Trading for Aviation (February 2007)

- First policy instrument to address impacts of aviation on Climate
- Guidance is not mandatory, is not direct ICAO action either, but will help States in their efforts



1997: Kyoto Protocol



“The Parties included in Annex I shall pursue limitation or reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from aviation and marine bunker fuels, working through the International Civil Aviation Organization and the International Maritime Organization, respectively.”



1998 to 2001: CAEP 5



“a closed emissions trading system does not show cost benefit results to justify further consideration”

Reinforced previous resolutions on taxes:

“Strongly recommends that any environmental levies on air transport which States may introduce should be in the form of charges rather than taxes”

Emission standards: “... the Committee decided not to develop an ICAO Standard for CO₂.”



2001 to 2004: CAEP 6



“An aviation specific system based on a new legal instrument under ICAO auspices seemed sufficiently unattractive that it should not be pursued further.”

“Urges Contracting States to refrain from unilateral implementation of greenhouse gas emissions charges prior to the next regular session of the Assembly in 2007”

“ICAO would provide guidance for use by Contracting States, as appropriate, to incorporate emissions from international aviation into Contracting States’ emissions trading schemes”



2004 to 2007: CAEP 7



- No further debate on the role of Greenhouse Gas Charges
- Guidance for Contracting States on inclusion of aviation activities in their emissions trading schemes, but...
... diverging views exist as to the degree of freedom States have in applying trading rules to foreign air carriers.



Overview



- 1996: ~~Fuel taxes~~
- 2001: ~~CO2 Emission standards~~
- 2001: ~~Closed Emissions Trading Scheme~~
- 2004: ~~Greenhouse Gas emission charges~~
- 2004: ~~ICAO Global Emissions Trading Scheme~~
- 2007: Inclusion in regional / national Emissions Trading Schemes





The way forward...



- Urgent need to restore confidence on ICAO
 - Recognize voluntary measures will not be enough
 - Actively encourage States to work on emissions trading
 - Approve encouraging guidance: “mutual agreement” would represent one more restriction, contradict Chicago Convention (Article 11) - would effectively “kill” the only ICAO option still open, undermining ICAO credibility.



The way forward...



- Urgent need to restore confidence on ICAO...
- ... and then need to pursue global measures to tackle emissions:
 - at technical level: emission standards
 - at operational level: optimizing routes / exchange good practice
 - in the market: incentivise and reward good environmental performance



**“Leadership is action, not
position.”**

Donald H. McGannon

Thank you for your attention!

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