



ACT>>>
GLOBAL

ICAO: UNITING AVIATION ON CLIMATE CHANGE

ICAO Colloquium on Aviation and Climate Change

ICAO Pre-Colloquium Tutorial Session 4 - Policy and Objectives

- A. International Policy
 - UNFCCC and Kyoto Protocol
 - Main Challenges for ICAO
- B. ICAO Programme of Action
 - Global Goals
 - Mitigation Measures
 - Progress Monitoring
- C. COP15 and beyond



UNFCCC Kyoto-Protocol

- Domestic aviation emissions - within States territory - included as part of the national emissions totals and subject to reduction targets of developed countries (Annex I Parties) under UNFCCC Kyoto Protocol
- International aviation emissions – beyond States’ boundaries – not included in national totals
- Article 2.2 of Kyoto-Protocol:

“ The Parties included in Annex I shall pursue limitation or reduction of emissions of greenhouse gases ... from aviation ... bunker fuels, working through the ICAO ... ”

Main Challenges for ICAO

How to find an appropriate balance between future growth and climate impacts ?

How to apply both ICAO's non-discrimination principle and UNFCCC's CBDR principle ?

How to accommodate States' different views into a globally harmonized approach?



ICAO's Roadmap to COP15

ICAO Assembly Resolution (A36-22) in September 2007:

- Recognized the critical importance of providing continuous leadership on international aviation in limiting or reducing its emissions that contribute to global climate change
- Requested to form a new Group on International Aviation and Climate Change (GIACC) to develop an Programme of Action on International Aviation and Climate Change
- Requested to convene an ICAO's High-level Meeting to review the Programme of Action recommended by GIACC

ICAO's High-level Meeting in October 2009 adopted the Programme of Action – the first globally-harmonized agreement from a sector on a goal to address its CO2 emissions



ICAO Programme of Action on International Aviation and Climate Change (1/2)

ICAO and its member States agreed to:

Global Goals

- 1) achieve a global 2% annual fuel efficiency improvement up to 2050;
- 2) further explore the feasibility of more ambitious goals, including carbon-neutral growth and emissions reductions, for consideration by 37th ICAO Assembly in September 2010;

Mitigation Measures

- 3) develop a global CO₂ Standard for aircraft;
- 4) facilitate the development and deployment of sustainable alternative fuels for aviation;
- 5) facilitate the implementation of operational changes and the improvement of air traffic management and airport systems;

ICAO Programme of Action on International Aviation and Climate Change (2/2)

ICAO and its member States agreed:

Mitigation Measures (cont' d)

- 6) development of a framework for market-based measures in international aviation
- 7) elaboration on measures to assist developing States as well as facilitate access to financial resources, technology transfer and capacity building

Progress Monitoring

- 8) in order to monitor progress towards reaching the goals, States are encouraged to submit their action plans and annual reporting on international aviation CO₂ emissions to ICAO
- 9) ICAO will regularly report CO₂ emissions from international aviation to the UNFCCC, as part of its contribution to assessing progress made in the implementing actions in the sector



Alternative Fuels for Aviation

- One element of ICAO's comprehensive mitigation strategy that includes technological, operational and market-based measures
- ICAO held a Conference on Aviation and Alternative Fuels in November 2009, to facilitate the development and deployment of sustainable alternative fuels for aviation
- The Conference endorsed the use of sustainable alternative fuels for aviation, particularly the use of drop-in fuels in the short and medium-term, and established a Global Framework for Aviation Alternative Fuels
- Air transport is well positioned to become the first sector to use sustainable alternative fuels on a global basis





UNFCCC COP15

- Intense negotiations at the level of experts, Ministers and Heads of Governments
- Most debates were focused on the principles of CBDR under the UNFCCC as well as on financing for adaptation activities rather than mitigation actions
- Questions concerning transparency and the need to ensure a democratic process arose particularly during the 2nd week
- Informal negotiations under the Joint High-level Segment resulted in a political agreement called “Copenhagen Accord”, which was “taken note” by COP15 plenary
- NO specific decision on how to address GHG emissions from international aviation, providing an opportunity for ICAO to make further progress



Next Steps

- DGCA Climate Group (from March 2010) - drafting of the Assembly Resolution on international aviation and climate change for presentation to the next ICAO Assembly in September 2010
 - 1) explore the feasibility of more ambitious goals, including carbon-neutral growth and emissions reductions, moving beyond the global commitment of 2% fuel efficiency improvement
 - 2) development of a framework on market-based measures in international aviation
 - 3) Elaboration of measures to assist States, to gain access to financial resources, technology transfer and capacity building
- COP16 and COP/MOP6 in November 2010