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Agenda Item 3: Global Aviation Matters
3.1 Global Aviation Dialogues (GLADs) on market-based measures to address climate change

GLOBAL AVIATION DIALOGUES (GLADs) ON MARKET-BASED MEASURES TO ADDRESS CLIMATE CHANGE

(Presented by Secretariat)

EXECUTIVE SUMMARY	
<p>This paper provides a summary of the current ICAO activities related to ICAO 38th Assembly Session Resolution A38-18. In this Resolution, it was resolved that ICAO and its Member States with relevant organizations would work together to achieve a collective medium term global goal: to keep the global net CO₂ emissions from international aviation of 2020 at the same level. The contribution of Global Aviation Dialogues (GLADs) on Market-Based Measures to Address Climate Change is explained.</p>	
Action:	Encourage Member States and relevant organizations, to submit their feedback about the Market-Based Measures (MBM) and their role in a basket of measures adopted to address CO ₂ emissions from international aviation, using GLADs as a tool.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• ICAO Assembly 38th Session, Resolution A38-18, 24 September to 4 October 2013, ICAO Headquarters, Montreal, Canada• State Letter Ref. <i>EMX0014</i> dated 12 January 2015, ICAO Global Aviation Dialogues (GLADs) on market-based measures to address CO₂ emissions from international aviation• State Letter Ref. <i>EMX0051</i> dated 28 January 2014, ICAO International Aviation and Environmental Seminar• State Letter <i>ENV 4/1 – 12/45</i>, dated 18 June 2012, ICAO States Action Plans on CO₂ Emissions Reduction Activities• State Letter Ref. <i>EMX0250</i> dated 15 March 2012, States' Action Plans on CO₂ Emission Reduction Activities• https://portal.icao.int/APER• http://www.icao.int/environmental-protection/Pages/Tools.aspx

1. Introduction

1.1 Aviation (both international and domestic operations) is estimated to be responsible for approximately two percent (2%) of global emissions of carbon dioxide (CO₂), which is one of the greenhouse gases responsible for causing global warming and climate change. International operations account for approximately 65% of total aviation emissions, and net annual CO₂ emissions from international operations were 448 Mt (Metric tons) in 2010.

1.2 Aviation has consistently invested in better aircraft technology and the improvement in efficiency of air transport operations. Significant technological progress has been made in the aviation sector, with aircraft produced today being about 80% more fuel efficient per passenger kilometer than in the 1960s. Total aviation emissions, however, are forecasted to grow in the coming decades. Projected total annual improvements in aircraft fuel efficiency of the order of 1–2% are expected to be largely surpassed by traffic growth of around 5% each year, leading to a projected increase in emissions of 3–4% per year.

1.3 As Environmental Protection is one of the strategic objectives of ICAO, work in this area has been undertaken by ICAO since the late 1960s. First, the focus was on the establishment of international policies and standards related to aircraft noise, but it has gradually expanded to other subject areas such as local air quality and climate change.

2. ICAO Assembly 38th Session Resolution A38-18 (Supersedes Resolutions A37-18 and A37-19)

2.1. In October 2013, the ICAO Assembly adopted Resolution A38-18, which constitutes the consolidated statement of continuing ICAO policies and practices related to climate change. Under this Resolution, the ICAO Assembly resolved that ICAO and its Member States with relevant organizations would work together to strive to achieve a collective medium term global goal: keeping the global net CO₂ emissions from international aviation of 2020 at the same level.

2.2. Under Resolution A38-18, the ICAO Assembly requested the Council, with the support of ICAO Member States, to conduct work and to report the results of this work for decision at the next session of the ICAO Assembly, which is scheduled to be held in September-October 2016. Within this mandate, the Council will:

- a) finalize the work on the technical aspects, environmental and economic impacts and modalities of the possible options for a global MBM scheme, including on its feasibility and practicability, taking into account the need for development of international aviation, the proposal of the aviation industry and other international developments, as appropriate, and without prejudice to the negotiations under the United Nations Framework Convention on Climate Change (UNFCCC);
- b) organize seminars, workshops on a global scheme for international aviation participated by officials and experts of Member States as well as relevant organizations;
- c) identify the major issues and problems, including those of Member States, and make a recommendation of a global MBM scheme that appropriately addresses them, and key design elements, including a means to take into account special circumstances and corresponding capabilities, and the mechanisms for the

implementation of the scheme from 2020 as part of a basket of measures, which also includes technologies, operational improvements and sustainable alternative fuels to achieve ICAO's global aspirational goals.

2.3. The Assembly also defined a basket of measures designed to help achieve ICAO's global aspirational goals. This basket includes: aircraft technology; operational improvements; sustainable alternative fuels and MBMs. MBMs are one of the measures in the basket of measures that can respond quickly to the need for emissions reductions.

3. GLADs

3.1. The Global Aviation Dialogues (GLADs) are the response to the ICAO Assembly's request in Resolution A38-18 for the Council to organize seminars and workshops on a global scheme for international aviation. They aim to allow for well-informed deliberations on a global MBM scheme at the next session of the ICAO Assembly in September-October 2016.

3.2. The GLADs are a forum for information and exchange of ideas, rather than a forum for decision-making, thus, the objectives are to:

- share information regarding MBMs and their role in a basket of measures adopted to address CO₂ emissions from international aviation
- provide up-to-date information on the work of ICAO on the development of a global MBM scheme
- serve as an opportunity to receive feedback from Member States and relevant organizations on the development of the global MBM scheme.

3.3. Participants in the GLADs are drawn from the governments of Member States as well as relevant stakeholders, including the aviation industry. In light of the content and format of the GLADs, participation is expected to be the most beneficial for officials serving in a medium to high-level advisory capacity within their respective State or stakeholder on the subject of developing the global MBM scheme for international civil aviation.

3.4. Five GLADs were developed in April 2015, in Lima, Nairobi, Cairo, Singapore and Madrid. Another round of meetings is anticipated to be organized in early 2016 (<http://www.icao.int/Meetings/GLADs-2015/Pages/default.aspx>).

4. Action by the Meeting

4.1 The Meeting is invited to:

- a) continue considering environmental issues in the planning and implementation of regional air navigation systems; and
- b) encourage Member States and relevant organizations, to submit their feedback about the Market-Based Measures and their role in a basket of measures adopted to address CO₂ emissions from international aviation, participating in the GLADs.