



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Submission of the International Civil Aviation Organization (ICAO) to the Ad Hoc Working Group on Long-Term Cooperative Action under the Convention (AWG-LCA)

12 February 2009

In response to the invitation by the Chair of the AWG-LCA for Parties and observer organizations to submit further ideas and proposals for the Assembly paper dated 15 January 2009 (FCCC/AWGLCA/2008/16/Rev.1), ICAO would like to make the following requests:

Paragraph 91 (page 64)

The current text is not in line with the message that ICAO conveyed in the document FCCC/AWGLCA/2008/MISC.3. It seems to be an interpretation of the last paragraph of the Executive Summary of our submission to the AWG-LCA3 (page 14 of the document) which stated:

“Cooperation with other UN bodies and in particular with the UNFCCC process is paramount to achieving a sound and effective solution for addressing aviation emissions. ... It is also critical that States’ representatives taking part in meetings within the UNFCCC and ICAO align their respective views and positions to ensure that emissions from international aviation will be considered in the most effective way under the upcoming climate agreement.”

However, our main message in this paragraph is the importance of national coordination so that States express aligned positions to both the UNFCCC and ICAO. In this context, we would like to request the correction of paragraph 91, by replacing it with the text offered above and reflecting our intention in the FCCC/AWGLCA/2008/MISC.3 correctly.

The Outcome of MEET in Japan

The Ministerial Conference on Global Environment and Energy in Transport (MEET) was held in Japan last month, with participation of transport ministers and representatives of 21 major States and 9 international organizations, including the UNFCCC. The MEET produced the Ministerial Declaration, of which paragraphs related to international aviation sector are in the Appendix (full text of Ministerial Declaration is available at http://www.mlit.go.jp/kokusai/MEET/result_en.html).

Bearing in mind that the Ministerial Declaration was adopted to reflect a collective will of all participants to the MEET, we would like to request that the current paragraph 72 (h) (page 54) in the Assembly paper be replaced by the two paragraphs below:

“72 (h) Emissions from international aviation are global in nature and are not restricted to national boundaries. Accordingly, the task of assigning them would be extremely complex at best and equally difficult to implement or enforce (ICAO);”

“72 (i) ICAO, as the competent UN body on aviation issues, should continue to lead in developing globally effective measures to address GHG emissions from international aviation, encompassing a basket of measures of a technological, operational and market-based nature, as was resolved at the 36th Session of the Assembly of ICAO (ICAO);”.

Enclosure:

A – Ministerial Declaration on Global Environment and Energy
in Transport (Excerpt)

ATTACHMENT

Ministerial Declaration on Global Environment and Energy in Transport (Excerpt)

7. We recognize the global nature of the international aviation and shipping sectors, and their importance to global economic growth and sustainable development, as well as the necessity of addressing emissions from these sectors considering the seriousness of the challenge of climate change. We recognize the key role of the ICAO and the IMO as the competent UN bodies on aviation and maritime issues, respectively, and encourage them to continue to lead in developing globally effective measures to address GHG emissions from international aviation and shipping. We will also work collaboratively through the ICAO and the IMO to foster frameworks of action to appropriately address emissions from their respective industries.

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10. To limit or reduce GHG emissions from international aviation, reaffirming the importance of expeditious discussions in the ICAO, we in particular:

- (1) Support the ICAO to develop preferably by the end of 2009 an implementation framework that involves a comprehensive approach, consisting of work on technology and standards, and on appropriate operational and market-based measures to reduce GHG emissions from international aviation, as was resolved at the 36th Session of the Assembly of the ICAO;
- (2) Support the efforts by the ICAO to identify possible global aspirational goals, including in the form of fuel efficiency, for GHG emission reduction; encourage manufacturers to produce aircraft with further improved fuel efficiency; and call on the ICAO to consider effective measures to facilitate the introduction of more fuel efficient aircraft;
- (3) Promote the introduction by the ICAO Contracting States of improved navigation systems to shorten flight routes, and of air traffic management that enables more efficient air traffic flows and air space management;
- (4) Encourage RD&D by the ICAO Contracting States of improved environmental aircraft technology and sustainable alternative fuels to reduce aviation emissions; and welcome ICAO's initiatives to promote discussion of sustainable alternative fuels for aviation on a global scale;
- (5) Support the efforts of reporting, estimation and prediction by the ICAO on GHG emissions from international aviation as well as its evaluation of the technological feasibility, environmental benefits, economic reasonableness, and environmental trade-offs of policies and measures; and
- (6) Encourage the ICAO Contracting States to collect information on progress of their industries with regard to fuel efficiency improvement and provide it to the ICAO so it can communicate the performance of the international aviation sector.

— END —