



**Statement from the
International Civil Aviation Organization (ICAO)
to the Twelfth Session of the UNFCCC Subsidiary Body for
Scientific and Technological Advice (SBSTA)**

(Bonn, 12 - 16 June 2000)

At the two previous SBSTA Sessions (June and October 1999), ICAO reported on the substantial activities underway to respond to the role identified for it under Article 2.2 of the Kyoto Protocol¹. This provision requires Annex I Parties to pursue limitation or reduction of emissions of greenhouse gases from aviation bunker fuels, *working through ICAO*.

Since we understand that a more substantive discussion on aviation will take place at the Thirteenth Session of SBSTA in September, this statement by ICAO is deliberately brief, focussing on the main developments since the previous session last October.

It will be recalled that the highest body of ICAO, the ICAO Assembly, adopted a resolution in September/October 1998, calling for its subsidiary bodies to “study policy options to limit or reduce the greenhouse gas emissions from civil aviation, taking into account the findings of the IPCC Special Report on Aviation and the Global Atmosphere and the requirements of the Kyoto Protocol” and to report back to the next meeting of the Assembly in September/October 2001². With this clear mandate, the expert group within ICAO that focuses on environment (the Committee on Aviation Environmental Protection, CAEP) had initiated actions aimed at providing the technical and economic policy basis for decisions on limiting or reducing greenhouse gases that could be taken by the Council of ICAO or at the next Assembly meeting.

Continuing progress

CAEP’s work on emissions is undertaken primarily by three working groups that are focussed on the following areas:

- further development of technology and related world-wide standards;
- reducing fuel burn through improved operational measures; and
- analysing the potential use of market-based options.

Since the SBSTA Session last October, there has been a meeting of the CAEP Steering Group and a number of meetings on emissions at working group level. Significant progress continues to be made by the three working groups, details of which will be elaborated in September.

¹These statements are accessible on the ICAO web site, www.icao.int under Environmental Protection.

²Appendix F to Resolution A32-8, *Consolidated statement of continuing ICAO policies and practices related to environmental protection* (also available on the ICAO web site).

Timetable

The Council of ICAO has recently made a number of decisions regarding the timing of meetings that help to define the timetable associated with this work. It has been decided to hold the next meeting of CAEP (CAEP/5), to which the three working groups will report, from 8 to 17 January 2001 in Montreal. CAEP/5's report will subsequently be reviewed by the Council, which in turn will report to the 33rd Session of the ICAO Assembly in September/October 2001. In addition, the Council has decided to convene a *Colloquium on Environmental Aspects of Aviation* from 9 to 11 April 2001 in Montreal, to enable States to be informed of environmental issues relevant to international aviation and of the outcome of CAEP/5, in preparation for the Assembly Session.

Strengthening exchange of information

In the ICAO statement last October, we confirmed ICAO's willingness to explore ways to further strengthen the exchange of information between ICAO and SBSTA. There have been two important developments in this context.

Firstly, in March the Council approved the participation of an observer representing the UNFCCC Secretariat in meetings of the Committee on Aviation Environmental Protection (CAEP). This will enable your Secretariat to attend CAEP/5 as well as meetings of CAEP's various groups of experts. In practice, this has already happened - a member of the UNFCCC Secretariat attended a recent meeting of the CAEP working group exploring the scope for market-based options and provided useful information on the Kyoto mechanisms.

Secondly, in May the CAEP Steering Group recognized the need to respond positively to assist the UNFCCC process in addressing its data problems concerning international aviation emissions. It was agreed that the ICAO Secretariat should explore, in consultation with the UNFCCC Secretariat, the possibility of holding an informal meeting or workshop on improving the accuracy and quality of aviation emission inventories.

Summary

ICAO's Committee on Aviation Environmental Protection (CAEP) is continuing to make progress in studying policy options to limit or reduce the greenhouse gas emissions from civil aviation, in preparation for the next ICAO Assembly session in 2001. Meanwhile, concrete steps are being taken to further strengthen the exchange of information between ICAO and SBSTA.
