



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

(The Hague, November 2000)

At Part I of the Thirteenth SBSTA Session in September, ICAO provided a progress report on activities underway to respond to Article 2.2 of the Kyoto Protocol<sup>1</sup>. This requires Annex I Parties to pursue limitation or reduction of emissions of greenhouse gases from aviation bunker fuels, *working through ICAO*.

Today, we would like to present a brief update and make the specific request to SBSTA and COP/6 that when the Kyoto mechanisms are developed they should not inadvertently preclude participation of international aviation. This approach may help the Parties work through ICAO to address emissions from aviation bunker fuels.

**Brief update on progress**

It will be recalled that in 1998 the ICAO Assembly adopted a resolution 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 its next meeting in September/October 2001<sup>2</sup>. With this clear mandate, the expert group within ICAO that focuses on environment (the Committee on Aviation Environmental Protection, CAEP) 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.

CAEP’s work on emissions is focussed on the following areas:

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

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<sup>1</sup>These statements are accessible on the ICAO web site, [www.icao.int](http://www.icao.int) under Environmental Protection.

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

In September, the CAEP Steering Group (with participation – for the first time – by an Observer from the UNFCCC Secretariat) reviewed progress in these three areas. It also identified some additional tasks to be completed in time for the fifth CAEP meeting, to take place in Montreal in January 2001.

Discussion focussed on the work on market-based measures. A range of options to encourage the reduction of emissions had been developed and evaluated. These included an aviation fuel tax, a revenue-neutral aircraft efficiency charge, an en-route emissions charge or tax, open emissions trading (trading with non-aviation sources) and closed emissions trading (trading only within the aviation sector), and various forms of voluntary agreements. Interim results on the environmental and economic impacts, and assessments in terms of administrative and legal issues and their impacts on equity and competitiveness were considered.

Based on the interim results to date, the CAEP Steering Group concluded that an open emissions trading system shows good opportunities for emissions reduction, but that a closed emissions trading system does not justify further consideration. It similarly concluded that charges, taxes and voluntary agreements seem to be less economically efficient than an open emissions trading system in the long term, but retained them for further study, particularly as regards their potential for application in the short term.

#### **Specific request from ICAO to SBSTA/COP**

Successful development of an open emissions trading system for international aviation emissions, consistent with the requirements of Article 2.2, would largely build on the rules being developed by SBSTA/COP. It would also require the setting of specific targets for international aviation emissions as they were not included in the Kyoto targets. Assuming ICAO can effectively address these issues, it would be important to ensure that the Kyoto mechanisms could be made accessible to international aviation.

**ICAO therefore respectfully requests that SBSTA/COP decisions on the Kyoto mechanisms do not preclude participation by international aviation in those mechanisms.**

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