



A36-WP/339  
EX/110  
24/9/07

**ASSEMBLY — 36TH SESSION**  
**EXECUTIVE COMMITTEE**

**DRAFT TEXT FOR THE REPORT**  
**ON**  
**AGENDA ITEM 17**

The attached material on Agenda Item 17 is submitted for consideration by the Executive Committee.

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**Agenda Item 17: Environmental protection**

17.1 At its fourth, fifth, and [REDACTED] meetings, the Executive Committee considered the subject of environmental protection on the basis of a progress report by the Council on the Organization's work on aircraft noise and engine emissions (WP/34) and two other Council reports, one updating Appendices B through G of Resolution A35-5, *Consolidated Statement of continuing ICAO policies and practices related to environmental protection*, (WP/35) and one on ICAO's aviation emissions policy updating Appendices A, H and I of Resolution A35-5 (WP/39). In addition, there were 17 papers presented by States and Observers: WPs 70, 75, 85, 88, 116, 130, 131, 132, 137, 166, 172, 182, 235, 236, 240, 251, 285...

17.2 The Committee noted that the Council's Committee on Aviation Environmental Protection (CAEP) and its various expert groups continued to undertake most of the Organization's environmental work and that CAEP had met in February 2007 (CAEP/7). In March, the Council reviewed and approved, with comments, the Recommendations of CAEP/7. Highlights of the progress achieved in aircraft noise and aircraft engine emissions are described in the paragraphs below. These are followed by interventions of States and other organizations.

**17.3 AIRCRAFT NOISE**

17.3.1 The Council submitted a report (WP/34) on progress made by ICAO since the 35th Session of the Assembly on aircraft noise, including activities carried out by the Secretariat and CAEP-related activities.

17.3.2 The Recommendations of CAEP/7 for amendments to Annex 16 are currently under consideration by States and are envisioned for applicability in November 2008.

17.3.3 As requested by the 35th Session of the Assembly, material had been developed for inclusion in the ICAO's *Guidance on the Balanced Approach to Aircraft Noise Management* (Doc 9829) on the subjects of "people issues" and airport case studies. Work was still in progress in CAEP on encroachment analyses.

17.3.4 No increase to the current levels of noise certification standards had been proposed at CAEP/7, but additional technical information for inclusion in Annex 16 — *Environmental Protection*, Volume I — *Aircraft Noise* and the *Environmental Technical Manual on the use of Procedures in the Noise Certification of Aircraft* (Doc 9501) was agreed. A correlation study of noise levels around airports with certification noise levels had been conducted by CAEP, with the conclusion that there was a reasonably high degree of correlation and there was no need to change the current certification scheme. Three noise certification workshops had been conducted to enhance awareness of the current certification-related SARPs and guidance material.

17.3.5 Guidance material had been developed providing general information on the assessment of noise (and emissions) benefits accruing from the implementation of noise abatement operating procedures. This material will be published as an ICAO Circular.

17.3.6 An updated edition of the *Airport Planning Manual, Part 2 - Land Use and Environmental Control* (Doc 9184) recommending land use planning and environmental practices at airports, was soon to be published.

17.3.7 New guidance material on recommended methods for computing noise contours around airports had been developed to replace ICAO Circular 205. The latter document was published in 1988 and the material contained therein has been overtaken by technological developments.

17.3.8 As requested at the 35th Session of the Assembly, CAEP had undertaken a study of airport noise curfews. The study had been limited to a review of current curfews, including their types, the reasons for them and their global scope and scale. Work on this subject was continuing.

17.3.9 The 35th Session of the Assembly had also requested that the Council regularly assess the present and future impact of aircraft noise and engine emissions and continue to develop tools for this purpose. Regarding the assessment of aircraft noise, a revised noise trend had been developed using the AEDT/MAGENTA model. This model had been updated since the last Assembly in order to reflect the latest international noise modelling standards. The results of this assessment are presented in Appendix C of WP/34. Appendix D presented the list of ICAO publications on the environment.

17.3.10 In WP/132, India highlighted the need for a review of night curfew restrictions imposed in some States/airports. It considered that the practice of night curfews adversely affected the concept of free flow of air traffic and caused inconvenience to the travelling public. In addition, curfews at some airports during the night caused congestion at other times of the day, leading to an adverse impact on the environment and the economics of airline and airport operations. ICAO had taken initiatives in recommending use of the latest technology in aircraft engine design and refined operational procedures to minimise the impact of aviation on the environment, but curfews imposed in some States/airports were considered to have a retrogressive effect on ICAO's efforts. The present growth in aviation globally and its effect on the environment was one of the greatest challenges faced by ICAO. Therefore, it was considered that the restrictions imposed by night curfews should be reviewed to reduce their impact on the environment and the economics of airlines and destination airports. In addition, the removal of night curfews would help in making optimum use of airspace and infrastructure. India specifically suggested that ICAO should study the application of the balanced approach where night curfews had been imposed and evaluate the extent to which the balanced approach could contribute to solving the problem. It was also proposed that ICAO should conduct a case study at a major destination airport of the environmental and economic impacts of curfews at other airports.

17.3.11 In WP/251, Nigeria, on behalf of the African States, suggested that ICAO should look closely at the management of the interrelationship between noise and emissions. In this regard, it advocated removal of night curfews imposed on operations into airports, particularly in Europe, since aircraft noise levels have over the years reduced considerably. Retention of the night curfews further increased delays and congestion at those airports with great fuel burn and other operational penalties to airlines, as well as higher emissions.

17.3.12 In WP/172, Indonesia provided general information regarding its position on environmental management, , including noise, and also its efforts and achievements in dealing with international aviation safety and environmental requirements in the local cultural situation.

17.3.13 In WP/116, the Airports Council International (ACI) stated that it considered noise as the most important issue from an airport perspective and supported the guidance provided by ICAO in this regard. It proposed that noise certification standards should be reviewed on a regular basis (e.g. every six years) and also that any new noise Standards should require noise reductions at all three certification locations (approach centreline, departure centreline and departure sideline) as well as a cumulative reduction.

17.3.14 In discussion of the issues raised in these papers, it was stated that despite the progress made, noise remained the largest impediment to the expansion of existing airports and the construction of new airports. The significant reductions in individual aircraft noise that had been made in the past were unfortunately being offset by traffic growth and there was therefore a need to continue efforts to further reduce noise at source. It was cautioned however that the overall noise problem was unlikely to be solved by technical means alone; it should therefore continue to be addressed through the balanced approach. The value of land use planning was mentioned. Since CAEP routinely reviewed the noise stringency Standards, it seemed unnecessary to prescribe the intervals at which this should be done. The timing, magnitude, format and justification for increases in stringency of the noise Standards should continue to be based on the sound technical judgement of the CAEP experts, as in the past.

17.3.15 There was sympathy for the views expressed concerning curfews, however it was noted that further studies of the issue, including a case study, were already included in CAEP's work programme. The majority of speakers indicated that the subject was already being addressed as part of the balanced approach to noise management and that this approach should be continued.

17.3.16 Assembly Resolution A35-5 requested that the Council submit at each Assembly a consolidated statement of continuing ICAO policies and practices related to environmental protection. In A36-WP/35, the Council submitted a draft text of Appendices B through G of Resolution A35-5 updated to reflect developments since the 35th Session of the Assembly and, in particular, developments from the seventh meeting of the Committee on Aviation Environmental Protection (CAEP/7). It was noted that only Appendices B and C had been changed. Also, the Secretariat mentioned an editorial error in Appendix C which would be corrected. It was also noted that the remainder of the Appendices (A, H and I) of this Assembly resolution would be considered in connection with A36-WP/39.

17.3.17 The Committee accepted the proposed Appendices B through G of the *Consolidated Statement of continuing ICAO policies and practices related to environmental protection* without further comment.

## 17.4 AVIATION EMISSIONS

### 17.4.1 General

17.4.1.1 The Council submitted a report (WP/34) on progress made by ICAO since the 35th Session of the Assembly on technical and operational aspects of engine emissions, including activities carried out by the Secretariat and by CAEP, as well as the main developments in cooperation with other UN bodies.

17.4.1.2 Liaison had continued with other United Nations (UN) bodies to obtain a better understanding of the environmental impact of aviation and to explore policy options for limiting or reducing emissions. Liaison has principally been focussed on the UN Framework Convention on Climate Change (UNFCCC) and the Intergovernmental Panel on Climate Change (IPCC). It was of note that since the last Session of the Assembly, the Kyoto Protocol had entered into force. At UNFCCC's request in May 2005, ICAO had presented a report to UNFCCC's Subsidiary Body for Scientific and Technological Advice (SBSTA) on the results of an aviation emissions and fuel consumption data comparison exercise. There had since been no further progress in the UNFCCC process on methodological issues related to aviation emissions, but cooperative dialogue between ICAO and UNFCCC was continuing. Most of the cooperative work with IPCC had centred on that body's preparations for its Fourth Assessment Report (AR4) and the 2006 Guidelines for National Greenhouse Gas Inventories. ICAO had requested that AR4 include an update of the main findings of the 1999 Special Report, in particular on the main areas of uncertainty (i.e. the influence of contrails and aerosols on cirrus clouds). WP/34 included a summary of these aspects in AR4.

17.4.1.3 CAEP/7 had not made any recommendations for changes to the stringency of the engine emissions Standards in Annex 16, Volume II - Aircraft Engine Emissions. However work was underway to determine the possibility of a future lowering of the NO<sub>x</sub> limits. A new development was the setting of mid-term (2016) and long-term (2026) goals for NO<sub>x</sub> limits to assist CAEP in its future activities. Progress on emissions reduction over the last four decades was illustrated. CAEP had also produced guidance material on airport air quality and work was continuing in this area.

17.4.1.4 Concerning operational measures, CAEP had produced information on the environmental benefits of implementing new CNS/ATM systems; however newer models were being developed to enhance this work. CAEP had begun studies of the environmental advantages of Continuous Descent Approaches (CDA) and although more work was needed, it was apparent that CDA showed significant benefits. Work on CDA and other operational measures that can provide important environmental benefits was continuing, with close cooperation between the Secretariat, CAEP and other bodies of the Organization.

17.4.1.5 An essential component of CAEP's work involved the use of models to predict the effect of technological and operational improvements on emissions reduction (as well as on noise). CAEP had undertaken substantial work to assess the models made available to it by States and to assess initial trends for local and global emissions. Results of this assessment were presented to the Committee.

17.4.1.6 The meeting was advised that ICAO had organized a Colloquium on Aviation Emissions in May 2007 which had provided a forum for the discussion of aviation emissions. It provided in-depth background information on emissions to assist in decision making at this Session of the Assembly. During the Session, the Organization also published the first edition of ICAO's Environmental Report. This new document was intended to serve as a periodic status report and an authoritative reference on aviation and the environment.

17.4.1.7 The Committee noted the achievements of CAEP and the comments of States. It expressed satisfaction with the work done as evidenced by the extensive body of published material arising from CAEP's work.

#### 17.4.2 Market-based measures

17.4.2.1 In WP/39, the Council reported on its work with regard to ICAO's aviation emissions policy, including the application of market-based and other policy measures to limit or reduce the impact of aircraft engine emissions on the environment, both at the global (climate change) and the local (local air quality) levels. The paper recalled that actions taken to tackle emissions included three approaches, namely technology and Standards, operational measures and market-based measures. With respect to the latter, the work accomplished by ICAO since the last Assembly, largely undertaken through CAEP, had covered voluntary measures, emissions-related charges and emissions trading.

17.4.2.2 ICAO had collected and disseminated information on various experiences of voluntary measures. The Organization had also adopted policy and published guidance material on emissions charges related to local air quality. The focus of the work on market-based measures to reduce global emissions had been on emissions trading, as this was the area where most progress could be expected. Guidance had therefore been developed for integrating international aviation into States' emissions trading systems. In its report the Council indicated that this guidance was adopted on a provisional basis (draft guidance), due to the fact that there was a difference of conception among States on the issue of implementation without mutual consent of the States involved. This issue had to be considered at the level of the Assembly.

17.4.2.3 The paper also reported on other developments that had taken place or were underway, such as the carbon offset programmes that were increasingly proposed to the travelling public, the use of the Clean Development Mechanism (CDM) provided for under the Kyoto Protocol which would permit the use of such a mechanism for aviation-related projects in developing countries, or the United Nations Initiative on Climate Change in which ICAO was invited to participate.

17.4.2.4 The paper also presented the areas in which further work would be needed in order to progress in the field of aviation emissions.

17.4.2.5 Finally, three restructured appendices to the Consolidated Statement of continuing ICAO policies and practices related to environmental protection on the subjects addressed above were proposed for consideration by the Assembly (Appendices A, H and I). Appendix A covered general aspects, Appendices H and I were restructured to address aviation impact on local air quality and aviation impact on global climate, respectively. Although great efforts had been undertaken by the Organization to bridge differences of views on specific aspects of the Resolution, such as geographic scope for the emissions trading schemes or the definition of possible targets for the emissions performance of aviation, these items remained unresolved. They were shown in brackets in the revised wording of the Resolution and needed to be resolved by the Assembly.

17.4.2.6 Australia's position on the establishment of a strategic framework by ICAO on the management of greenhouse gas emissions from aviation was outlined in WP/182. The paper suggested that the Assembly should resolve to expedite the development of a strategic framework to manage aviation emissions, and that under the framework, practical operational and technical measures should be given priority. The Assembly should encourage the development of a balanced approach for aviation emissions that also promoted other complementary measures, such as voluntary offset schemes and open emissions trading options. Furthermore, the Assembly should resolve to support the principles of

multilateral cooperation in encouraging emissions trading options for international aviation that would be implemented on the basis of mutual agreement by affected parties.

17.4.2.7 Chile considered in WP/285 that emissions trading should be dealt with in the context of international law and that it was important to adopt approaches which had been taken in other multilateral fora which had addressed environmental issues, such as establishing common but differentiated responsibilities, and distinguishing the treatment given to highly vulnerable countries. This meant that States with differently developed economies should assume other kinds of responsibilities, and that the contribution to reduction measures should be different for more vulnerable States. It was also important to take account of the geographic isolation of countries such as Chile, for whose economic development and international connections air transport was of vital importance. The European scheme could significantly increase aviation operational costs, thereby harming Chile's economic development. It called for support of the work of CAEP and of the work of ICAO on emissions trading.

17.4.2.8 China noted, in WP/235, that with the growth of global air transport, the issue of aviation emissions and its impact on climate change was generating increasing concerns from the international community. Technology, operations and infrastructure improvement were the measures focussed on by industry stakeholders to address aviation emissions, while market and government-based economic measures would be a much more challenging core issue in future. The adoption of economic measures to address aviation emissions should be discussed by States within the framework of ICAO. ICAO should take the lead in researching and assessing these economic measures and addressing aviation emissions based on the principle of "common but differentiated responsibilities" and the principles of consensus, active participation and broad cooperation. It should oppose any unilateral action and non-differentiated coercive emissions-reduction measures, oppose the adoption of non-differentiated global emissions trading, and urge the inclusion of civil aviation into the Clean Development Mechanism (CDM) as soon as possible.

17.4.2.9 In WP/88, Egypt presented its viewpoint, as a developing country, on the effects that the unilateral application of an emissions trading scheme by a State or group of States would have on developing countries. The paper recommended, *inter alia*, that no decision concerning emissions trading for aviation should be taken unilaterally by a State or group of States, and that priority should be given to a balanced approach for emissions, similar to that followed with regard to noise, taking into consideration the interests of both developing and developed countries.

17.4.2.10 India provided in WP/137 an update on several recent initiatives it had taken to conserve fuel and enhance environmental protection.

17.4.2.11 In WP/172, Indonesia provided general information regarding its position on environmental management, including emissions, and also its efforts and achievements in dealing with international aviation safety and environmental requirements in the local cultural situation.

17.4.2.12 A number of States<sup>1</sup> jointly presented WP/166 in which they noted that, in order to meet the environmental challenges that aviation's growth posed in an effective manner, it was imperative that ICAO continue to maintain its leadership role of establishing a well-structured, long-term, and globally-acceptable approach, which would allow growth of aviation while managing the associated environmental

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<sup>1</sup> Argentina, Brazil, Canada, Colombia, Ecuador, Japan, Mexico, Pakistan, Panama, Saint Lucia, Singapore, the United Arab Emirates and the United States

impacts. This approach should include fostering cost-effective solutions based on international consensus for use by Contracting States to achieve ICAO's environmental goals. ICAO should endorse guidance on emissions trading that supported the principle of mutual agreement and urged States to refrain from unilateral implementation of greenhouse gas charges. ICAO should also recognize the need to take account of the implications of environmental measures on the economic circumstances of the developing world and with full respect for the agreed principles contained in the applicable provisions of international aviation law.

17.4.2.13 In WP/251, Nigeria presented the views of African States<sup>2</sup>. It noted that the European Union (EU) had recently decided to include aviation in the Emissions Trading Scheme (ETS). The decision affected not just EU carriers but included all carriers operating into EU airports. This decision was viewed by many non-EU States as a unilateral imposition which should be reconsidered. It considered that no studies had been carried out to assess the issue of noise and emissions in Africa and that such a study was necessary. This study should include a review of the effect of the ICAO emissions trading guidelines on African airlines. African States believed that since the Kyoto Protocol did not set emissions targets for developing countries, inclusion of airlines from developing countries in the Emissions Trading Scheme of the European Union would amount to setting targets through the back door. ICAO and Contracting States should adhere to the principle of common but differentiated responsibilities and capabilities. The emphasis should be on those measures that reduce emissions without impacting the growth of air transport. They supported the work of ICAO on technical issues.

17.4.2.14 In WP/70, Portugal, on behalf of the Member States of the European Union, together with the other States Members of the European Civil Aviation Conference (ECAC) and EUROCONTROL stressed the importance of addressing global and local environmental impacts through the application of a comprehensive approach that would comprise technical standards, research and technological development, air traffic management modernisation and market-based measures. However, technical measures would not be sufficient and the recourse to market-based measures was necessary. The paper explained Europe's position on emissions charges and emissions trading, notably with respect to the principle of non-discrimination. It was also mentioned that the European project was ready to accommodate the concerns that developing countries may have, including the principle of common but differentiated responsibilities and capabilities. Furthermore it was stressed that most airlines from third countries would not be affected, or little affected, since the bulk of the burden would be borne by European airlines.

17.4.2.15 In WP/240, the Assembly was invited by Bahrain and Egypt, on behalf of the Arab Civil Aviation Commission (ACAC), to convene an International Conference under the auspices of ICAO to explore measures for reducing the adverse impact of civil aviation on the environment. It was also invited to urge member States to refrain from imposing taxes on aircraft fuel and to urge member States that had imposed taxes to reconsider their position so as to reduce the burden on airlines. The paper further urged ICAO to act promptly to develop clear and precise controls and guidelines regarding an emissions trading

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<sup>2</sup> Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libyan Arab Jamahiriya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, Sudan, Swaziland, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe



scheme so as not to hinder the progress of air transport or restrict the participation of airlines from developing countries in the air transport industry.

17.4.2.16 ACAC, in WP/236, noted that the Arab States had been working hard with the international community on the issue of environmental protection in civil aviation, in order to establish an environment which was free from pollution. The States had also been abiding by the international conventions and agreements in this context. Through this paper, the Arab States were inviting the international community, through ICAO, to respect these agreements and to apply the relevant Standards, by giving sufficient time and opportunities for more research and studies. They also invited manufacturing States to improve the performance of engines to avoid increasing costs and to provide an environmentally-friendly air transport product that would be consistent with the specifications developed by CAEP and ICAO.

17.4.2.17 The Latin American Civil Aviation Commission (LACAC) presented its position in WP/130 with respect to the emissions trading scheme. Special emphasis was placed on geographic scope and the possibility that States or groups of States would unilaterally impose obligations on civil aviation companies from third countries, including those not considered under Annex B to the Kyoto Protocol, as was the case in the emissions trading project under consideration by the European Union (EU). LACAC was of the view that the member States of the EU were ignoring the principle of common but differentiated responsibilities foreseen in the multilateral climate change instruments to which they are also signatories.

17.4.2.18 In WP/131, LACAC also noted the responsibility of States to mitigate the harmful environmental effects of civil aviation and the parallel challenge of finding appropriate means to do so in the context of the growth of this activity. LACAC member States recognised that ICAO had made important progress in limiting or reducing the emissions produced by international aviation. They also considered that it was both necessary and possible to make additional progress by applying duly integrated measures. These measures should include the dissemination of, and timely access to, technological developments in goods and services applicable to civil aviation; use of more appropriate operating procedures; appropriate air traffic organisation and management and use of airport planning mechanisms; land use planning and management; and use of market measures to control or reduce emissions. All of these measures should be integrated into specific ICAO guidelines and be part of an acceptable global plan that would include emissions trading under a mutual consent approach. It was considered essential to apply the principle of common but differentiated responsibilities which was enshrined in the United Nations Framework Convention of Climate Change and the Kyoto Protocol.

17.4.2.19 In WP/75, the UNWTO explained that it was seeking ways for tourism to both adapt to climate change and to mitigate emissions while reinforcing the contribution of the sector to socio-economic development in general and actions undertaken by the United Nations system in particular. A key element in this respect would be to enhance coordination of market-based climate change mitigation initiatives between aviation and tourism authorities, in consultation with the private sector.

17.4.2.20 In WP/116, Airports Council International (ACI) indicated that local air quality was considered by airports as a significant issue, as it could influence, for example, the approval process for infrastructure expansion. Guidance provided by ICAO in that respect was, therefore, supported. In addition, ACI called for a review of NO<sub>x</sub> stringency standards on a regular basis. ACI also considered that climate change issues should be dealt with at a global level under the leadership of ICAO, although

regional solutions could be supported as an interim step to a global solution. To that effect, it called on ICAO to develop a roadmap to address aviation emissions that contribute to climate change with a long-term strategy. ACI looked to ICAO for leadership in achieving global action.

17.4.2.21 In WP/85, the International Air Transport Association (IATA), while recognizing the past achievements of the air transport industry, noted that aviation's carbon footprint continued to grow. The paper explained that IATA's vision was to put aviation on a gradual path towards carbon neutral growth and, eventually, a zero-carbon future. In order to achieve such objectives, a number of policy actions required immediate attention in the areas of technology, aircraft operations, infrastructure and economic measures based on the principle that coverage of airlines from various States be only on the basis of mutual consent. Economic investments should be explored as incentives to drive new technology programmes. Offset-type programmes could be further used to engage airline customers in climate change initiatives. ICAO's leadership should be further asserted and all necessary measures should be taken to facilitate and accelerate additional progress in these areas.

17.4.2.22 With regard to differing views, the meeting noted that an informal group would be assisting the Chair of the Executive Committee in developing the best way forward.

17.4.2.23 In addition to the working papers presented either on an individual basis or collectively, a number of States, including Algeria, Argentina, Brazil, China, France, India, Nigeria, the United Kingdom, the United States and the Commission of the European Union made statements specifying their positions on the subject of addressing the ways of limiting or reducing aircraft engine emissions.

17.4.2.24 There was general agreement that market-based measures should not be considered in isolation, but as one of the three possible approaches (technology and standards, operational measures and market-based measures) to be applied. However, there were diverging views as to the relative importance to give to each of these measures. Several States expressed the view that discussions should focus on reaching consensus on the best way to address the reduction of emissions.

17.4.2.25 The view was expressed by several States that in current international climate change instruments, developing countries were not required to achieve quantified emissions reduction objectives and, consequently, that they should not be included in an emissions trading scheme to be applied without distinction to all airlines. In any case, implications for developing countries should be given high consideration before any measures were taken that could affect them, no unilateral measure should be imposed and due attention should be paid to the principle of common but differentiated responsibilities and capabilities that was enshrined in the UNFCCC instrument. In addition, any measures taken to reduce emissions should not restrict aviation's growth, especially in countries where this sector highly contributed to the general economic development.

17.4.2.26 Several States re-affirmed their opposition to the application of an emission trading scheme without mutual consent of States concerned.

17.4.2.27 There was general consensus on and support for the notion that climate change was a global concern and that a global response should be given to it; for that reason ICAO should play a leadership role. The issue was not if something should be done about it but how it should be done. A suggestion was made to establish an international task group to look further into that matter.

17.4.2.28 One State expressed the view that attention should be given to practical programmes that were already reducing emissions. Emissions trading did not make sense either at the domestic level in their country or at an international level, mainly due to the fact that it would result in an increase in the price of airline tickets. This was due to the possible shift in traffic that was likely to happen and that would not bring benefit to the climate change issue. In its view, a comprehensive approach based on technological advances and air traffic reform reducing congestion and emissions, was the way forward in a multilateral context.

17.4.2.29 Other States indicated that long-term goals for different emissions should be defined. In their view, an emissions trading scheme was a highly effective mechanism for reducing emissions at the lowest cost in the sector concerned. Such a system, implemented on a non discriminatory basis, was able to ensure that environmental goals are met, and offered aviation the best opportunity for achieving sustainable growth. The same States also felt that environmental charges were also a valid market-based measure, and that the moratorium they had accepted in 2004 was supposed to end in 2007 at this Assembly. Contracting States should be free to take the measures they consider necessary to fulfil their international obligations to combat climate change.

(to be continued)

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