TENTH SESSION OF THE STATISTICS DIVISION (STA/10)

Montréal, 23 to 27 November 2009

DRAFT REPORT ON AGENDA ITEM 10

The Plenary, on 26 November 2009, approved the draft report on Agenda Item 10.

(3 pages)

Agenda Item   10:   Fuel consumption by commercial air carriers

Proposal for a New Data Collection of Fuel Consumption by Commercial Air Carriers (WP/21)

10.1   **DOCUMENTATION**

10.1.1   In accordance with the programme of action recommended by the Group on International Aviation and Climate Change (GIACC), WP/21 indicated that ICAO needed to collect fuel consumption data for commercial air carriers in order to meet the requirements of initiatives in the area of environmental protection as well as to monitor improvements in fuel efficiency due to changes in operational and air navigation procedures. In accordance with the recommendation of STAP/14, the paper proposed the introduction of a new collection process on fuel consumption by commercial air carriers and two options of a reporting form through which the data could be collected on an annual basis. These two options included:

a)   a form endorsed by STAP/14 which would collect fuel consumption data by air carrier and aircraft type (passenger and all-freight) broken down into scheduled and non-scheduled services for international and domestic operations, plus the corresponding tonne-kilometres performed and tonne-kilometres available; or

b)   a form requiring reporting of fuel consumption and corresponding traffic in terms of tonne-kilometres performed and tonne-kilometres available by flight stage for international and domestic services. This option would reduce the burden on States of reporting to ICAO in view of the developments with respect to aviation emissions trading that have been taking place since STAP/14.

10.2   **DISCUSSION**

10.2.1   The Division recognized the importance of fuel consumption data collection and the caution that needed to be applied in dealing with this issue. The division had no objection to the principle of introduction of fuel consumption data collection by ICAO, as this had been included in the programme of action proposed by GIACC and unanimously endorsed by the ICAO High-level Meeting on International Aviation and Climate Change.

10.2.2   With respect to the modalities of collecting the data, some delegations stated that their respective countries did not have sufficient technology to report data on fuel consumption, including the formats proposed in WP21. Others indicated that due to several technicalities (e.g. related to fuel density, fuel consumption by APUs, revenue tonne-kilometres calculation) that were not clear, they would only be able to accept the modification of reporting Form D by adding a column on fuel consumption data. One delegation indicated that the principles and provisions of common but differentiated responsibilities and respective capabilities (CBDR) should be applicable to the fuel consumption data collection by commercial air carriers. However, the Secretariat confirmed that it had been directed by the Council to implement such data collection without applying any differentiation and that assistance would be provided to States, as required, in the reporting process.

10.2.3   Regarding the technical content of a reporting form, there were divergent views on whether to discuss it in the context of a STAP meeting to be planned for next year or to address it right away through an ad-hoc working group. It was agreed to create an ad-hoc working group (WG2) consisting of representatives of Brazil, France, Germany, India, Switzerland, United Kingdom and IATA, to further examine the modalities to be used for the collection of fuel consumption data. Some delegations declined the working group participation preferring that the issue be tackled by the STAP. Depending on the outcome of the working group being acceptable to the division, the issue could still have to be decided by STAP.

Recommendation 10/1

The Division Recommends that:

ICAO should introduce a new collection process on fuel consumption by commercial air carriers.

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