



**Statement of the International Civil Aviation Organization (ICAO) to
the First Part of the Sixth Session of the
Ad Hoc Working Group on Further Commitments
for Annex I Parties under the Kyoto Protocol (AWG-KP6)**

(Accra, Ghana)

It is a pleasure for me as the representative from ICAO to be here in Accra and to report on international aviation and the environment to the group working on further commitments for Annex I Parties under the Kyoto Protocol. In doing so, I will refer briefly to my previous reports as a basis for more recent developments.

Since Bangkok and Bonn, ICAO's Committee on Aviation Environmental Protection has made substantial progress in responding to the request of the Organization's governing body, the Council, to prioritize and intensify all activities related to greenhouse gas emissions (GHG). This includes GHG emission quantification, the stringency of NO_x standards for aircraft engines, fuel burn goals and metrics, operational measures to reduce global emissions and market-based measures.

Of particular significance was action taken following the approval earlier this year of a methodology to calculate carbon dioxide from air travel. Those of you who were in Bonn will recall that ICAO launched its Carbon Calculator during a side event there. The user-friendly Calculator, which is freely accessible on ICAO's public website, makes it possible to consistently estimate the emissions attributed to a specific flight and to use the results in a carbon offset programme. We pride ourselves in the fact that the Calculator is universal, neutral and transparent, and that it applies the best publicly available industry data. The reaction so far from Member States, industry and users is very positive and we intend to apply suggestions received to continually improve the Calculator.

A week after the Bonn meeting, ICAO held its first "Aviation and Carbon Markets Workshop". Our objective was to bring together concerned stakeholders and sensitize them to the full range of issues related to aviation emissions and carbon markets. We addressed a variety of approaches, including emissions trading and carbon offset programmes, and we initiated discussion on other Kyoto flexible mechanisms, opportunities for a global aviation market and on emerging discussions relating to possible funding options for mitigation and adaptation.

We were particularly pleased to have with us by video link the Executive Secretary of the UNFCCC, Mr. Yvo de Boer, as keynote speaker. His insightful and challenging observations were extremely well-received by the meeting. Highlights of the workshop, along with other recent developments in the field of aviation and climate change, are included in the recent issue of the ICAO Journal, which is available on our website.

Another milestone was the second meeting of the Group on International Aviation and Climate Change (GIACC) where were discussed, inter alia, the possible establishment of short, medium and long term goals for fuel burn. Three smaller working groups were formed to expedite work on goals, measures and means to evaluate progress to reduce aviation greenhouse gas emissions, respectively. You may recall that the GIACC was created by the ICAO Assembly in 2007 and consists of 15 high-level government officials from States that are geographically and developmentally representative. Their collective mandate is to develop and recommend to ICAO an aggressive programme of action for international aviation and climate change to be considered at a high-level meeting of the Organization under a timeline that takes into account the 15th Conference of the Parties to the UNFCCC in Copenhagen, at the end of 2009.

This underscores the fact that both our organizations, the UNFCCC and ICAO, are generally moving in the same direction, debating similar issues and likewise setting their sights on similar outcomes. As we advance along these parallel streams of activity, it is vital that we continue building on the excellent cooperation we have developed and nurtured over the years. Together, we can better identify what measures need to be implemented so that aviation emissions continue to be properly addressed.

Let me emphasize here that while this ongoing dialogue is certainly a prerequisite to effective and lasting progress, it is not sufficient by itself. It is also critical that State representatives taking part in meetings within the UNFCCC and ICAO align their respective views and positions. Over the past few months especially, we at ICAO have strongly encouraged our Contracting States to ensure better coordination of their positions in these two fora. The collaborative efforts between the UNFCCC and ICAO should inspire them to engage in this process.

At the last meeting of the AWG-KP in Bonn, a wide range of views were expressed on whether or not to include international aviation in targets for Annex 1 Parties. The report of the meeting* showed that there is no clear consensus on this issue. This, perhaps, reflects the reality that this is a very complex issue, that it has major implications for all Parties, and that it should be treated in close coordination with the Ad Hoc Working Group on Long-term Cooperative Action.

In one of its workshops this week, the AWG-LCA will be considering sectoral approaches. To assist in that process, ICAO will provide an overview of the specificities involved in the treatment of international aviation emissions and potential conflicts with existing legal frameworks and established practices and procedures. This will be the subject of a side event organized by ICAO, in cooperation with airlines, air navigation services providers and manufacturers. The intent is to better inform participants of the efforts of international aviation to reduce GHG emissions and how these efforts should be coordinated and managed in the future. I therefore encourage your attendance. This information is also available in the documentation submitted by ICAO to the AWG-LCA workshop on Sectorals.

In closing, I would simply like to emphasize once again that our success in addressing climate change is based on cooperation and sharing of information. ICAO is committed to updating this Group on all significant events and achievements as they unfold and to taking part in all UNFCCC activities that will contribute to reducing and ultimately eliminating GHG emissions from international aviation in the future. Similarly, we welcome the ongoing participation by the representatives of the UNFCCC in the ICAO meetings.

I thank you for your attention and I wish you a successful outcome.

* FCCC/KP/AWG/2008/3