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Recent Developments on International Aviation and Climate Change

~ ICAO's activities, COP/15 and beyond ~

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International Civil Aviation Organization (ICAO)

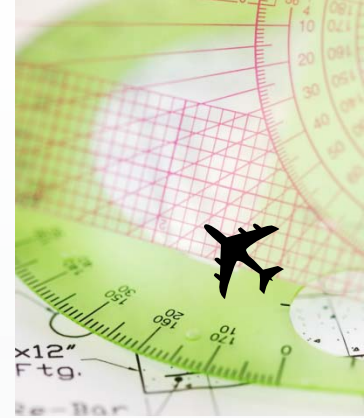
- UN specialized agency
- Established by the "Chicago Convention" in 1944
- Forum for cooperation in all fields of civil aviation
- 190 Contracting States and 86 int. orgs.
- Policies, Standards & regulations for environmental protection since early 70's
- Focus on aircraft noise, LAQ and global climate



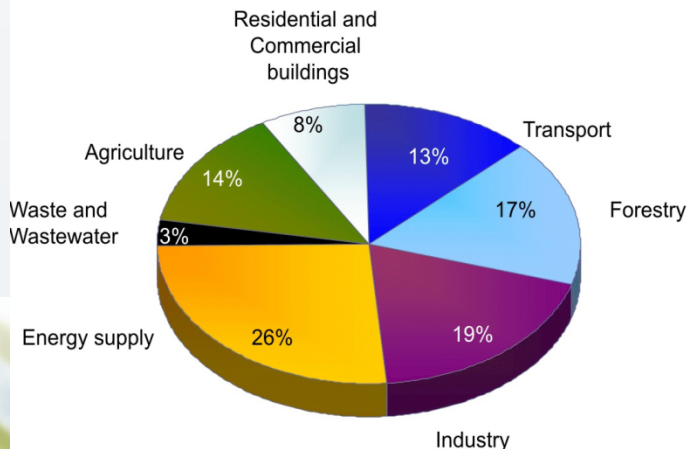


Air transport - Key figures

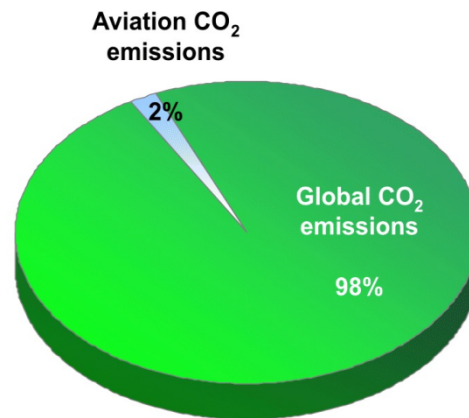
- Fast, reliable, and safe mode of transport
- No comparative alternatives for long haul pax transport
- 2.3 billion pax/year carried worldwide
- Scheduled pax traffic worldwide forecast to grow at 4.6% per year (2005–2025)
- Aircraft produced today are 70% more fuel efficient than 40 years ago
- First sector with a special IPCC report (1999)



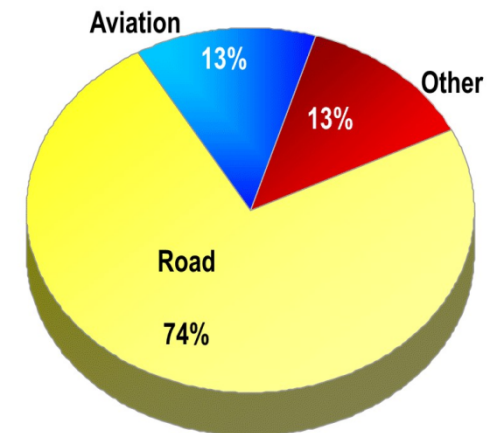
Global GHG by Section, 2004 (IPCC)



Part of Aviation Global CO₂ Emissions



Global CO₂ emissions per transport (%)





UNFCCC Kyoto-Protocol

- Domestic aviation emissions - within States territory - included as part of the national totals
- International aviation emissions – beyond States' boundaries – not included in national totals and reported separately
- Article 2.2 of Kyoto-Protocol:

“ The Parties included in Annex I shall pursue limitation or reduction of emissions of greenhouse gases ... from aviation ... bunker fuels, working through the ICAO ... ”





Main Challenges for ICAO

How to find an appropriate balance between future growth and climate impacts ?

How to apply both ICAO's non-discrimination principle and UNFCCC's CBDR principle ?

How to accommodate States' different views into a globally harmonized approach?

How to overcome the data challenges – allocation, verification and monitoring ?





ICAO's Leadership Role

ICAO Assembly Resolution (A36-22) in September 2007:

- Recognized the **critical importance of providing continuous leadership** on international aviation in limiting or reducing its emissions that contribute to global climate change
- Requested to form a new Group on International Aviation and Climate Change (GIACC) to develop an **Programme of Action on International Aviation and Climate Change**
- Requested to convene an ICAO's **High-level Meeting** to review the Programme of Action recommended by GIACC

ICAO's High-level Meeting in October 2009 reviewed the Programme of Action recommended by the GIACC, and **reaffirmed ICAO's leading role in all matters involving international aviation**



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ICAO Programme of Action on International Aviation and Climate Change (1/2)

ICAO and its member States agreed to:

Global Goals

- 1) achieve a global 2% annual fuel efficiency improvement up to 2050;
- 2) further explore the feasibility of more ambitious goals, including carbon-neutral growth and emissions reductions, for consideration by 37th ICAO Assembly in September 2010;

Basket of Measures

- 3) develop a global CO₂ Standard for aircraft;
- 4) facilitate the development and deployment of sustainable alternative fuels for aviation;
- 5) facilitate the implementation of operational changes and the improvement of air traffic management and airport systems;





ICAO Programme of Action on International Aviation and Climate Change (2/2)

ICAO and its member States agreed:

Basket of Measures (contd.)

- 6) to develop a framework for market-based measures in international aviation;
- 7) to elaborate on measures to assist developing States as well as facilitate access to financial resources, technology transfer and capacity building;

Progress Monitoring

- 8) in order to monitor progress towards reaching the goals, States are encouraged to submit their action plans, outlining their respective policies and actions, and annual reporting on international aviation CO₂ emissions to ICAO; and
- 9) ICAO will regularly report CO₂ emissions from international aviation to the UNFCCC, as part of its contribution to assessing progress made in the implementing actions in the sector.



Alternative Fuels for Aviation

- One element of ICAO's comprehensive mitigation strategy that includes technological, operational and market-based measures
- ICAO held a Conference on Aviation and Alternative Fuels in November 2009, to facilitate the development and deployment of sustainable alternative fuels for aviation
- The Conference endorsed the use of sustainable alternative fuels for aviation, particularly the use of drop-in fuels in the short and medium-term
- The Conference established a Global Framework for Aviation Alternative Fuels towards making aviation the first sector to use alternative fuels on a global basis





COP15 – Copenhagen Accord

- Intense negotiations at the level of experts, Ministers and Heads of Governments
- Most debates were focused on the principles of CBDR under the UNFCCC as well as on financing for adaptation activities rather than mitigation actions
- Questions concerning transparency and the need to ensure a democratic process arose particularly during the 2nd week
- Informal negotiations under the Joint High-level Segment resulted in a political agreement called “Copenhagen Accord”, which was “taken note” by COP15 plenary
- NO specific decision on how to address GHG emissions from international aviation



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Next Steps

- DGCA Climate Group meetings – March/June/August 2010
- Colloquium on Aviation and Climate Change – 11 to 14 May 2010
- ICAO Environment Report 2010 – July 2010
- The 37th session of the ICAO Assembly – September 2010
- COP16 and COP/MOP6 – November 2010



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Conclusions

- Government and the air transport industry worked together under the auspices of ICAO to identify global solutions, while taking into account the special needs and circumstances of all countries
- Aviation is the first sector to come forward with a specific programme of action and a target – agreement on a sustained fuel efficiency improvement of 2% per annum until 2050
- ICAO is aware of the fact that more can, and should be done to compensate for the growth in global demand for air transport services
- ICAO Assembly in 2010 will consider additional options for deeper emissions reductions, including:
 - Carbon neutral growth in the medium-term (2020); and
 - Absolute emissions reductions in the long-term (2050).



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