

Costs and benefits

On the basis of the work being carried out on these three separate aspects (technology and standards, operational measures and market-based options), policy options are expected to emerge. It will then be necessary to assess the costs and benefits of such policy options, if possible on a common basis. This work will be undertaken by CAEP's Forecasting and Economic Analysis Support Group.

Timescale

The present CAEP work-plan in the emissions field is aimed towards the next full meeting of the Committee (CAEP/5) which is expected to take place in the final quarter of 2000 or the first quarter of 2001. Thereafter, CAEP's recommendations will be reviewed by the Council of ICAO, which meets on a regular basis, and some aspects such as market-based options are also expected to be discussed at the 33rd Session of the ICAO Assembly in late 2001.

It is intended to consolidate these various activities into an ICAO Action Plan on emissions that would provide a road map of tasks and objectives over the next few years. ICAO intends to have it ready later this year before the COP meets.

RELATED ISSUES

There are a number of related issues on which we would like to comment.

Definition of aviation bunker fuels

In our Statement to COP/4 in Buenos Aires, we drew attention to a question that had arisen in the aviation community as to whether Article 2.2 of the Kyoto Protocol is intended to cover emissions from international aviation only, or from both international and domestic aviation. Much depended on how one defines "aviation bunker fuels", a term which is not commonly used in the aviation community.

In the documentation for this week's meeting (FCCC/SBSTA/1999/INF.4, para 10), we note the Secretariat's observation that the terms "international bunkers" and "bunker fuels" in the context of greenhouse gas inventories are generally used to denote the international share of fuel sold to ships and aircraft.

This provides some welcome clarification. If Article 2.2 is read in the same light, it is consistent with ICAO's mandate under the Convention on International Civil Aviation, which does not extend to domestic aviation. At the same time, ICAO's Standards, Recommended Practices and Procedures in many circumstances do have a *de facto* application domestically, in recognition of the need for a consistent policy approach to international and domestic aviation.