



**Statement from the
International Civil Aviation Organization (ICAO)
to the Eleventh Session of the UNFCCC Subsidiary Body for
Scientific and Technological Advice (SBSTA)**

(Bonn, 25 October - 5 November 1999)

At the previous SBSTA Session (June 1999), ICAO reported on the substantial activities underway to respond to the role identified for it under Article 2.2 of the Kyoto Protocol¹. This provision requires Annex I Parties to pursue limitation or reduction of emissions of greenhouse gases from aviation bunker fuels, *working through ICAO*.

The highest body of ICAO, the ICAO Assembly, had adopted a resolution in September/October 1998, calling for its subsidiary bodies to "study policy options to limit or reduce the greenhouse gas emissions from civil aviation, taking into account the findings of the IPCC Special Report on Aviation and the Global Atmosphere and the requirements of the Kyoto Protocol" and to report back to the next meeting of the Assembly in September/October 2001². With this clear mandate, the expert group within ICAO that focuses on environment (the Committee on Aviation Environmental Protection, CAEP) had initiated actions aimed at providing the technical and policy basis for decisions on limiting or reducing greenhouse gases that could be taken by the Council of ICAO or at the next Assembly meeting.

Since the SBSTA Session in June, there has been a meeting of the CAEP Steering Group and a number of meetings on emissions at working group or expert level. Today's report will focus on the progress that has been made in developing an Action Plan on aircraft engine emissions and in exploring market-based options as a means of limiting greenhouse gas emissions.

Draft Action Plan

Substantial progress has been made towards developing an Action Plan on aircraft engine emissions that would consolidate the various activities taking place within CAEP and would provide a road map of tasks and targets over the next few years. In view of the interest expressed in ICAO's work plans at the last SBSTA session, the latest version of the Draft Action Plan is attached to this Statement. While it continues to evolve and has yet to be formally approved by the CAEP process, it is in a sufficiently advanced stage to enable SBSTA to see how CAEP is tackling these difficult issues.

The Draft Action Plan addresses all aspects of aircraft engine emissions, both at ground level and at a global level. However, particular emphasis is placed on greenhouse gas emissions, including the development of policy options for consideration by the ICAO Assembly in late 2001.

¹Accessible on the ICAO web site, www.icao.int under Environmental Protection.

²Appendix F to Resolution A32-8, *Consolidated statement of continuing ICAO policies and practices related to environmental protection* (also available on the ICAO web site).