

Rica. Substantial progress has also been made on the preparation of the TAR and three Special Reports: (i) Methodological and Technological Aspects of Technology Transfer: Opportunities for Technology Cooperation; (ii) Emissions Scenarios of Greenhouse Gases and Aerosol Precursors; and (iii) Land-Use, Land-Use Change and Forestry.

Let me briefly summarize the status of our current work program, and in particular I would like to focus my comments on the main conclusions from the Special Report on "Aviation and the Global Atmosphere", which was approved and accepted in Costa Rica, and describe the approved list of Policy-Relevant Scientific Questions that will be addressed in the Synthesis Report of the TAR. My brief remarks will be amplified in three side-events/workshops this week, which have been organized to discuss the Special Reports on "Methodological and Technological Aspects of Technology Transfer: Opportunities for Technology Cooperation", "Aviation and the Global Atmosphere", and "Emissions Scenarios of Greenhouse Gases and Aerosol Precursors" on Tuesday, Wednesday and Friday lunch-times, respectively. I urge as many of you as possible to attend these workshops for a more detailed description of the work of the IPCC. These workshops will provide a venue for a discussion between IPCC experts and yourselves on a number of key issues that are of direct relevance to your work. This discussion will also help ensure that the work of the IPCC is appropriately focussed on the issues of greatest importance to the UNFCCC and the Kyoto Protocol.

#### **Special Report "Aviation and the Global Atmosphere"**

The IPCC Special Report "Aviation and the Global Atmosphere" was approved/accepted at the IPCC plenary in Costa Rica in April 1999. The Report assesses the effects of the past, present and potential future fleets of subsonic and supersonic aircraft on climate and atmospheric ozone and is the first report for a specific industrial sub-sector. The key findings of the Report include:

- ❖ **Aviation Traffic:** Passenger traffic has grown since 1960 at nearly 9% per year, 2.4 times the average Gross Domestic Product over the same time period. Global passenger air travel is projected to grow by about 5% per year between 1990 and 2015, where-as total aviation fuel use (passenger, freight and military) is projected to increase by about 3% per year, the difference being due largely to improved aircraft efficiency. The assessment developed a number of long-term (1990 – 20250) emissions scenarios for both subsonic and supersonic aircraft, including a reference scenario which used mid-range assumptions for each of the key determinants, using a range of assumptions for economic and traffic growth and fuel burn, which is dependent upon rates of change in technology and air traffic management.
- ❖ **Aircraft Emissions:** Aircraft emit gases and particles directly into the upper troposphere and lower stratosphere where they have an impact on atmospheric composition. These gases and particles alter the concentration of greenhouse gases, including carbon dioxide, ozone, water vapor and methane, trigger the formation of condensation trails (otherwise known as contrails), and may increase cirrus cloudiness – all of which contribute to climate change.