



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

(Bonn, 31 May - 11 June 1999)

ICAO is pleased to be able to report to SBSTA on the substantial activities underway to respond to the role identified for it under Article 2.2 of the Kyoto Protocol. This provision requires Annex I Parties to pursue limitation or reduction of emissions of greenhouse gases from aviation bunker fuels, **working through ICAO**. We can assure you, that ICAO is fully committed to responding to this challenge in an effective and timely manner.

Today's report will focus on the specific actions that have been taken by ICAO in the relatively short period since the Kyoto Protocol was adopted. The highest body within ICAO, the ICAO Assembly, adopted a resolution at its most recent session in September/October of 1998, calling for its subsidiary bodies to "study policy options to limit or reduce the greenhouse gas emissions from civil aviation" and to report back to the next ordinary session of the Assembly in September/October 2001<sup>1</sup>. With this clear mandate, the expert group within ICAO that focuses on environment (the Committee on Aviation Environmental Protection, CAEP) has 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.

The work in progress on this subject is very dependent on having a clear understanding of the potential impacts of aircraft engine emissions on climate and stratospheric ozone depletion. This is why ICAO requested the IPCC in 1996 to prepare a *Special Report on Aviation and the Global Atmosphere*. Their recently completed report will help to shape ICAO's efforts to limit or reduce greenhouse gas emissions. We wish to express our gratitude to the IPCC and the many experts from government, industry and academia who contributed to the report. It provides a thorough assessment of current understanding of critical atmospheric, technological, and policy issues with emphasis on both what is known and what remains uncertain. Meanwhile, CAEP will continue to foster development of a scientific basis for the assessment of the potential impacts of engine emissions, with resolution of scientific uncertainty as a key objective.

#### **CAEP ACTIVITIES RELATED TO LIMITING OR REDUCING GREENHOUSE GASES**

The main thrust of ICAO's efforts to develop a programme aimed at limiting or reducing greenhouse gas emissions is being undertaken by CAEP and its working groups. This work falls into three categories, namely technology and standards, operational measures, and market-based options. Each is summarized below.