

AGM Resolution 5/2009 on AACO Policy for the Environmental Affairs and Aviation Issues

AACO 42nd General Assembly approved the AACO Policy paper included in the **Attachment "1"** to this report in English and Arabic, to be adopted as the Arab Air Carriers Organization policy on Aviation and the Environment.

The 42nd General Assembly mandated AACO Secretary General to continually follow up on this issue, and to inform the members of any developments. It also requested members to work with Arab governments to adopt AACO's position in negotiations that will take place in the International Forums.

The General Assembly also thanked Air Algérie for the study it shared with the members. The Assembly requested the Secretary General to relay this study to the Arab Civil Aviation Commission and to follow-up with the Commission on that regard.

Attachment "1"

AACO Policy Paper on Aviation and the Environment

- i- AACO recognizes that climate change is a serious concern to the peoples of the earth and that aviation, though a small contributor to global green house gases needs to further improve its record as the friendliest and most efficient mode of transport by taking an even more active approach towards the abatement of green house gases.
- ii- AACO members have been at the forefront of employing efficiencies in their operations by investing massively in a fleet which is the youngest in the world and with the smallest carbon footprint by tonne-kilometer.
- iii- AACO members subscribe to the IATA four pillar strategy and consider that while aviation is playing an active and irreplaceable role in the development, economic improvement and welfare of the peoples of the earth, it has been treated unfairly by many governments through inefficient infrastructure which is a major contributor to economic waste and, most importantly, unnecessary emissions that could be easily abated through an efficient infrastructure.

- iv- AACO members subscribe to the following IATA (and industry) targets:
 - a) Improving fuel efficiency by an average of 1.5% annually to 2020
 - b) Stabilizing carbon emissions with carbon-neutral growth from 2020
 - c) Cutting net carbon emissions in half by 2050, compared to 2005 levels

- v- AACO members agree with IATA that the implementation of these three goals must be done in a way that recognizes the different levels of development of various airlines in the world and the unique situation of every airline in terms of its fleet replacement cycle so that no airline is unfairly penalized.

- vi- AACO members call upon the Arab governments & civil aviation authorities to support the four-pillar strategy and the targets and IATA's longer-term aspirational goals.

- vii- AACO members recommend that ICAO, in its Observer role to UNFCCC proceedings, advocate that the global sectoral approach be accepted at COP-15;

- viii- AACO members urge ICAO Contracting States to support acceptance at COP-15 of the global sectoral approach; and

- ix- AACO members recommend the development by ICAO, as the appropriate United Nations body, of a global sectoral agreement for aviation, for submission to COP-16 in 2010.

- x- AACO members believe that COP-15 should not be involved in the details of the aviation sectoral approach and that ICAO should be the UN agency to do that.

- xi- AACO members support the IATA position with regards to ICAO being the appropriate UN body for setting & administering aviation specific standards & targets to further address CO2 emissions from aviation and recommend that ICAO develop a framework and mechanisms to monitor and support delivery of the targets and longer term goals described.

- xii- Given the special needs of developing nations' airlines, AACO members fully subscribe to the IATA statement with regards to the CBDR, as follows:

Equal treatment and Common But Differentiated Responsibilities - *The aviation sector believes that, with some political leadership and innovative solutions, the principles of equal treatment between airlines and differentiated responsibilities for States are completely consistent in the context of aviation. ICAO has traditionally recognized and accommodated states with special needs that have difficulty complying with standards or recommended practices, either through technical and financial support or via differentiated timelines for the implementation of measures. A global sectoral approach is the best way of achieving this, bearing in mind the need to minimize competitive distortions.*

- xiii- AACO members fully support the IATA position which urges states to carefully consider the interdependency of measures, including noise management and infrastructure development issues, when developing and implementing the global sectoral approach or other projects to address emissions from aviation.

- xiv- AACO members fully subscribe to the IATA statement with regards to the use of revenues, as follows:

Use of revenues - *Any eventual revenues from economic measures under a global scheme to address aviation emissions should be clearly earmarked for aviation and environmental purposes. Such revenues should be prioritized for re-investment in additional measures to further improve the emissions profile of aviation, for instance by supporting the development and deployment of more fuel-efficient aircraft, engines, infrastructure, low carbon sustainable jet fuels and investment in ATM technologies.*

- xv- AACO members fully subscribe to the IATA statement with regards to the use of carbon market instruments, as follows:

Use of carbon market instruments - *For a sectoral approach for aviation to be effective it must have an open architecture, i.e. aviation should have unrestricted access to carbon market instruments to meet its obligations, on a par with other sectors. The full integration of aviation sector CO₂ emissions in the global emissions inventory should make this possible.*

xvi- AACO members fully subscribe to the IATA statement with regards to the Administration, as follows:

***Administration** - Effective administration of the global sectoral agreement requires implementation, management and oversight of the following processes: target setting, CO₂ monitoring and reporting, compliance and enforcement. Administration should be undertaken by the organization(s) able to do so in the most efficient and cost-effective manner and could involve both government and industry bodies. As the designated United Nations body for international aviation, ICAO should have a central oversight role in this process. As is currently already the case with regard to aviation noise and non-CO₂ emissions, ICAO should create and maintain a robust aviation CO₂ emissions inventory, available on an equal access basis.*