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DE AVIAÇÃO CIVIL



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AVIATION COMMISSION

COMISIÓN LATINOAMERICANA DE AVIACIÓN CIVIL

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**TRIGÉSIMO CUARTA REUNIÓN DEL GRUPO DE EXPERTOS EN ASUNTOS
POLÍTICOS, ECONÓMICOS Y JURÍDICOS DEL TRANSPORTE AÉREO (GEPEJTA/34)**

(Bogotá, Colombia, 25 al 27 de marzo 2015)

**Cuestión 4 del
Orden del día:**

Medio Ambiente

**Cuestión 4.2 del
Orden del día:**

**Informe de la Vigésima Sesión de la Conferencia de las Partes (COP/20)
la Décima Sesión de la Conferencia de las Partes del Protocolo de Kioto
(CMP/10) y las reuniones de los Órganos Subsidiarios, realizadas en
Lima, Perú 2014.**

(Nota de estudio presentada por Guatemala – Punto Focal “Medio Ambiente”)

Antecedentes

1. En 1992 se celebró en Río de Janeiro, Brasil, la Conferencia de las Naciones Unidas sobre el Medio Ambiente (Cumbre de la Tierra de Río), la cual tuvo como resultados la firma de los siguientes tratados internacionales: la Convención Marco de las Naciones Unidas sobre el Cambio Climático (CMNUCC), el Convenio sobre la Diversidad Biológica (CNUDB) y la Convención de Lucha contra la Desertificación (CNULD).
2. Luego de iniciar el periodo de firmas y ratificaciones por parte de los Estados miembros, la CMNUCC entró en vigor el 21 de marzo de 1994. Teniendo en la actualidad 195 países que lo han ratificado, los cuales son denominados Partes de la Convención.
3. Como su nombre lo indica la CMNUCC es un documento marco, el cual debe enmendarse o desarrollarse con el tiempo para que los esfuerzos frente al calentamiento atmosférico y el cambio climático puedan orientarse mejor y ser más eficaces. La primera adición al tratado, el Protocolo de Kioto, se aprobó en 1997.
4. La CMNUCC está conformada por los siguientes órganos¹:

¹ Convención Marco de las Naciones Unidas sobre Cambio Climático. (2014). *Órganos de la CMNUCC*. Recuperado de http://unfccc.int/portal_espanol/informacion_basica/la_convencion/estructura/organos/items/6209.php.

Conferencia de las Partes (CP o COP, por sus siglas en inglés): es el órgano supremo de la Convención, es decir su máxima autoridad con capacidad de decisión.

Conferencia de las Partes en calidad de reunión de las Partes en el Protocolo de Kioto (CP/RP o CMP por sus siglas en inglés): órgano integrado por todas las Partes que han firmado el PK.

Órgano Subsidiario de Asesoramiento Científico y Tecnológico (OSACT o SBSTA por sus siglas en inglés): asesora a la Conferencia de las Partes sobre las cuestiones relativas al clima, el medio ambiente, la tecnología y los métodos.

Órgano Subsidiario de Ejecución (OSE o SBI por sus siglas en inglés): ayuda a supervisar cómo se aplica la Convención, analizando las comunicaciones nacionales presentadas por los países miembros.

5. En su primera reunión en 1995 (Berlín, Alemania, marzo/abril de 1995), la Conferencia de las Partes (COP) pidió al Órgano Subsidiario de Asesoramiento Científico y Tecnológico y el Órgano Subsidiario de Ejecución tratar el tema del control de las emisiones del combustible utilizado en la aviación internacional y el transporte marítimo (Decisión 4/CP.1, f).

6. Ésta decisión establece que ambos órganos subsidiarios, tomen plenamente en cuenta el trabajo que realizan los gobiernos y las organizaciones internacionales, incluida la Organización Marítima Internacional y la Organización de Aviación Civil Internacional, sobre la cuestión del control de las emisiones provenientes de las actividades del transporte aéreo y marítimo; por lo que solicita informar sobre esta labor a la Conferencia de las Partes en su segundo periodo de sesiones.

7. A partir de dicha decisión hasta la fecha la OACI y la OMI, han presentado informes al OSACT y al OSE, de las acciones relativas a la reducción de las emisiones de gases de efecto invernadero provenientes de las actividades tanto aéreas como marítimas.

8. En el marco del Trigésimo Séptimo Periodo de Sesiones de la Asamblea de la Organización de Aviación Civil Internacional, realizado en noviembre del año 2010, se estableció la Resolución A37-19: Declaración consolidada de las políticas y prácticas permanentes de la OACI relativas a la protección del medio ambiente – Cambio climático.

9. Asimismo en el Trigésimo Octavo Periodo de Sesiones de la Asamblea de la Organización de Aviación Civil Internacional, se estableció la Resolución A38-18: Declaración consolidada de las políticas y prácticas permanentes de la OACI relativas a la protección del medio ambiente – Cambio Climático; esto de alguna manera nos sitúa en el amplio interés que se le está dando a la temática, en el sector de la aviación civil internacional.

10. En lo relativo al trabajo de la Comisión Latinoamericana de Aviación Civil (CLAC), se han presentado diferentes notas de estudio y notas informativas, sobre el trabajo realizado por los Estados miembros en este tema que manifiestan los intereses y posturas de la región latinoamericana relacionadas con el cambio climático. Vale recordar la nota de estudio CLAC/GEPEJTA/28-NE/08, donde se presentaron los resultados de la COP/17 (Durban, Sudáfrica 2011).

11. Asimismo es necesario recordar los documentos vigentes de la CLAC relativas a este tema como lo son la Declaración de Cartagena (LXXXI Reunión del Comité Ejecutivo) y la recién aprobada Recomendación A21-14 “*Líneas de orientación sobre aviación civil y cambio climático*” (XXI Asamblea Ordinaria).

12. Es importante resaltar la participación de los Estados de Argentina y Brasil, en el Grupo Asesor de Medio Ambiente del Consejo de la OACI (EAG, por sus siglas en inglés); en la elaboración del “Strawman”, a través del cual se ha iniciado a plantear el esquema de global de las MBM’s.

Análisis

13. La Vigésima sesión de la Conferencia de las Partes de la Convención Marco de las Naciones Unidas sobre Cambio Climático (COP/20), se llevó a cabo del 1 al 14 de diciembre en Lima, Perú; generando una gran expectativa debido a la importancia de la elaboración de la propuesta de un nuevo acuerdo climático global vinculante, mediante el cual se garantice un desarrollo sostenible. El proceso de negociación de dicho acuerdo inició en Varsovia, se obtuvieron avances importantes en Lima y se tiene previsto culminarlo este año en París (COP/21).

14. En síntesis durante el periodo de sesiones se adoptaron 24 decisiones y 1 resolución de la Conferencia de las Partes de la Convención (COP); las cuales abarcan temas desde planes de adaptación nacionales al fenómeno de cambio climático, mecanismos financieros relacionados a la compensación de emisiones, la revisión realizada al Quinto Informe de Evaluación del IPCC, entre otros temas. Además en la reunión de las Partes del Protocolo de Kioto (CMP) también se adoptaron 8 decisiones y 1 resolución.

15. En esta reunión se generó el documento borrador de la propuesta que será negociada en la COP/21, el cual se le dio el nombre de “*Llamado de Lima para la acción climática*”, (descargable en <http://unfccc.int/resource/docs/2014/cop20/spa/10a01s.pdf>).

16. La decisión 1/CP.20, contiene el documento mencionado anteriormente, en el cual se desarrolla una serie de afirmaciones, reconocimientos, etc. estableciendo el marco introductorio de la propuesta de acuerdo. Debe resaltarse el párrafo 3 donde “subraya su compromiso de alcanzar un acuerdo ambicioso en 2015 que refleje el principio de las responsabilidades comunes pero diferenciadas y las capacidades respectivas, teniendo en cuenta las diferentes circunstancias nacionales”; principio que ha sido incorporado en los documentos de carácter ambiental y de cambio climático de la CLAC.

17. Es importante llamar la atención de los representantes de los Estados miembros de la CLAC, en el contenido del texto que se discutirá, ya que desde su elaboración en la COP/20 ha sufrido cambios en la reciente reunión del Grupo de Trabajo Especial sobre la Plataforma de Durban para una Acción Reforzada (ADP) realizada en Ginebra, Suiza, febrero 2015; donde han incluido como opciones de negociación temas relacionados a la aviación civil internacional tal como se presenta a continuación²:

40. [En relación con el cumplimiento del objetivo de los 2 °C, las Partes convienen en la necesidad de que se establezcan metas sectoriales mundiales de reducción de las emisiones para el transporte aéreo y marítimo internacional, y de que todas las Partes colaboren por conducto de la Organización de Aviación Civil Internacional (OACI) y la Organización Marítima Internacional (OMI) en la elaboración de marcos de política mundiales que permitan alcanzar esas metas].

² El texto oficial de negociación fue circulado a los Estados por la Secretaría de la Convención Marco de las Naciones Unidas sobre Cambio Climático (CMNUCC), el día 19 de marzo de 2015. Se puede encontrar el texto completo en http://unfccc.int/documentation/documents/advanced_search/items/6911.php?preref=600008407#beg

116.5 Opción a): Diversas fuentes, incluidas fuentes privadas, comprometidas en el aporte de financiación para la adaptación constituyen, junto con la financiación pública, un instrumento fundamental para incrementar el apoyo a la adaptación:

a. Intensificación de las fuentes y priorización de la financiación pública, y aumento de las contribuciones del sector financiero privado a la adaptación;

b. Se alienta a la Organización Internacional de la Aviación Civil y a la Organización Marítima Internacional a elaborar un programa de gravámenes para facilitar apoyo financiero al Fondo de Adaptación;

c. En el establecimiento del programa de gravámenes, se alienta a la OACI y a la OMI a que tomen en consideración las necesidades de los países en desarrollo, en particular los PMA³, los PEID⁴ y los países de África que dependen en gran medida del turismo y del transporte internacional de mercancías.

18. Asimismo durante el periodo de sesiones se llevó a cabo la 41 reunión de los Órganos Subsidiarios permanentes de la Convención, específicamente el Órgano Subsidiario de Asesoramiento Científico y Tecnológico (OSACT o SBSTA por sus siglas en inglés) realizó su reunión del 1 al 6 de diciembre 2014. En su agenda de trabajo en el punto 10(d) relativo a las emisiones del combustible utilizado en la aviación internacional y el transporte marítimo; donde la OACI realizó una declaración a cargo del Presidente del Consejo (*Adjunto 1*) y la presentación de un reporte (*Adjunto 2*) informando sobre las actividades que se han impulsado a nivel mundial, enfatizando principalmente los resultados del 38º Periodo de Sesiones de su Asamblea.

19. Los avances presentados por la OACI (FCCC/SBSTA/2014/MISC.9) en el tema fueron:

- a. Planes de acción de los Estados en materia de reducción de emisiones de CO₂ provenientes de las actividades de aviación.
 - i. Seminarios sobre los planes de acción.
 - ii. Actualización voluntaria de los planes de acción a junio del 2015.
 - iii. Asistencia financiera a los Estados (Alianzas de la OACI con la Comisión Europea (CE), Fondo para el Medio Ambiente Mundial (FMAM) y el Programa de las Naciones Unidas para el Desarrollo (PNUD)).
- b. Combustibles alternativos sostenibles para la aviación
 - i. Marco mundial para los combustibles alternativos de la aviación (GFAAF).
 - ii. Fuerza de tarea de combustibles alternativos (AFTF) del CAEP.
- c. Seminario de Tecnología Verde de la OACI
- d. Medidas basadas en criterios del mercado mundial (MBM)
 - i. Strawman elaborado por el EAG
- e. CMNUCC - Financiamiento climático

20. En el informe del OSACT (FCCC/SBSTA/2014/5) se concluye de la información presentada de la OACI, lo siguiente:

78. El OSACT tomó nota de la información recibida y los avances reportados por las secretarías de la OACI y la OMI en su trabajo sobre la cuestión de las emisiones del

3 PMA: países menos adelantados.

4 PEID: pequeños Estados insulares en desarrollo

combustible utilizado en la aviación internacional y el transporte marítimo y tomó nota de las opiniones expresadas por las Partes sobre esta información.

79. El OSACT invita a las secretarías de la OACI y la OMI que continúe informando, en las futuras sesiones del OSACT, sobre la labor pertinente sobre esta cuestión.

Conclusión

21. El vigésimo periodo de sesiones de la Conferencia de las Partes de la Convención Marco de las Naciones Unidas sobre Cambio Climático (COP/20) y la Décima Sesión de la Conferencia de las Partes del Protocolo de Kioto (CMP/10), determina un punto crucial para la negociación de un acuerdo climático global vinculante. El sector de la aviación civil internacional ha tenido un rol activo en la presentación de los avances, que a nivel mundial se han realizado para la reducción y control de las emisiones provenientes de la quema de combustible tal como se ha descrito anteriormente.

22. Es importante que los Estados miembros de la CLAC, tengan en cuenta los mecanismos de coordinación con sus Autoridades Nacionales de Medio Ambiente y Cancillerías, en especial en las negociaciones que se realicen en los diferentes órganos y grupos especializados de trabajo de la CMNUCC, ya que el documento que será sometido a negociación en la próxima COP/21 a realizarse en diciembre del presente año, tendrá carácter vinculante y ha incluido apartados específicos de la aviación civil internacional.

Medida Propuesta

23. Se invita al Grupo de Expertos a:

- a. Tomar nota de la información presentada;
- b. Intercambiar criterios y opiniones sobre el texto de negociación propuesto por los diferentes órganos y grupos de trabajo de la CMNUCC para la COP/21, en especial lo descrito en el punto 12 de esta nota de estudio.
- c. Considerar esta información para la actividad Diálogos de la aviación mundial (GLAD), de la OACI, sobre Medidas basadas en el mercado (MBM) relativas a las emisiones de CO₂ procedentes de la aviación internacional; a realizarse el 9 y 10 de abril en la Oficina Regional SAM de la OACI.
- d. Exhortar a los Estados de Argentina y Brasil a compartir el avance en el desarrollo del Strawman.



**Address by the President of the Council
of the International Civil Aviation Organization (ICAO),
Dr. Olumuyiwa Benard Aliu,
to the Forty-first Session of the UNFCCC Subsidiary Body
for Scientific and Technological Advice (SBSTA41)**

(Lima, Peru, 1 December 2014)

Thank you, Mr. Chairman.

ICAO and its Member States have been actively engaged in making progress on a comprehensive strategy to address CO₂ emissions from international civil aviation.

Under the auspices of ICAO, governments agreed to global aspirational goals for the international aviation sector to collectively improve fuel efficiency by two per cent per year and to keep the sector's net CO₂ emissions from 2020 at the same levels.

To achieve these goals, ICAO has been developing policies, Standards, guidance and tools to facilitate the implementation of 'a basket of measures', including aircraft technologies, operational improvements, sustainable alternative fuels and market-based measures (MBM).

For example, at ICAO's 38th Assembly held last year, Member States agreed to develop a global market-based measure for international aviation. Governments, the aviation industry and other stakeholders are working together to develop a proposal capable of being implemented from 2020, for decision by the next ICAO Assembly in 2016.

The ICAO Council's Environment Advisory Group, with the support of our Committee on Aviation Environmental Protection, is leading the development of the global MBM scheme and is making good progress. ICAO will be conducting a series of Global Aviation Dialogues on this topic in all ICAO Regions during 2015 in order to ensure full transparency on this process and exchange views with our Member States.

Due to the assistance and capacity-building activities of ICAO, including the training of national focal points in all ICAO Regions, within just a few years, 74 Member States representing 82 per cent of global air traffic have already developed and submitted action plans to ICAO aimed at reducing their CO₂ emissions from international aviation activity.

In addition, as part of the Organization's efforts to expand assistance to States, ICAO has established two partnerships – one with the European Commission (EC) and another with the Global Environment Facility (GEF) in collaboration with the United Nations Development Programme (UNDP) – to facilitate financing for States who need assistance in realizing their emissions reduction planning targets.

Mr. Chairman, cooperation has made our global aviation network what it is today and it remains our most valuable asset.

With the increasing determination and engagement of Member States, and in close partnership with industry and other international organizations, ICAO has been working actively to address emissions from international aviation and to realize the global air transport community's vision for a fully sustainable international aviation sector.

I would like to invite all of you to participate in our side event to be held at 1830 hours today, where you can hear more about how ICAO's partnerships have been facilitating Member States' concrete actions to reduce aviation emissions.

Thank you, Mr. Chairman.



UNITED NATIONS FRAMEWORK CONVENTION ON CLIMATE CHANGE (UNFCCC)

**The Forty-first Session of the UNFCCC Subsidiary Body for
Scientific and Technological Advice (SBSTA41)**

(1 to 6 December 2014 – Lima, Peru)

Agenda Item 10 (d)

Emissions from fuel used for international aviation and maritime transport

(Submission by the International Civil Aviation Organization (ICAO))

Executive Summary

ICAO and its Member States have been actively progressing on a comprehensive strategy to address CO₂ emissions from international aviation, with a view to achieving collective global aspirational goals for the international aviation sector of improving 2 per cent fuel efficiency per year and keeping the sector's CO₂ emissions from 2020 at the same level.

Key ICAO activities include the development and facilitation of mitigation measures to reduce CO₂ emissions from international aviation, such as aircraft technology, operational improvements, sustainable alternative fuels for aviation, a global market-based measure (MBM), and implementation support for Member States' action plans through capacity building and assistance.

ICAO's robust capacity building programme has enabled the submission of action plans to reduce international aviation CO₂ emissions, by 74 Member States representing approximately 82 per cent of global international air traffic. To provide further support in the development and refinement of their action plans, ICAO held five regional seminars in 2014 and two more seminars in the remaining ICAO regions are planned for March 2015. To facilitate access to financing for Member States' actions, ICAO established two partnerships – one with the Global Environment Facility (GEF) and United Nations Development Programme (UNDP) and another with the European Commission (EC).

The development of a global MBM scheme for international aviation, as agreed by the 38th ICAO Assembly in 2013, needs significant efforts of the Organization, and the ICAO Council in February 2014 defined a clear process and roadmap to achieve this objective. The Council's Environment Advisory Group (EAG) has been making progress using a "Strawman" approach, which started with a simple and basic proposal for a global MBM scheme with a view to generating the discussion on advantages and disadvantages of design elements and allowing for the improvements of the Strawman. This iterative approach will ensure the full engagement of States and other stakeholders, taking into account inputs from different sources.

With the increasing determination and engagement of Member States, and in close partnership with the aviation industry and other international organizations, ICAO has been working actively to address emissions from international aviation, as the sector moves forward in achieving the ultimate vision of sustainable international aviation.

The full text of Resolution A38-18 adopted by the 38th ICAO Assembly is provided in the Appendix.

1. RECENT ICAO DEVELOPMENTS

States' Action Plans on Aviation CO₂ Emissions Reduction Activities

1.1 With the aim of supporting the enhancement of Member States' capacities to develop and/or improve their action plans, ICAO updated Doc 9988, *Guidance on the Development of States' Action Plans on CO₂ Emissions Reduction Activities*. Improvements were made to simplify the methodologies for the calculation of emissions and to enable the submission of more robust data in the action plans, which would also facilitate the compilation of global emissions data by ICAO. The update also included the addition of new text regarding stakeholders' involvement and the organizational arrangements needed.

States' Action Plans to reduce aviation CO₂ emissions

- **For States**

Opportunity to identify and communicate measures to address CO₂ emissions from international aviation as well as any assistance needs to implement the measures

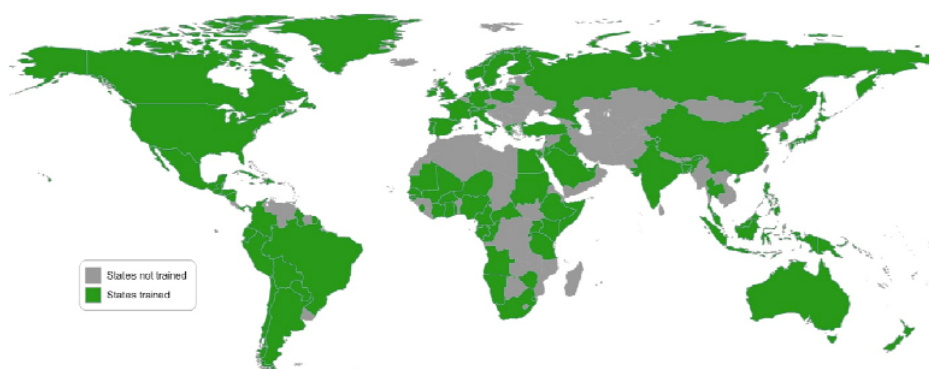


- **For ICAO**

Facilitate assistance and capacity building on specific needs of States, and assess the global progress towards the achievement of aspirational goals

1.2 ICAO held five regional seminars in 2014 in Mexico, Peru, Cameroon, Kenya and Malaysia, during which national action plan focal points were provided with practical, hands-on assistance in terms of the development and enhancement of the various aspects of action plans. In March 2015, the remaining two seminars for the Middle East Region and the European and North Atlantic Region will be held. The status of national action plan focal points trained by the seminars, and States' action plans submitted as of September 2014 is illustrated below.

States trained up to September 2014



1.3 The ICAO Secretariat continues to pursue its capacity building strategy to assist States in developing action plans. National action plan focal points will continue to be contacted by the ICAO Secretariat to receive information, including on the new guidance material. The voluntary submission of new or updated action plans to ICAO is expected by the end of June 2015, as encouraged by the 38th Session of the ICAO Assembly.

74 States, representing around 82% of global international aviation traffic, submitted a first action plan as of September 2014



Assistance to States

1.4 As of September 2014, 74 States representing approximately 82% of global international aviation traffic submitted action plans to ICAO. The high level of interest, cooperation and engagement of Member States and other stakeholders in the action plans initiative, and the substantial progress achieved, was due in large part to ICAO’s robust capacity building programme. This programme will be continued and further strengthened in order to ensure that the progress made thus far is sustained and expanded.

1.5 As part of ICAO’s efforts to provide further assistance to States and facilitate access to financing for the development and implementation of States’ action plans, ICAO established partnerships with the European Commission (EC), as well as with the Global Environment Facility (GEF) and the United Nations Development Programme.

1.6 The ICAO joint project with the EC involves 14 States from the African and Caribbean regions. The estimated duration of this 6.5 million Euro project is 42 months. The States selected have confirmed their willingness to participate in the project, and national focal points were nominated. The project encompasses three areas of activities in the selected States: development of States’ action plans; establishment of an aviation environmental system; and identification and implementation of measures to reduce aviation emissions.

ICAO-EC partnership to assist Member States – 6.5 Million Euros

African Region	Caribbean Region
10 ECCAS States	Dominican Republic
Burkina Faso	Trinidad and Tobago
Kenya	



1.7 ICAO’s joint project with the GEF-UNDP includes identifying and facilitating the implementation of measures to reduce international aviation CO₂ emissions. An important element of this 2 million USD project is a practical pilot project in Jamaica, consisting of the implementation of a CO₂ reduction measure that could be replicated in other States.

Sustainable Alternative Fuels for Aviation

1.8 ICAO has been at the forefront in promoting and facilitating the development and deployment of sustainable alternative fuels for aviation, including through information sharing on best practices among States and other stakeholders via the ICAO Global Framework for Aviation Alternative Fuels (GFAAF) website, and the promotion of global initiatives.

1.9 Technical work at ICAO on this subject focuses on a global view of the future use of alternative jet fuels and of the associated range of potential emissions reductions. In this regard, the Alternative Fuels Task Force (AFTF) under the ICAO Committee on Aviation Environmental Protection (CAEP) has been working to develop a methodology for the assessment of full life-cycle CO₂ emissions, assess the future production of alternative jet fuel, and apply the life-cycle methodology to evaluate the associated emissions reductions in future.



ICAO Global Framework for Aviation Alternative Fuels (GFAAF) website
(<http://www.icao.int/environmental-protection/GFAAF/Pages/default.aspx>)

ICAO Green Technology Seminar

1.10 In September 2014, ICAO convened the “Fuelling Aviation with Green Technology” Seminar, in Montréal, Canada⁵. The Seminar served as a platform from which ICAO could bring together officials from States, industry and various stakeholders to discuss novel topics related to green technology for aviation, with a view to raising awareness, facilitating information sharing, and exploring possible next steps on these topics.

1.11 The Seminar addressed a range of subjects, including current and future green technologies to reduce aircraft emissions, technologies for green aircraft operations, eco airports, renewable energy, sustainable alternative fuels for aviation and financing and assistance. In particular, the Seminar sought to highlight innovative and novel technologies and energy sources for aviation that can be implemented to facilitate the aviation sector’s move toward environmental sustainability.

1.12 The Seminar also addressed novel subjects for ICAO such as aircraft scrapping and recycling and the end of the aircraft life cycle. With 12,000 passenger planes due to be retired over the next 20 years, the seminar highlighted that industry was already very proactive in this field with many pioneering recycling initiatives underway, and that ICAO could have a role in considering aircraft end-of-life activities.

Global Market-based Measure (MBM)

⁵ <http://www.icao.int/Meetings/EnvironmentalWorkshops/Pages/GreenTechnology.aspx>

1.13 The agreement of the 38th ICAO Assembly on the development of a global MBM scheme for international aviation, reflects the strong support of Member States for a global solution for the international aviation industry. Significant efforts need to be undertaken as the Organization moves forward in developing a recommendation for a global MBM scheme capable of being implemented from 2020, for decision by the 39th Session of the Assembly in 2016.

1.14 In this regard, in February 2014, the ICAO Council agreed on a clear process and roadmap, with expected milestones and necessary governance structure, including the establishment of the Environment Advisory Group (EAG). The EAG has been working on a global MBM scheme under the direction of the Council, using a “Strawman” approach, which started with a simple and basic proposal for a global MBM scheme with a view to generating the discussion on advantages and disadvantages of design elements and allowing for the improvements of the Strawman. This iterative approach will also ensure the full engagement of States and other stakeholders, taking into account inputs from different sources.

2. UNFCCC – CLIMATE FINANCE

2.1. One of the areas where international aviation was considered under the UNFCCC process is the issue of long-term climate finance. The UNFCCC conferences adopted a series of decisions which included the work programme on long-term climate finance to further analyse options for the mobilization of USD 100 billion per year by 2020 from a wide variety of potential sources.

2.2. Some Parties expressed concern with the proposals to use international aviation as a potential source for mobilizing such revenue. Such proposals include the report of the World Bank (WB)/International Monetary Fund (IMF) under the G20 process in 2011, which explored global carbon charges of USD 25 per tonne of CO₂ on international transport, which the report suggested could raise USD 12 billion per year by 2020 from international aviation.

2.3. It should be highlighted that the achievement of ICAO’s global aspirational goals for the international aviation sector requires adequate financial resources within the sector itself, enabling it to effectively respond to the global climate change challenge. It is of utmost importance that the development of a global MBM scheme for international aviation be treated as one element of a basket of mitigation measures to achieve the ICAO global aspirational goals, and not in isolation.

2.4. In this regard, the 38th Assembly urged that ICAO and its Member States express a clear concern, through the UNFCCC process, on the use of international aviation as a potential source for the mobilization of revenue for climate finance to the other sectors, in order to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner.

2.5. The Assembly also requested Member States to communicate and coordinate with their delegations of Parties to the UNFCCC process regarding developments on international aviation and climate change under ICAO.

ICAO Assembly Resolution A38-18: Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change

Whereas ICAO and its member States recognize the critical importance of providing continuous leadership to international civil aviation in limiting or reducing its emissions that contribute to global climate change;

Reemphasizing the vital role which international aviation plays in global economic and social development and the need to ensure that international aviation continues to develop in a sustainable manner;

Whereas the ultimate objective of the United Nations Framework Convention on Climate Change (UNFCCC) is to achieve stabilization of greenhouse gas (GHG) concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system;

Whereas the Kyoto Protocol, which was adopted by the Conference of the Parties to the UNFCCC in December 1997 and entered into force on 16 February 2005, calls for developed countries (Annex I Parties) to pursue limitation or reduction of greenhouse gases from “aviation bunker fuels” (international aviation) working through ICAO (Article 2.2);

Acknowledging that international aviation emissions, currently accounting for less than 2 per cent of total global CO₂ emissions, are projected to grow as a result of the continued development of the sector;

Whereas a comprehensive assessment of aviation’s impact on the atmosphere is contained in the special report on *Aviation and the Global Atmosphere*, published in 1999, which was prepared at ICAO’s request by the Intergovernmental Panel on Climate Change (IPCC) in collaboration with the Scientific Assessment Panel to the Montreal Protocol on Substances that Deplete the Ozone Layer;

Whereas the IPCC special report recognized that the effects of some types of aircraft emissions are well understood, it revealed that the effects of others are not, and identified a number of key areas of scientific uncertainty that limit the ability to project aviation’s full impacts on climate and ozone;

Whereas ICAO requested that the IPCC include an update of the main findings of the special report in its Fourth Assessment Report, published in 2007 and its Fifth Assessment Report to be published in 2014;

Noting the scientific view that the increase in global average temperature above pre-industrial levels ought not to exceed 2°C;

Acknowledging the principles and provisions on common but differentiated responsibilities and respective capabilities, and with developed countries taking the lead under the UNFCCC and the Kyoto Protocol;

Also acknowledging the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention;

Recognizing that this Resolution does not set a precedent for or prejudice the outcome of negotiations under the UNFCCC and its Kyoto Protocol nor represent the position of the Parties to the UNFCCC and its Kyoto Protocol;

Recognizing that the aspirational goal of 2 per cent annual fuel efficiency improvement is unlikely to deliver the level of reduction necessary to stabilize and then reduce aviation’s absolute emissions contribution to climate change, and that goals of more ambition will need to be considered to deliver a sustainable path for aviation;

Noting that, to promote sustainable growth of aviation, a comprehensive approach, consisting of work on technology and standards, and on operational and market-based measures to reduce emissions is necessary;

Acknowledging the significant technological progress made in the aviation sector, with aircraft produced today being about 80 per cent more fuel efficient per passenger kilometre than in the 1960's;

Welcoming the agreement by the Committee on Aviation Environmental Protection (CAEP) of certification requirements for a global CO₂ Standard for aircraft;

Recognizing that air traffic management (ATM) measures under the ICAO's Global Air Navigation Plan contribute to enhanced operational efficiency and the reduction of aircraft CO₂ emissions;

Welcoming the adoption of the Aviation System Block Upgrades (ASBUs) strategy at the ICAO Twelfth Air Navigation Conference in November 2012;

Recalling that Assembly Resolution A37-19 requested the Council, with the support of member States, to undertake work to develop a framework for market-based measures (MBMs) in international aviation, including further elaboration of the guiding principles listed in the Annex to A37-19, for consideration by the 38th Session of the ICAO Assembly;

Recognizing the importance of avoiding a multiplicity of approaches for the design and implementation of MBM framework and MBM schemes;

Recalling that Assembly Resolution A37-19 requested the Council to explore the feasibility of a global MBM scheme to address emissions from international aviation;

Noting the decision of the Council on 9 November 2012, which recognized that the results of the qualitative and quantitative analysis of the three options for a global MBM scheme evaluated by the Secretariat with the support of the Experts on MBMs demonstrated that all three options were technically feasible and had the capacity to contribute to achieving ICAO's environmental goals, and that the Council agreed that further quantitative analysis of the three options needed to be undertaken to develop more robust and concrete conclusions;

Recognizing the potential desirability of a global MBM scheme in terms of providing an additional means of promoting achievement of the aspirational global goal referred to in paragraph 7;

Noting the support of the aviation industry for a single global carbon offsetting scheme, as opposed to a patchwork of State and regional MBMs, as a cost effective measure to complement a broader package of measures including technology, operations and infrastructure measures;

Noting that the Conference on Aviation and Alternative Fuels in November 2009 (CAAF/09) endorsed the use of sustainable alternative fuels for aviation, particularly the use of drop-in fuels in the short to mid-term, as an important means of reducing aviation emissions;

Also noting that the CAAF/09 established an ICAO Global Framework for Aviation Alternative Fuels (GFAAF);

Noting the progress achieved in proving the technological feasibility of drop-in sustainable alternative fuels for aviation and that such fuels will require the introduction of appropriate policies and incentives to create a long-term market perspective;

Acknowledging the need for such fuels to be developed and deployed in an economically feasible, socially and environmentally acceptable manner and the need for increased harmonization of the approaches to sustainability;

Noting that, consistent with Assembly Resolution A37-19, a substantial strategy for capacity building was undertaken by the Organization to assist the preparation and submission of States' action plans, including the holding of hands-on training workshops and the development of guidance material, an interactive web-interface and the ICAO Fuel Savings Estimation Tool (IFSET);

Welcoming that, as of 30 June 2013, 61 member States that represent 78.89 per cent of global international air traffic voluntarily prepared and submitted their action plans to ICAO;

Noting that the ICAO "Assistance for Action – Aviation and Climate Change" Seminar in October 2012 highlighted the active involvement of member States and international organizations in the activities related to States' action plans, explored possible sources of financial support for environmental action and provided an opportunity to share information and build partnerships in order to facilitate assistance identified by States for the preparation and implementation of their action plans;

Recognizing the different circumstances among States in their capacity to respond to the challenges associated with climate change and the need to provide necessary support, in particular to developing countries and States having particular needs;

Affirming that specific measures to assist developing States as well as to facilitate access to financial support, technology transfer and capacity building should be initiated as soon as possible;

Whereas the Kyoto Protocol provides for different flexible instruments (such as the Clean Development Mechanism — CDM) which would benefit projects involving developing States;

Affirming that addressing GHG emissions from international aviation requires the active engagement and cooperation of States and the industry, and *noting* the collective commitments announced by Airports Council International (ACI), Civil Air Navigation Services Organization (CANSO), International Air Transport Association (IATA), International Business Aviation Council (IBAC) and International Coordinating Council of Aerospace Industries Associations (ICCAIA) on behalf of the international air transport industry, to continuously improve CO₂ efficiency by an average of 1.5 per cent per annum from 2009 until 2020, to achieve carbon neutral growth from 2020 and to reduce its carbon emissions by 50 per cent by 2050 compared to 2005 levels;

Recognizing the need to monitor and report the potential impacts of climate change on international aviation operations and related infrastructure; and

Recognizing the progress made by ICAO in its implementation of the Climate Neutral UN initiative and the significant support provided by ICAO to the initiative, in particular through the development of a common methodology for calculating GHG emissions from air travel;

The Assembly:

1. *Resolves* that this Resolution, together with Resolution A38-17: Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality, supersede Resolutions A37-18 and A37-19 and constitute the consolidated statement of continuing ICAO policies and practices related to environmental protection;

2. *Requests* the Council to:

a) ensure that ICAO exercise continuous leadership on environmental issues relating to international civil aviation, including GHG emissions;

- b) continue to study policy options to limit or reduce the environmental impact of aircraft engine emissions and to develop concrete proposals and provide advice as soon as possible to the Conference of the Parties of the UNFCCC, encompassing technical solutions and market-based measures, and taking into account potential implications of such measures for developing as well as developed countries; and
- c) continue to cooperate with organizations involved in policy-making in this field, notably with the Conference of the Parties to the UNFCCC;

3. *Reiterates* that:

- a) ICAO should continue to take initiatives to promote information on scientific understanding of aviation's impact and action undertaken to address aviation emissions and continue to provide the forum to facilitate discussions on solutions to address aviation emissions; and
- b) emphasis should be on those policy options that will reduce aircraft engine emissions without negatively impacting the growth of air transport especially in developing economies;

4. *Reaffirms* that this Resolution does not set a precedent for or prejudice the outcome of negotiations under the UNFCCC and its Kyoto Protocol nor represent the position of the Parties to the UNFCCC and its Kyoto Protocol;

5. *Resolves* that States and relevant organizations will work through ICAO to achieve a global annual average fuel efficiency improvement of 2 per cent until 2020 and an aspirational global fuel efficiency improvement rate of 2 per cent per annum from 2021 to 2050, calculated on the basis of volume of fuel used per revenue tonne kilometre performed;

6. *Agrees* that the goals mentioned in paragraph 5 above would not attribute specific obligations to individual States, and the different circumstances, respective capabilities and contribution of developing and developed States to the concentration of aviation GHG emissions in the atmosphere will determine how each State may voluntarily contribute to achieving the global aspirational goals;

7. *Also resolves* that, without any attribution of specific obligations to individual States, ICAO and its member States with relevant organizations will work together to strive to achieve a collective medium term global aspirational goal of keeping the global net carbon emissions from international aviation from 2020 at the same level, taking into account: the special circumstances and respective capabilities of States, in particular developing countries; the maturity of aviation markets; the sustainable growth of the international aviation industry; and that emissions may increase due to the expected growth in international air traffic until lower emitting technologies and fuels and other mitigating measures are developed and deployed;

8. *Recognizes* the many actions that ICAO member States have taken and intend to take in support of the achievement of the collective aspirational goals, including air traffic management modernization, acceleration of the use of fuel-efficient aircraft technologies, and the development and deployment of sustainable alternative fuels, and *encourages* further such efforts;

9. *Agrees* to review, at its 39th Session, the goal mentioned in paragraph 7 above in light of progress towards the goal, studies regarding the feasibility of achieving the goal, and relevant information from States;

10. *Requests* the Council to continue to explore the feasibility of a long term global aspirational goal for international aviation, through conducting detailed studies assessing the attainability and impacts of any goals proposed, including the impact on growth as well as costs in all countries, especially developing countries, for the progress of the work to be presented to the 39th Session of the ICAO Assembly. Assessment of long term goals should include information from member States on their experiences working towards the medium term goal.

11. *Further encourages* States to submit their voluntary action plans outlining their respective policies and actions, and annual reporting on international aviation CO₂ emissions to ICAO;

12. *Invites* those States that choose to prepare or update their action plans to submit them to ICAO as soon as possible preferably by the end of June 2015 and once every three years thereafter, in order that ICAO can continue to compile the information in relation to achieving the global aspirational goals, and the action plans should include information on the basket of measures considered by States, reflecting their respective national capacities and circumstances, information on the expected environmental benefits from the implementation of the measures chosen from the basket, and information on any specific assistance needs;

13. *Encourages* States that already submitted their action plans to share information contained in their action plans and build partnerships with other member States in order to support those States that have not prepared their action plans;

14. *Encourages* States to make their action plans available to the public, taking into account the commercial sensitivity of information contained in States' action plans;

15. *Requests* the Council to facilitate the dissemination of economic and technical studies and best practices related to aspirational goals and to continue to provide guidance and other technical assistance for the preparation and update of States' action plans prior to the end of June 2015, in order for States to conduct their necessary studies and to voluntarily submit their action plans to ICAO;

16. *Resolves* that States, when designing new and implementing existing MBMs for international aviation should:

- a) engage in constructive bilateral and/or multilateral consultations and negotiations with other States to reach an agreement, and
- b) grant exemptions for application of MBMs on routes to and from developing States whose share of international civil aviation activities is below the threshold of 1% of total revenue ton kilometres of international civil aviation activities, until the global scheme is implemented;

17. *Requests* the Council to review the *de minimis*, including the *de minimis* threshold of MBMs mentioned in paragraph 16 b) above, taking into account the specific circumstances of States and potential impacts on the international aviation industry and markets, and with regard to the guiding principles listed in the Annex, to be presented for consideration by the 39th Session of the Assembly in 2016;

24. *Decides* to develop a global MBM scheme for international aviation, taking into account the work called for in paragraph 19;

25. *Requests* the Council, with the support of member States, to:

- a) finalize the work on the technical aspects, environmental and economic impacts and modalities of the possible options for a global MBM scheme, including on its feasibility and practicability, taking into account the need for development of international aviation, the proposal of the aviation industry and other international developments, as appropriate, and without prejudice to the negotiations under the UNFCCC;

- b) organize seminars, workshops on a global scheme for international aviation participated by officials and experts of member States as well as relevant organizations;
- c) identify the major issues and problems, including for member States, and make a recommendation on a global MBM scheme that appropriately addresses them and key design elements, including a means to take into account special circumstances and respective capabilities as provided for in paragraphs 20 to 24 below, and the mechanisms for the implementation of the scheme from 2020 as part of a basket of measures which also include technologies, operational improvements and sustainable alternative fuels to achieve ICAO's global aspirational goals; and
- d) report the results of the work in sub-paragraphs a), b) and c) above, for decision by the 39th Session of the Assembly;

26. *Resolves* that an MBM should take into account the special circumstances and respective capabilities of States, in particular developing States, while minimizing market distortion;

27. *Also resolves* that special circumstances and respective capabilities of developing States could be accommodated through *de minimis* exemptions from, or phased implementation for, the application of an MBM to particular routes or markets with low levels of international aviation activity, particularly those serving developing States;

28. *Also resolves* that, the administrative burden associated with the implementation of an MBM to States or aircraft operators with very low levels of international aviation activity should not exceed the benefits from their participation in the MBM, and that exemptions from the application of the MBM to such States or aircraft operators should be considered, while maintaining the environmental integrity of the MBM;

29. *Also resolves* that adjustments to MBM requirements for aircraft operators could be on the basis of fast growth, early action to improve fuel efficiency, and provisions for new entrants;

30. *Further resolves* that, to the extent that the implementation of an MBM generates revenues, it should be used in consistency with guiding principle n) in the Annex;

31. *Recognizes* that in the short term voluntary carbon offsetting schemes constitute a practical way to offset CO₂ emissions, and *invites* States to encourage their operators wishing to take early actions to use carbon offsetting, particularly through the use of credits generated from internationally recognized schemes such as the CDM;

32. *Requests* the Council to collect information on the volume of carbon offsets purchased in relation to air transport, including through States' action plans submitted to ICAO, and to continue to develop and disseminate best practices and tools, such as the ICAO Carbon Emissions Calculator, that will help harmonize the implementation of carbon offset programmes;

33. *Requests* the Council to maintain and enhance appropriate standard, methodologies and a mechanism to measure/estimate, monitor and verify global GHG emissions from international aviation, and States support the work of ICAO on measuring progress through the reporting of annual data on traffic, fuel consumption and CO₂ emissions;

34. *Requests* the Council to request States to continue to support the efforts of ICAO on enhancing the reliability of measuring/estimating global GHG emissions from international aviation;

35. *Requests* the Council to regularly report CO₂ emissions from international aviation to the UNFCCC, as part of its contribution to assessing progress made in the implementation actions in the sector based on information approved by its member States;

36. While recognizing that no effort should be spared to obtain means to support the reduction and stabilization of CO₂ emissions from all sources, *urges* that ICAO and its member States express a clear concern, through the UNFCCC process, on the use of international aviation as a potential source for the mobilization of revenue for climate finance to the other sectors, in order to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner;

37. *Requests* the Council to:

- a) continue to play a pivotal role in providing assistance to its member States through the dissemination of the latest information on best practices and the provision of guidance and other technical assistance to enhance capacity building and technology transfer, including through the ICAO Technical Cooperation Programme;
- b) consolidate and build on the partnership with other international organizations to meet the assistance needs of ICAO's member States, including through their action plans, which will bring about reductions in international aviation emissions;
- c) initiate work immediately and as a priority in order to develop a process and mechanisms to facilitate the provision of technical and financial assistance, as well as facilitate access to existing and new financial resources, technology transfer and capacity building, to developing countries and report on results achieved as well as further recommendations, preliminarily by the end of 2015 and at the 39th Session of the Assembly; and
- d) continue to initiate specific measures to assist developing States as well as to facilitate access to financial resources, technology transfer and capacity building;

38. *Requests* States to:

- a) promote scientific research aimed at continuing to address the uncertainties identified in the IPCC special report on Aviation and the Global Atmosphere and in the Fourth Assessment report;
- b) ensure that future international assessments of climate change undertaken by IPCC and other relevant United Nations bodies include updated information, if any, on aircraft-induced effects on the atmosphere;
- c) consider policies to encourage the introduction of more fuel efficient aircraft in the market;
- d) accelerate investments on research and development to bring to market even more efficient technology by 2020;
- e) accelerate the development and implementation of fuel efficient routings and procedures to reduce aviation emissions;

- f) accelerate efforts to achieve environmental benefits through the application of technologies that improve the efficiency of air navigation and work with ICAO to bring these benefits to all regions and States, taking into account the Aviation System Block Upgrades (ASBUs) strategy;
 - g) reduce legal, security, economic and other institutional barriers to enable implementation of the new ATM operating concepts for the environmentally efficient use of airspace;
 - h) set a coordinated approach in their national administrations in order to develop policy actions to accelerate the appropriate development, deployment and use of sustainable alternative fuels for aviation, in accordance with their national circumstances;
 - i) consider measures to support research and development as well as processing technology and feedstock production in order to decrease costs and support scaleup of sustainable production pathways up to commercial scale, taking into account the sustainable development of States;
 - j) recognize existing approaches to assess the sustainability of all alternative fuels in general, including those for use in aviation which should:
 - 1) achieve net GHG emissions reduction on a life cycle basis;
 - 2) respect the areas of high importance for biodiversity, conservation and benefits for people from ecosystems, in accordance with international and national regulations;
 - 3) contribute to local social and economic development, and competition with food and water should be avoided;
 - k) adopt measures to ensure the sustainability of alternative fuels for aviation, building on existing approaches or combination of approaches, and monitor, at a national level, the sustainability of the production of alternative fuels for aviation;
 - l) work together through ICAO and other relevant international bodies, to exchange information and best practices, including on the sustainability of alternative fuels for aviation;
39. *Requests* the Council to:
- a) continue to develop and keep up-to-date the guidance for member States on the application of policies and measures aimed at reducing or limiting the environmental impact of emissions from international aviation, and conduct further studies with respect to mitigating the impact of international aviation on climate change;
 - b) encourage States to cooperate in the development of predictive analytical models for the assessment of aviation impacts;
 - c) continue evaluating the costs and benefits of the various measures, including existing measures, with the goal of addressing aircraft engine emissions in the most cost-effective manner, taking into account the interests of all parties concerned, including potential impacts on developing world;

- d) provide the necessary guidance and direction to ICAO's Regional Offices to assist member States with studies, evaluations and development of procedures, in collaboration with other States in the region, to limit or reduce GHG emissions on a global basis and work together collaboratively to optimize the environmental benefits that can be achieved through their various programmes;
- e) develop a global CO₂ Standard for aircraft aiming to finalize analyses by late 2015 and adoption by the Council in 2016;
- f) further elaborate on relevant fuel efficiency metrics, including for international business aviation, and develop and update medium and long term technological and operational goals for aircraft fuel burn;
- g) maintain and update guidance on ATM improvements and other operational measures to reduce international aviation emissions;
- h) implement an emphasis on increasing fuel efficiency in all aspects of the ICAO's Global Air Navigation Plan, and encourage States and stakeholders to develop air traffic management that optimize environmental benefits and to promote and share best practices applied at airports in reducing the adverse effects of GHG emissions of civil aviation;
- i) continue to develop and update the necessary tools and guidance to assess the benefits associated with ATM improvements, and assess the environmental benefits associated with the implementation of the Aviation System Block Upgrades (ASBUs) strategy;
- j) encourage member States and invite industry, financial institutions and other international organizations to actively participate in exchange of information and best practices and in further work under ICAO on sustainable alternative fuels for aviation;
- k) continue to maintain the ICAO Global Framework for Aviation Alternative Fuels (GFAAF);
- l) collect information on progress of alternative fuels in aviation, including through States' action plans, to give a global view of the future use of alternative jet fuels and to account for changes in life cycle GHG emissions in order to assess progress toward achieving global aspirational goals;
- m) work with financial institutions to facilitate access to financing infrastructure development projects dedicated to sustainable aviation alternative fuels and incentives to overcome initial market hurdles;
- n) monitor and disseminate relevant information on the potential impacts of climate change on international aviation operations and related infrastructure, in cooperation with other relevant international organizations and the industry; and
- o) continue to cooperate with the Climate Neutral UN initiative, remain at the forefront of developing methods and tools for quantifying aviation's GHG emissions with respect to the initiative, and further develop and implement the strategy for reducing GHG emissions and enhancing in-house sustainability management practices of the Organization.

Annex

The guiding principles for the design and implementation of market-based measures (MBMs) for international aviation:

- a) MBMs should support sustainable development of the international aviation sector;
- b) MBMs should support the mitigation of GHG emissions from international aviation;
- c) MBMs should contribute towards achieving global aspirational goals;
- d) MBMs should be transparent and administratively simple;
- e) MBMs should be cost-effective;
- f) MBMs should not be duplicative and international aviation CO₂ emissions should be accounted for only once;
- g) MBMs should minimize carbon leakage and market distortions;
- h) MBMs should ensure the fair treatment of the international aviation sector in relation to other sectors;
- i) MBMs should recognize past and future achievements and investments in aviation fuel efficiency and in other measures to reduce aviation emissions;
- j) MBMs should not impose inappropriate economic burden on international aviation;
- k) MBMs should facilitate appropriate access to all carbon markets;
- l) MBMs should be assessed in relation to various measures on the basis of performance measured in terms of CO₂ emissions reductions or avoidance, where appropriate;
- m) MBMs should include *de minimis* provisions;
- n) where revenues are generated from MBMs, it is strongly recommended that they should be applied in the first instance to mitigating the environmental impact of aircraft engine emissions, including mitigation and adaptation, as well as assistance to and support for developing States;
- o) where emissions reductions are achieved through MBMs, they should be identified in States' missions reporting; and
- p) MBMs should take into account the principle of common but differentiated responsibilities and respective capabilities, the special circumstances and respective capabilities, and the principle of non-discrimination and equal and fair opportunities.

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RESERVATIONS TO RESOLUTION A38-18

The following reservations were recorded by the States indicated below⁶ in respect of specific provisions of Resolution A38-18 and are available on ICAO's website for the 38th Session of the Assembly:

Preambular paragraph 10	Australia
Paragraph 6	Australia
Paragraph 7	Argentina, Australia, Bahrain, Brazil, China, Cuba, India, Lithuania (on behalf of the 28 Member States of the European Union (EU ⁷) and 14 other Member States of the European Civil Aviation Conference (ECAC ⁸)), the Russian Federation, Saudi Arabia and Venezuela (Bolivarian Republic of)
Paragraph 16	Lithuania (on behalf of the 28 Member States of the EU and 14 other Member States of ECAC) and Singapore
Paragraph 16 b)	Afghanistan, Australia, Canada, Japan, New Zealand, Qatar, the United Arab Emirates and the United States
Paragraph 20	Australia
Paragraph 21	Australia
Annex Guiding principle p)	Australia, Canada, Japan, Lithuania (on behalf of the 28 Member States of the EU and 14 other Member States of ECAC), New Zealand, the Republic of Korea and the United States

— END —

⁶ During the Sixth Plenary Meeting on 4 October 2013, the Islamic Republic of Iran made a reservation to paragraph 16 a) and b) but withdrew it by an e-mail dated 4 October 2013 to the Secretary General.

⁷ Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom

⁸ Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, the Republic of Moldova, Monaco, Montenegro, Norway, San Marino, Serbia, Switzerland, and The former Yugoslav Republic of Macedonia