The Long Road Toward Reducing Greenhouse Gas Emissions from Aviation

1994 - Publication of "Aviation and Global Warming" begins public debate on aviation and climate change.

1994

considers accounting methods for emissions of flights traveling between different countries.

SBSTA explicitly rejects accounting on the basis of the sovereign airspace where the emissions occurred, because doing so would yield "orphan emissions" and perverse results.

1997

1996 - UNFCCC SBSTA

1998 – UNFCCC COP endorses SBSTA's accounting decision, rejecting the airspace-based methodology for accounting for emissions from aviation.

2002 – After five years of pursuit in ICAO, European Parliament and Council direct European Commission to propose aviation emission reductions if ICAO does not act.

2002

2004 – CAEP announces that an aviation-specific emissions trading system based on a new legal instrument under ICAO auspices seems sufficiently unattractive that it should not be pursued further. ICAO Executive Committee asks ICAO to provide, "consistent with the UNFCCC process," guidance to Contracting States on incorporating international aviation emissions into national emissions trading programs. ICAO General Assembly Resolution A35-5 endorses this approach.

2005

2010 – With many reservations, ICAO adopts guidance for international aviation in Contracting States' emissions trading system. The UK High Court refers the airlines' case to the European Court of Justice.

2011 – On July 5, the European Court of Justice will hear the airlines' case.

2011

1995 – First
Conference of the
Parties to the
UNFCCC. SBSTA
initiates discussion
on aviation & marine
"bunker fuels."

1995

1997 – Kyoto Protocol Article 2.2 states that Parties included in Annex I of the UNFCCC "shall pursue limitation or reduction of emissions...from aviation and marine bunker fuels, working through ICAO and IMO, respectively."

1998

2003, 2004 – European Council repeats its directive to European Commission. ICAO does not act. 2005 – European Council concludes that including aviation in EU emissions trading system seems best way forward. EU launches stakeholder dialogue.

2003

2004

2007 - EU places formal reservation on Appendix L to ICAO Resolution A36-22 which urges Contracting States not to implement an emissions trading system on other Contracting States' aircraft operators except on the basis of mutual agreement between those States. EU member states reserve right under Chicago Convention to enact and apply market-based measures on a nondiscriminatory basis to all aircraft operators providing services to, from or within their territories.

2007

2009 – After four years of stakeholder dialogue and 11 years of ICAO inaction, EU enacts Aviation Emissions Trading Directive in February. The Directive's pollution cuts will take effect from January 1, 2012. US airlines file suit in UK High Court to try to block the EU aviation directive.

2010

2009

CAEP - ICAO Committee on Aviation & Environmental Protection

COP – Conference of the Parties

EU – European Union

ICAO – International Civil Aviation Organization

IMO – International Maritime Organization

1996

SBSTA - UNFCCC Subsidiary Body on Scientific & Technological Advice UNFCCC – United Nations Framework Convention on Climate Change