



Mr Roberto Kobeh Gonzalez
President, ICAO Council
ICAO, Montreal, Canada

Copy to ICAO Council members

London,
03 September, 2013

Dear Council President Kobeh,

The International Coalition for Sustainable Aviation (ICSA), representing civil society at ICAO, writes to you and to Council members to share our concerns on the eve of Council's special meeting to consider the challenge of climate change in the run up to ICAO's 38th Assembly later this month. We will share these concerns openly because the matter of aviation's runaway emissions is sufficiently grave that it is of public interest and decisions cannot be taken behind closed doors.

In the 16 years since Kyoto, ICAO has yet to agree on a comprehensive set of measures that will effectively address international aviation emissions or even meet the Organisation's aspirational goals.

ICAO eschewed the development of a global market based measure in 2004 and supported regional/national action. One region now has a scheme in place that science says will produce about 50% of the environmental benefit by 2050 of a global ETS (even if it had started at the same time in 2012). Despite the lost time, ICAO can still meet the climate challenge but must agree now, at the 38th Assembly, to adopt a global market-based measure that would have high environmental integrity. The nature of the measure and implementation date are key. Such a measure must ensure real and verifiable emissions reductions which we know emissions trading can deliver.

Immediately after the Assembly, Council should establish a transparent and inclusive process to resolve all outstanding details in time for a special meeting in 2015 to pave the way for adoption in 2016. We support these tasks being remitted to a properly resourced

CAEP working group. The only circumstances in which a delayed implementation might be acceptable is if robust and unconstrained regional schemes such as the EU ETS can continue in the meantime. Restricting action to airspace has been dismissed as environmentally ineffective and by industry as unworkable.

We well appreciate the delicate and difficult negotiations that have been proceeding. At the same time it is clear to the world that the time for ICAO to act decisively has come, particularly as the regional scheme has been partially suspended to enable contracting states to do this. The Assembly must agree to adopt a global MBM this year as it is quite clear that ICAO's basket of technical, operational and biofuels measures will fall far short in 2050 of the climate impact needed to achieve carbon neutral growth or help ensure global warming stays below 2 degrees.

The spotlight is clearly on ICAO this month and its capacity to effectively address the climate impacts of aviation will be put to a decisive test.

Yours sincerely

ICSA

(On behalf of Aviation Environment Federation, Environmental Defense Fund, Natural Resources Defense Council, Transport and Environment, WWF)