The Long Road Toward **Reducing Greenhouse Gas Emissions from Aviation 2004** – CAEP announces that an aviation-specific emissions trading system based on a new legal 1996 - UNFCCC SBSTA instrument under ICAO auspices 2010 - With many considers accounting 1998 - UNECCC seems sufficiently unattractive that methods for emissions of **2002** – After five reservations, ICAO **COP** endorses it should not be pursued further. flights traveling between years of pursuit in adopts guidance ICAO Executive Committee asks SBSTA's ICAO, European different countries. for international ICAO to provide, "consistent with SBSTA explicitly rejects accounting Parliament and aviation in decision. Council direct the UNFCCC process," guidance to 1994 - Publication accounting on the basis Contracting States' Contracting States on rejecting the of "Aviation and of the sovereign European emissions trading incorporating international airspace-based airspace where the Commission to system. The UK Global Warming" aviation emissions into national methodology begins public emissions occurred, propose aviation **High Court refers** emissions trading programs. ICAO because doing so would for accounting emission the airlines' case to debate on aviation 2011 - See for emissions General Assembly Resolution A35and climate yield "orphan emissions" reductions if ICAO the European bottom 5 endorses this approach. from aviation. and perverse results. does not act. Court of Justice. change. left. 1994 1998 2002 2004 2010 1996 2011 2003 2005 2007 1995 1997 2009 2003. 2004 -**2009** – After four 1995 - First 1997 - Kyoto Protocol 2005 - European Council 2007 - EU places formal Conference of the Article 2.2 states that **European Council** concludes that including reservation on Appendix L to vears of stakeholder repeats its dialogue and 11 Parties to the Parties included in Annex I aviation in EU emissions ICAO Resolution A36-22 **UNFCCC. SBSTA** of the UNFCCC "shall pursue directive to which urges Contracting years of ICAO trading system seems European inaction, EU adopts initiates discussion limitation or reduction of best way forward. EU States not to implement an emissions...from aviation Commission. ICAO launches stakeholder **Aviation Emissions** on aviation & marine emissions trading system on "bunker fuels." and marine bunker fuels, does not act. dialogue. other Contracting States' Trading Directive in February. The working through ICAO and aircraft operators except on Directive's pollution IMO, respectively." the basis of mutual cuts will take effect agreement between those States. EU member states from January 1, 2011 reserve right under Chicago 2012. US airlines file July October 2012 suit in UK High Court June Convention to enact and to try to block the EU apply market-based June - U.S./EU Open July – Oral hearing of October - Advocate General January – Airlines aviation directive. measures on a non-**Skies Joint Committee** case in ECJ. U.S. House in ECJ issues a preliminary, using EU airports discriminatory basis to all meeting discusses EU introduces bill to non-binding opinion on the are accountable aircraft operators providing aviation directive. prohibit US airlines case. Airlines receive free for their emissions. services to, from or within from complying with allowance allocations from EU. their territories. EU aviation directive.

CAEP – ICAO Committee on Aviation & Environmental Protection • COP – Conference of the Parties • ECJ – European Court of Justice • EU – European Union • ICAO – International Civil Aviation Organization • IMO – International Maritime Organization • SBSTA – UNFCCC Subsidiary Body on Scientific & Technological Advice • UNFCCC – UN Framework Convention on Climate Change