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MOTION FOR A RESOLUTION

further to Oral Question B5-0013/2004

pursuant to Rule 108(5) of the Rules of Procedure

by Willi Piecyk and Ulrich Stockmann

on behalf of the PSE Group

on the forthcoming 35th session of the Assembly of the International Civil Aviation Organisation (ICAO), from 28 September to 8 October 2004

European Parliament resolution on the forthcoming 35th session of the Assembly of the International Civil Aviation Organisation (ICAO), from 28 September to 8 October 2004

The European Parliament,

- having regard to the forthcoming 35th session of the Assembly of the International Civil Aviation Organisation (ICAO) to take place in Montreal, Canada, between 28 September and 8 October 2004,
- having regard to the draft text to replace ICAO Assembly resolution A33-7,
- having regard to Rule 108(5) of its Rules of Procedure,
- A. recognising that aviation is a very important contributor to global warming, partly owing to the increase in traffic,
- B. recognising also that emissions from international aviation fall outside the Kyoto protocol, and that the protocol even specifies that these emissions should be addressed through the ICAO,
- C. concerned that the US will propose a resolution at the ICAO meeting starting 28 September 2004 to exclude any possibility of economic or fiscal measures or global emissions trading for international aviation,
- D. recognising that the Chicago Convention, which is the basis of the ICAO, does not forbid taxation on fuels and that since 1996 the ICAO has worked on taxes and charges,
- E. concerned that the situation has changed slightly since June 2004 when the US drafted a protest letter against the opinion of the ICAO Council President requesting that the ICAO not develop guidelines for emissions trading,
- F. concerned that, although the EU protested against the US intervention, it was not able to obtain a majority in the ICAO Council,
- 1. Considers that the overall exclusion of international aviation from emission trade would be counterproductive when it comes to both environmental and transport policies, and that such exclusion would mean that the EU would lose its freedom to initiate legislation in this area;
- 2. Points out that EU Directive 2003/87/EC provides for the possible inclusion of additional sectors such as transport in the emission trading scheme;
- 3. Recalls that such an extension of the emission trading scheme should be decided at EU

level by the Council and Parliament;

4. Considers that it would be much easier to reduce emissions within aviation than in other modes of transport, as it is easier to determine who the various players in aviation are;
5. Strongly urges the Commission not to support the US proposal on emission trade;
6. Instructs its President to forward this resolution to the Commission, the Council, the Member States and the ICAO Assembly.