



FINAL NOTES

44th MEETING OF THE N-ALM Bodö, 22-23 May 2008

Participants

Kalle Keldusild, Swedish CAA (chairman)
Therése Sjöberg (ex. Lundman), Swedish CAA (secretary)
Kerstin Hansdotter Sköld, Swedish CAA
Stian Hangaas, Norwegian CAA
Charlotte Ringkjøb, Norwegian CAA
Kåre Belsheim, Norwegian CAA
Trond Kråkenes, Norwegian Ministry of Transport
Katja Lohko, Finish CAA
Kati Ihamäki, Finnair
Jens Erik Ditlevsen, Danish CAA
Eva Nielsen, Danish CAA
Sveinn V. Olafsson, Icelandic CAA
Inger Seeberg Sturm, Copenhagen Airports
Elin Hansen, Avinor/Oslo Lufthavn
Mikko Viinikainen, Finavia
Niels Eirik Nertun, SAS Group
David Mjureke, Swedish Ministry of Environment
Lena Wennberg, LFV

Date	Place
22-23 May 2008	Luftfartstilsynet, Bodö

1. ADMINISTRATION

a. Opening

Kalle Keldusild welcomed the group to N-ALM, Bodö, and opened the meeting.

b. Participants and represented organisations

The participants and organisations are noted above.

c. Adoption of the agenda

The agenda for the meeting (contained in [Appendix 1](#)) was approved.

d. Adoption of the Minutes of the 43rd meeting

The draft revised minutes were accepted.

e. The Action points in the Minutes of the 43rd meeting.

Action point 2 a: Mikko has circulated an updated version of the document, which is also available on the N-ALM website. The Action point is fulfilled.



Action point 7 d: Niels Eirik informed that nothing had happened yet on the idea of setting up a climate group. More has been done on this regarding maritime issues, seems to be more difficult on the aviation side. No further action is to be taken.

2. STRUCTURE AND WORK OF N-ALM

a. Annual report 2007-2008 to NOLU

Kalle clarified that the Swedish DG will send the relevant papers from N-ALM to NOLU. The covering letter to NOLU was accepted with one addition (see [Appendix 2](#)).

The annual report with action points to NOLU was to be completed after the Bodö meeting. Kalle suggested adding a sentence in the action points and Jens Erik suggested that Kalles name should be added besides his in the end of the document. The additions were accepted by the group and the meeting delegated to Kalle and Jens Erik to finalize the information regarding this meeting in the report. The final draft report to NOLU is in [Appendix 5](#).

Terms of reference

Kalle explained to the group the suggested distinction between membership in N-ALM and participation in N-ALM meetings. He also suggested adding one sentence to point 5 and a change in point 6. Mikko suggested a change from “Nordic dimension” to “Nordic views”. The group agreed to the suggested changes. The suggested Terms of reference are in [Appendix 3](#).

b. Work Program for 2008-2009

“Nordic dimensions” should also be changed to “Nordic views” in the Work Program. Jens Erik suggested that the abbreviations should be written out fully. He also questioned the need to look at surface and groundwater pollution. This point could be replaced by inviting an airport to talk about their work on noise, pollution etc. Mikko suggested making point 3 more general. The point was changed and the draft Work Program to NOLU was agreed as shown in [Appendix 4](#).

c. Update of designated contact persons

Kalle suggested adding a list with e-mail addresses for N-ALM communication. Thus, three lists were circulated amongst the participants to be completed (see [Appendix 6-8](#)).

3. NEWS FROM MEMBER ORGANIZATIONS

Participants were invited to inform the meeting briefly on relevant issues in their organizations/countries:

a. Nordic CAA:s and Ministries



CAA Norway: Charlotte Ringkjøb is leaving office on a maternity leave by the summer and she will end her work with environmental issues. The CAA is employing a new person to work with environmental issues from January 2009.

CAA Sweden: The CAA has published an environmental issue of its publication “Flygtendenser” that has been appreciated. It has also participated in a task regarding improved energy efficiency together with other Swedish authorities that resulted in a list of possible measures to reduce the environmental impact from the transport and energy sector.

CAA Finland: A group has been set up of directors general from all transport sectors that meet once a month. The group has just started and they are among other issues looking into mitigation and adaptation to climate change. An environmental program for FCAA is ongoing. There are plans to form a new authority, like in Sweden, that focus on transport safety for all modes of transport.

CAA Denmark: In the end of 2007 a new traffic system was lounged. After a test period they are now up to normal air capacity. The new environmental permit for Roskilde Airport has met a lot of complaints and the court decided that the legal process will have to be run again. They are expecting changes in the organization of the CAA.

CAA Iceland: Has made a split between the CAA and Isavia that was finished late 2007. A report on the EU ETS made by the CAA will be presented to the Icelandic ministry soon. Iceland is in the process of turning Keflavik Airport into a civil airport.

Norwegian Ministry of Transport: The work to develop an environmental strategy is completed. The ministry wants to play a leading role in the environmental work. A new national working group has been established and a workshop on noise issues and aviation is going to be held.

Swedish Ministry of Environment: The ministry is preparing for the second reading of the EU ETS proposal. They are also taking part of the UN meeting in Bonn. The main issue regarding aviation is to work for an inclusion of international maritime and aviation in the next global climate agreement. Sweden will hold the EU Presidency during the next climate meeting in Copenhagen late 2009. A transport bill that will include all transport modes is in preparation.

b. Nordic Service Providers

Avinor: Has presented a sustainability report on “Aviation in Norway” (see [Appendix 9](#)) together with SAS, using a resource group including some environmental NGOs. The participation of the NGOs in the report has lead to much less negative publicity in Norwegian media regarding aviation and the environment. They will follow up the report with an action plan. Oslo Airport is



now partially carbon neutral. A carbon inventory has been done. Avinor is trying to meet the governmental goal that Norway should be carbon neutral by 2050.

LFV: There are discussions to turn LFV into one or two governmental companies, perhaps around next summer. Right now LFV has eight airports in environmental courts regarding renewal of their environmental permits. All big airports are in a process to apply for a new environmental permit. Arlanda Airport has now broken through its carbon cap. The cap will be mandatory 2011. LFV is still working with its carbon neutrality.

Finavia: Same discussions in Finland to turn Finavia into a government owned company, though this will not happen before 2010. Finavia is now formed into three business areas; ANS, Airport and Business. Their environmental unit is in need of more employees. They have 7-9 ongoing processes for environmental permits. The biggest application, the permit for Helsinki Vaanta airport is waiting for comments from the public. New noise analyses at Helsinki airport have shown different results with two different methodologies. Finavia is not carbon neutral yet, though they have a climate and energy strategy in place.

Copenhagen Airports: According to the carbon policy for Copenhagen Airports CPH will reduce the company's CO2 emissions with 21 % in 2012 compared with 1990 – the reduction target being identical with the national obligation under the Kyoto Protocol. Right now they are in a process to get a new environmental permit for Copenhagen Airport. They have got a permit on local air quality but are still waiting for noise permits. A project is ongoing regarding health and safety within the airport. Roskilde Airport has got a cap on the number of operations and the airport is right now also in a process for a new environmental permit.

c. Nordic Air Carriers

SAS: Cooperated with Avinor on the sustainability report. They have also launched their own sustainability report this March, including a new strategy and goals. The main goal is “minus 20 % in 2020”. The main instruments to achieve this are 1) renewal of the aircraft fleet, 2) improvements in ATM, and 3) drop-in of alternative fuel. Some providers already have approved/certified fuel drop-in. This will probably be commercially available in maybe 4-5 years. At a meeting in Geneva in March, 16 companies agreed on a goal to have zero emission growth from now to 2020. SAS has seen a low interest and use of their carbon offset program. According to SAS, Widerøe has got a more user friendly approach which requires only one “click”. Almost 10 % of their customers use their offset program. SAS is concerned with the raised fuel prices and has added a fuel surplus charge on their tickets. SAS is right now in a complicated process of forming four separate companies with four different AOC:s. The plan is to start the new organisation the next year.

Finnair: The company is doing a total restructuring of the work on the environmental side. They have a goal to reduce their carbon emissions by 20 % by



2017 and this will be done primarily by exchanging the fleet. They are also marketing the direct flights. Finnair does not offer their customers to offset their trips. Instead they offset the emissions themselves by renewing their fleet. Their emissions calculator is based on their fleet's actual fuel burn. The company is growing very fast and is renewing their policy. They want to develop their environmental report to look more like the GRI, Global Reporting Initiative.

4. UNFCCC NEGOTIATIONS

- a. Emissions from aviation – Bangkok meeting**
- b. EU Bunker Fuels Experts Group – Aviation**
- c. Developments regarding maritime emissions including IMO**

David Mjureke informed about the work with the UNFCCC negotiation process.

International bunker fuels have up to now been discussed in SBSTA, a group mostly dealing with technical issues. A new process has started with new group formations regarding this matter. Bunkers are now discussed in AWG-KP (for Annex 1-parties). The goal is to also talk about bunkers in AWG-LCA, the group for all countries. The bunker issue will be mentioned by the EU at the next meeting in Bonn. EU policy is to handle international bunkers on a sectorial basis. Kalle added that it would be much easier to handle international aviation as a sector, rather than putting it to the individual countries responsibilities together with industry and energy suppliers. This is an issue that shows the need of cooperation between ICAO and UNFCCC.

5. ICAO (EMISSIONS AND NOISE)

a. GIACC – Climate Change

Kalle informed about the GIACC – Group on International Aviation and Climate Change. It is a high level group with 15 members, 3 from Europe (Switzerland, France and Germany). The group's upcoming meetings will be held in July 2008, early 2009 and mid 2009. Subsequently a high level ICAO meeting will take place before the UN meeting in Copenhagen by the end of 2009. Information about the group is available on the ICAO website. The main purpose of the group is to come up with aspirational goals for emissions reductions for aviation and to tackle the cooperation between ICAO and UNFCCC.

b. CAEP subgroups work including ICAO Carbon Calculator

Therése Sjöberg informed about the work of the CAEP ACE (Aviation Carbon Emissions) group to develop a carbon calculator. The calculator has been commented by the CAEP-members and is now approved. The result of the work of the group and the final version of the calculator is now presented on the ICAO website

(http://www2.icao.int/public/cfmapps/carbonoffset/carbon_calculator.cfm).



c. ICAO workshop 18-19 June on Aviation and Carbon Markets

Therése also informed about the upcoming MBMTF (Market Based Measures Task Force) meeting in Montreal in June. The MBMTF group is mainly working on the linking of different trading schemes that involves aviation as well as offsetting as a means to mitigate climate change from aviation and the possibility to create a trading scheme for local emissions. Kalle is the co-rapporteur for the MBMTF group and Therése is participating in the work regarding offsets.

In connection with the MBMTF meeting ICAO is inviting to a Workshop on Aviation and Carbon Markets. Kalle and Therése plan to attend the workshop and invite other interested to participate as well. (Documentation from the workshop can be found on the ICAO website

<http://www.icao.int/2008wacm/Documentation.htm>)

6. EU

a. Emissions trading directive – inclusion of aviation

The second reading of the directive has started. Kalle presented the proposal of changes to the directive made by the Council and the Parliament. He explained the critical issues that there still is some debate around, which mainly concern the level of the cap of the emissions, the use or non-use of a multiplier and how much of the credits that will be auctioned out. David explained that “cap” is not a good word to use, it is better to talk about the amount of allowances that will be handed out and/or auctioned out to the aviation sector to be surrendered. Above this level the companies can still buy allowances and CDM/JI credits in the marketplace.

- The group wished to have the documents sent out to the group for information (see [Appendix 10](#)).

b. NOx proposal (flanking measure to EU ETS)

The Commission has made a proposal to tackle the aviation NOx emissions on the side of the ETS. Kalle informed about the proposal from COM that has been developed by CE Delft. The main alternative suggestions on how to lower the NOx emissions concern LTO NOx charges, NOx en route charges, to develop EU specific NOx standards and to use a CO2 multiplier.

Sveinn expressed a concern that neither the ETS nor a possible NOx charge would work and that the rising oil prices will take care of the problem.

Niels Eirik explained that at the last stake holder meeting the COM tended to lean to working for strengthening the ICAO NOx standards and a NOx charge like the ECAC ERLIG-model.

c. Other developments

- The noise Directive was discussed under point 8.

7. ECAC – ANCAT



a. Preparation for ANCAT 74 London 4-5 June

Kalle took the group through the agenda for the upcoming ANCAT meeting in London. Discussions were raised regarding WP4 – modeling, and WP5 – Questionnaire on environmental measures. It is difficult to know what to put in the questionnaire and what it should be used for. It was suggested to ask ANCAT to split the questionnaire into sections e.g. noise, local air quality, water pollution, global issues, etc. It does not have a clear structure as it is now. It is important to understand the purpose of the questionnaire.

8. NOISE - DIRECTIVE 2002/49/EC RELATING TO THE ASSESSMENT AND MANAGEMENT OF ENVIRONMENTAL NOISE

a. Information and discussion concerning the development of action plans in the Nordic States

“Member States shall ensure that no later than 18 July 2008 the competent authorities have drawn up action plans designed to manage, within their territories, noise issues and effects, including noise reduction if necessary for.... major airports”.

Kalle informed about the work in Sweden regarding the noise directive. Luftfartsstyrelsen has drawn up action plans to manage noise problems around airports, but there is still some controversies between the authority and the Swedish Environmental Protection Agency on how to interpret the directive.

Trond explained that the situation in Norway for the moment is that they are waiting before further steps are taken in this matter.

Mikko explained that in Finland they have combined the action plans with the airports environmental permits. They have held public consultations for both the action plan and the permit all in one. Finavia is responsible of taking care of the work according to the directive.

Regarding the situation in Denmark, Kastrup, Roskilde and Billund are concerned in the action plans and they will be dealt with in the same manner as in Finland, e.g. they will be incorporated in the environmental permits. The Danish environmental authority is responsible for the implementation of the directive. They are awaiting the results of the environmental permit for Roskilde.

The directive does probably not concern Iceland.

9. OTHER RESEARCH/STUDIES/INFORMATION

There was no discussion under this agenda item.

10. ANY OTHER BUSINESS



The delegation to Kalle and Jens Erik to complete the report to NOLU with the results from this N-ALM meeting was confirmed.

11. DATES AND VENUE OF THE NEXT MEETING

The next N-ALM meeting will be held in Stockholm, and the suggested date for the meeting is 5-6¹ November 2008, lunch to lunch. At that meeting there should also be a separate noise expert meeting, which preferably will take place on the first half of the 5th.

12. CLOSING OF THE MEETING

Kalle thanked the participants and praised Norway and Luftfartstilsynet for an excellent meeting, both regarding the facilities and the other arrangements.

¹ Note from Kalle: Unfortunately the next planned ANCAT meeting will overlap the chosen dates and N-ALM has to be convened on different dates as planned. Suggestions will be sent out shortly by Kalle.