



**Statement by the International Civil Aviation Organization (ICAO)
to the Forty-eighth Session of the UNFCCC Subsidiary Body
for Scientific and Technological Advice (SBSTA48)**

Bonn, Germany – 30 April to 10 May 2018

Thank you, Mr. Chairman.

It is an honor to briefly report on recent progress by ICAO on international aviation CO₂ emissions reduction. ICAO is committed to achieving its aspirational goals of 2 per cent annual fuel efficiency improvement and carbon neutral growth from 2020 onwards, through a basket of measures, which includes aircraft technology, operational improvements, sustainable aviation fuels and the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA). More detailed information on recent activities of ICAO can be found in our submission, which is available on the UNFCCC website.

Mr. Chairman, one element of the basket of measures is sustainable aviation fuels, the use of which has the potential to result in significant emissions reductions from international aviation. ICAO supports the work of its Member States, industry and international organizations to further develop and make such fuels commercially available. In this regard, the second ICAO Conference on Aviation Alternative Fuels (CAAF/2) was held in Mexico City in October 2017. The Conference adopted Recommendations and subsequently a Declaration was approved for further work by ICAO, Member States and other stakeholders. As a part of the Declaration, the Conference endorsed the 2050 ICAO Vision for Sustainable Aviation Fuels as a living inspirational path. The Declaration also calls on States, industry and other stakeholders, for the substitution of a significant proportion of conventional aviation fuels with sustainable aviation fuels by 2050. The ICAO Council endorsed the Declaration during its March 2018 Council session.

Regarding CORSA, we are happy to report that CORSA is on track. The ICAO Council has developed draft Standards and Recommended Practices (SARPs), guidance, and tools for the implementation of a robust Monitoring, Reporting and Verification (MRV) system for international aviation CO₂ emissions under CORSA. These SARPs are currently under review by the ICAO Member States and it is expected that the ICAO Council will adopt their final version in June 2018. This will ensure all ICAO States have enough time to prepare for the implementation of CORSA which will begin on 1 January 2019. From that date onwards, all aeroplane operators with international flights should be able to accurately monitor fuel use and calculate corresponding CO₂ emissions that will be used as the basis for the calculation of offsetting requirements under CORSA.

ICAO is continuing its work on eligible emissions units that aeroplane operators can use to meet their offsetting requirements under CORSA. These eligible emissions units will be determined by ICAO and its Member States, taking also into account relevant developments in the UNFCCC process. In this regard, I would like to caution on speculation on what would be ICAO CORSA eligible emissions units before ICAO completes its deliberations and decides on this subject.

I would also like to highlight the importance of the complementary roles of ICAO and UNFCCC. The ICAO and UNFCCC Secretariats will continue to secure coordination and cooperation between both

processes. In particular, ICAO will continue to closely follow-up the on-going work through the UNFCCC process on guidance, rules, modalities and procedures under Article 6 of the Paris Agreement.

To ensure the successful implementation of CORSIA, ICAO has launched a capacity building and assistance programme, including regional seminars in all ICAO regions in March and April 2018, in order for Member States and airlines to have a clear understanding of the detailed procedures and required actions for the CORSIA implementation from 2019. Following the expected adoption of CORSIA Standards in June 2018, an additional seminar will take place in Montreal from 2 to 3 July 2018 to further inform on the progress made on related matters, including on the CORSIA Central Registry and the ICAO CO₂ Estimation and Reporting Tool.

The CORSIA-related assistance activities build on the successful experience gained in the context of ICAO's "State Action Plan" initiative since 2010. To date, 106 States, have voluntarily submitted their action plans to reduce CO₂ emissions from international aviation to ICAO, and many States have been working to update the plans with a more robust quantification of the expected emissions reductions.

A good example of capacity building and assistance is a project financed by the European Union, which allowed 14 States in Africa and in the Caribbean to develop and submit their action plans to ICAO. This project enabled the installation of the ICAO Aviation Environmental System, supporting the collection, monitoring and reporting of aviation emissions data, and the implementation of local emissions reduction projects. Other States have asked for similar assistance, and ICAO is exploring possible additional partnerships and resources for the provision of such support in the near future.

Mr. Chairman, the growing commitment of our partners to support the ICAO capacity building and assistance efforts demonstrates how critical these activities are to the achievement of ICAO's aspirational goals. Adequate financial and human resources within the international aviation sector itself are paramount to the realization of the goals. In this regard, the Assembly has requested that "*ICAO and its Member States express a clear concern, through the UNFCCC process, on the use of international aviation as a potential source for the mobilization of revenue for climate finance to the other sectors*".

In closing, I would like to take this opportunity to convey our appreciation to the UNFCCC Secretariat for its continuing support, including through its participation at the ICAO Seminar on Carbon Markets in February 2018 and its sharing of experience and knowledge toward the development of the CORSIA architecture.

With the increasing engagement of ICAO Member States and in close cooperation with the aviation industry and other international organizations, ICAO will continue to lead the efforts to reduce CO₂ emissions from international aviation.

Thank you, Mr. Chairman.