



**Statement by the International Civil Aviation Organization (ICAO)
to the Forty-fifth Session of the UNFCCC Subsidiary Body
for Scientific and Technological Advice (SBSTA45)**

(Marrakech, Morocco – 7 November 2016)

Thank you, Mr. Chairman. Please let me start my intervention by congratulating the UNFCCC on the successful ratification of the Paris Agreement. Since our last report at SBSTA44, the International Civil Aviation Organization (ICAO) has successfully completed the 39th Session of its Assembly last month with the historic agreement on a Global Market-based Measure (GMBM) for international aviation.

It is an honour to report on the significant progress on a “Basket of Measures” to achieve ICAO’s aspirational goals of 2 per cent annual fuel efficiency improvement and carbon neutral growth from 2020. This basket of measures includes four elements: aircraft technology, operational improvements, sustainable alternative fuels and a global market-based measure.

In early 2016, ICAO developed the first-ever global certification CO₂ Standard for aircraft. The goal of the CO₂ Standard is to ensure that when the next generation of aircraft types enter into service from 2020, there will be guaranteed reductions in international aviation emissions. Operational improvements also bear a significant CO₂ emissions reduction potential, including through ICAO’s air traffic management modernization programme.

The Assembly took stock of the tremendous progress achieved regarding the use of sustainable alternative fuels for aviation. ICAO will convene a high-level conference in October 2017 with a view to developing its global vision and policies to further promote the transition to clean, renewable sources of energy for aviation.

Perhaps most importantly, intense discussions over the past six years on the development of a global market-based scheme and ICAO’s policy and outreach efforts led to the landmark agreement on a global market-based measure for international aviation.

The agreed Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) is the first global market-based measure that addresses CO₂ emissions from any industry sector. To date, 66 States, representing more than 86 per cent of international air traffic, have already volunteered to participate in the scheme from its outset.

To ensure the successful implementation of the CORSIA, ICAO is developing necessary rules and guidance for a robust monitoring, reporting and verification (MRV) system and eligibility criteria for emissions units to be purchased by airlines, and registries for the scheme. ICAO will also provide capacity building and assistance to States, including regional seminars and training, and support for necessary infrastructure development.

To undertake these capacity building and assistance activities, ICAO will build on the successful experience gained in the context of its “State Action Plan” initiative since 2010. To date, 102 States, representing more than 90 per cent of international air traffic, have voluntarily submitted their action plans on CO₂ emissions reduction activities for international aviation to ICAO.

For example, the capacity building and assistance project financed by the European Union has allowed 14 States in Africa and in the Caribbean to develop and submit their action plans to ICAO. This project also enabled the installation of Aviation Environmental Systems (AES), supporting the collection and monitoring of aviation emissions data.

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 emissions reduction goals. Adequate financial resources within the international aviation sector itself are paramount to the realization of its goals.

In this regard, the Assembly requested once again 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”*.

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

Thank you, Mr. Chairman.