



**Statement from the International Civil Aviation Organization (ICAO)  
to the Thirty-second Session of the UNFCCC Subsidiary Body  
for Scientific and Technological Advice (SBSTA32)  
(31 May to 9 June 2010 – Bonn, Germany)**

The International Civil Aviation Organization is pleased to provide information on its achievements and the way forward to address international aviation emissions.

In response to a request from the last ICAO Assembly in September 2007, ICAO successfully developed a Programme of Action on International Aviation and Climate Change, which was adopted by its High-level Meeting on International Aviation and Climate Change, in October 2009. It is a major achievement for the Organization, representing the first and only globally-harmonized agreement from a sector on a goal to address its CO<sub>2</sub> emissions. The Programme of Action includes:

- 1) a global goal of 2 percent annual improvement in fuel efficiency until the year 2050, and further exploration of the feasibility of more ambitious medium and long-term goals, including carbon-neutral growth and emissions reductions;
- 2) development of a global CO<sub>2</sub> Standard for aircraft and facilitation of further operational changes to reduce aviation emissions;
- 3) development of a framework for market-based measures in international aviation;
- 4) further elaboration on measures to assist developing States and to facilitate access to financial resources, technology transfer and capacity building; and
- 5) submission of States' action plans, outlining their policies and actions, and annual reporting of data to ICAO on their aviation fuel consumption.

The Programme of Action strikes a balance between the views of all 190 member States of ICAO. It represents their collective will and determination to act in a coherent and cooperative manner to address international aviation and climate change.

As requested by the High-level Meeting, ICAO is making further progress in three main areas of the recommendations, namely: exploration of more ambitious goals; development of a framework for market-based measures; and elaboration on measures to assist States. The Organization is aiming at the development of more ambitious policies on international aviation and climate change to be adopted by the 37th Session of the its Assembly in September 2010.

The eighth meeting of ICAO's Committee on Aviation Environmental Protection (CAEP/8) held last February, made important decisions including new NO<sub>x</sub> emissions Standards and production cut-off dates as well as a timeline for the development of a CO<sub>2</sub> certification Standard.

It should be noted that, together with data on aviation fuel consumption to be reported by its member States, ICAO continues to conduct a robust environmental trends assessment through its modelling capabilities that enable the Organization to accurately estimate global CO<sub>2</sub> emissions from international aviation. CAEP/8 recommended that its assessment form the basis for the discussions at the next ICAO Assembly. Accurately estimating and reporting data on international aviation emissions has been a challenging issue for SBSTA. ICAO would like to bring to the attention of this meeting that the High-level Meeting also requested that "ICAO regularly report CO<sub>2</sub> emissions from international aviation to the UNFCCC, as part of its contribution to assessing progress made in the implementation of actions in the sector".

The submission to ICAO, of States' action plans to reduce international aviation emissions as recommended by the High-level Meeting, is another area where ICAO could benefit from the discussions on nationally appropriate mitigation actions (NAMAs) under the UNFCCC.

In addition to the Programme of Action, the ICAO Conference on Aviation and Alternative Fuels, held last year in November, adopted a global framework on the development and deployment of sustainable alternative fuels for aviation, as an important means of reducing aviation emissions. Many flight tests, as well as fuel certification, proved that drop-in alternative fuels are a technically sound solution that will not require changes to aircraft or fuel delivery infrastructure. Though not exclusive to aviation, the definition of sustainability criteria remains a key issue that will determine the types of feedstocks and processes used to provide alternative fuels in the future, and ICAO looks forward to further progress in this area.

Just a few weeks ago (12 to 14 May), ICAO organized an environmental colloquium to share information on aviation and climate change, with a view to facilitating discussions and decision-making at its next Assembly.

Building upon the very successful results achieved by the High-level Meeting and Alternative Fuels Conference, ICAO, with the support of its 190 member States and in close cooperation with the aviation industry, is committed to taking further steps towards defining global policies, aimed at the sustainable development of future international aviation. This is how ICAO can best contribute to both the global efforts of addressing climate change and to the success of COP16.

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Note: All information on ICAO's developments in international aviation and climate change, including the results of its High-level Meeting and Alternative Fuels Conference, is provided in ICAO's submission to this SBSTA session (FCCC/SBSTA/2010/MISC.5) and also available at <http://www.icao.int/env/>.