

High Level Thematic Debate on achieving the Sustainable Development Goals

(21 April 2016 – New York, US)

Statement by the International Civil Aviation Organization (ICAO)

1. Thank you, Mr. Chair.
2. Air transport is a fast growing, dynamic and integral part of the world's path towards sustainable development. Today, this sector plays a major role in driving environmental, economic and social development. It directly supports the employment of 8.5 million people, contributes over \$2.4 trillion to global Gross Domestic Product, and carries over 2.9 billion passengers and \$5.3 trillion worth of cargo annually.
3. As a whole, aviation accounts today for approximately 2 per cent of global man-made CO₂ emissions, with international aviation representing about 1.3 per cent. However, the projected growth of air transport, with the doubling of global passengers and flights by 2030, must be managed responsibly and sustainably, in particular to limit its effects on the global climate.
4. Recognizing the importance of sustainable development, ICAO is fully committed to supporting the achievement of the 2030 Sustainable Development Goals (SDGs). In fact, thirteen (13) of the seventeen (17) SDGs are directly linked to ICAO's Strategic Objectives and ICAO is proposing global indicators to contribute to the monitoring of specific SDGs.
5. ICAO welcomed the Paris Agreement and the trust granted to ICAO to address CO₂ emissions from international air transport. ICAO will continue to provide leadership on all matters related to international aviation and climate change, working in close cooperation with the UNFCCC process.
6. As you are aware, in 2010 aviation became the first sector to agree on global goals. Since then, governments have resolved under ICAO to achieve collective global aspirational

goals for the international aviation sector: to improve fuel efficiency by 2 per cent per year and keep net CO₂ emissions from 2020 at the same levels. These aspirational goals were reaffirmed by the last ICAO Assembly in 2013. Since then, tremendous progress has been accomplished on the implementation of ICAO's Basket of Measures to manage CO₂ emissions from international aviation, namely, technological advances, operational improvements, sustainable alternative fuels, and a global market-based measure scheme.

7. The year 2016 started with a milestone for the aviation sector, the recommendation for a new global CO₂ certification Standard for aircraft, the first of its kind. Continuous investments in air traffic management and operational improvements by the aviation sector not only ensure that carbon intensity gains are not lost due to inefficiencies in the global aviation system but helped reduce emissions. Technology and operational improvements have allowed for 40 per cent improvement in the past 20 years.
8. Regarding alternative energy, sustainable drop-in alternative fuels have the potential to be a game-changer for the sector: a technically sound solution which does not require any change in infrastructure or to the aircraft, with a life-cycle CO₂ reduction potential of up to 80 percent compared with traditional jet fuel. Five pathways for the production of these fuels for use in aviation have already been approved and Oslo airport recently became the first hub in the world to deliver biofuels to all its airlines. It is now time for Governments to deploy adequate energy policies to reduce regulatory barriers, increase availability and make sustainable aviation biofuel more affordable.
9. To achieve carbon neutral growth from 2020, and to fulfill the request of the last ICAO Assembly, significant efforts have been made to develop a global market-based measure (MBM) scheme for international aviation. Over the past two months, under the umbrella of ICAO, 400 aviation leaders representing States, international organizations, non-governmental organizations (NGOs) and various other stakeholders met around the globe to engage in constructive dialogue on key design elements and implementation mechanisms for the ICAO global MBM scheme. Expectations are high for a final decision by the 39th Session of the ICAO Assembly in 2016.

10. ICAO is committed to stand side-by-side with its Member States in order to provide them with the support they need to address climate change and its impacts. A critical pillar to action by ICAO lays on a robust capacity-building and assistance strategy. Significant progress has been achieved, demonstrated by the submission to ICAO of States' Action Plans on Emissions Reduction Activities by 91 States, representing more than 88 per cent of global international aviation traffic. In addition, ICAO established two partnerships with other international organizations to facilitate finance access to Member States' climate actions, mainly targeted to Least Developed Countries (LDCs) in Africa and Small Island Developing States (SIDS).

11. Ladies and gentlemen, our ambition is clear. At the next Assembly we expect ICAO's 191 Member States to take a decision on a global MBM scheme to address aviation international CO₂ emissions. This will complement the ambition demonstrated by Parties under the Paris Agreement and their Nationally Determined Contributions to address domestic emissions. We are looking forward to an international aviation global MBM agreement to be the next success story on climate change. This will lead us one step closer to the sustainable future to which we all aspire.

12. Thank you for your attention.