



**Statement by the International Civil Aviation Organization (ICAO),  
to the Forty-second Session of the UNFCCC Subsidiary Body  
for Scientific and Technological Advice (SBSTA42)**

(1 to 11 June 2015 – Bonn, Germany)

Thank you, Mr Chairman. We are just in a mid-point between the 2013 ICAO Assembly and the next Assembly which will take place in September 2016, and good progress has been made to address emissions from international aviation and in developing necessary studies and analyses for well-informed policy decisions of our Member States.

Among the key areas of work are:

- 1) Development of aircraft CO<sub>2</sub> certification Standard that reflects the advancement of aircraft technologies and fuel efficiency, for finalization by early 2016;
- 2) Development of guidance, methodologies and tools to help Member States quantify the environmental benefits from operational improvements;
- 3) Estimation of future production levels and life-cycle environmental benefits of sustainable alternative fuels for aviation, with a view to contributing to identify the remaining emission gap for achieving the ICAO's global aspirational goal of keeping the international aviation sector's CO<sub>2</sub> emissions from 2020 at the same level; and
- 4) Regarding market-based measures (MBMs), government, aviation industry and other stakeholders are working together to develop a proposal for a global MBM scheme, for decision by the next Assembly in September 2016.

Recently, ICAO conducted five regional Global Aviation Dialogues (GLADs) events throughout April 2015, as a means to ensure the full engagement of all stakeholders and widest possible range of inputs.

The ICAO and UNFCCC Secretariats are also working together to develop the CDM methodologies for aviation-related projects to help quantify the emissions reduction benefits of such projects.

In addition, to assist in taking concrete actions by Member States to reduce aviation emissions, ICAO has embarked on capacity building and assistance initiative, including seven regional hands-on training seminars held in all ICAO regions since last year.

Through this initiative, 77 Member States developed and submitted ICAO their voluntary action plans to reduce aviation emissions. As not all States have necessary resources to take actions, two partnerships were established to facilitate financial support: one with the European Commission (EC) to support 14 African and Caribbean States; and another with the Global Environment Facility (GEF) and United Nations Development Programme (UNDP) which includes a pilot project in Jamaica that could be replicated in other States.

Mr. Chairman. The achievement of the ICAO's emissions reduction goals requires adequate financial resources within the international aviation sector itself. In this regard, the last Assembly 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".

With the increasing engagement of Member States and in close cooperation with the aviation industry and other international organizations, ICAO will continue to work actively to deliver meaningful outcomes at the next Assembly and beyond. Thank you, Mr Chairman.