



**Statement by the International Civil Aviation Organization (ICAO)
to the Forty-ninth Session of the UNFCCC Subsidiary Body
for Scientific and Technological Advice (SBSTA49)**

(Katowice, Poland – 2 to 8 December 2018)

Thank you, Mr. Chairman. It is an honor to 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 (CORSIA).

Regarding CORSIA, I am happy to report that the ICAO Council, in June 2018, adopted 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 CORSIA. These SARPs became effective on 22 October 2018, for application from 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 CORSIA.

ICAO is continuing its work on eligible emissions units that aeroplane operators can use to meet their offsetting requirements under CORSIA. These eligible emissions units will be determined by the ICAO Council, taking into account the recommendations of the Technical Advisory Body that will be established in 2019.

One of the important issues under consideration by the ICAO Council is the avoidance of “double-counting”, which is one of the Emissions Units Criteria (EUC) that emissions unit programmes should meet to be eligible for CORSIA. ICAO recognizes that rules relating to double-counting in the context of the Paris Agreement are still under development by the UNFCCC process. Under the CORSIA, the responsibility of avoiding double-counting of CO₂ emissions would fall under the emissions unit programmes, and any UNFCCC rules in the future would be complementary to the existing approach in CORSIA. Therefore, once UNFCCC rules are developed, they will be taken into account by the ICAO process, and if any adjustments are needed for the EUC under the CORSIA, these could then be reviewed by the Council.

Mr. Chairman, one area of critical importance for ICAO is to ensure that No Country is Left Behind. In this regard, ICAO is putting in place capacity building and assistance activities for various areas of its environmental protection work. Specifically:

- In June 2018, the ICAO Council endorsed ACT-CORSIA (Assistance, Capacity-building and Training for the CORSIA) programme to provide Member States with targeted assistance in order to prepare for the CORSIA implementation from 1 January 2019. A key component of this programme is the CORSIA Buddy Partnerships, through which a donor State provides assistance to recipient States to build their national capacities to implement CORSIA. The response by States to this programme has been unprecedented. In a very short period of time, CORSIA Buddy Partnerships are established across ICAO regions, involving 15 donor States and almost 90 recipient States. A regular

update on on-site training activities by donor States at the recipient States has been provided on ICAO CORSIA website, enabling full transparency of the assistance under the ICAO umbrella.

- Other ICAO assistance activities include the successful implementation of ICAO's "State Action Plan" initiative since 2010. To date, 111 States have voluntarily prepared and submitted their action plans to reduce CO₂ emissions from international aviation, and many States have been working to update the plans with a more robust quantification of the expected emissions reductions.
- Another good example of ICAO's capacity building and assistance is the partnership 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. Under the project, two solar-at-gate pilot projects which enable aircraft to use solar rather than fossil fuel energy sources while preparing for flights, are being implemented in Kenya and Cameroon, the inauguration ceremonies of the solar projects will be held on 12 December 2018 in Mombasa, Kenya, and in January 2019, in Douala, Cameroon.

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 ICAO 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*".

In closing, I would like to convey our appreciation to the UNFCCC Secretariat for its continuing support, including through its participation at various ICAO events that were organized earlier this year 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.

I take this opportunity to invite all of you to the ICAO side event, which will take place on Tuesday, 4 December during lunch time.

Thank you, Mr. Chairman.