



| ICAO ENVIRONMENT

**Statement by the International Civil Aviation Organization (ICAO)  
to the Fiftieth Session of the UNFCCC Subsidiary Body  
for Scientific and Technological Advice (SBSTA50)**

(Bonn, Germany – 17 to 27 June 2019)

Thank you, Mr. Chairman.

2019 is a landmark year for ICAO as we are celebrating the 75th anniversary of the Organization. Over the course of these 75 years, the world governments have come together to share the skies under the Chicago Convention, and environmental protection and sustainable development of aviation will continue to be of critical importance to our common future on our planet.

ICAO has committed to an aspirational goal of carbon neutral growth from 2020 onwards. To achieve this, ICAO developed a basket of measures, which includes aircraft technology, operational improvements, sustainable aviation fuels, and the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

In March 2017, ICAO adopted the aircraft CO<sub>2</sub> emissions Standard, which is the first such standard adopted by any global industry and ICAO is grateful to all ICAO States, industry and international organizations working together to make this happen.

Sustainable aviation fuels have the potential to result in significant emissions reductions from international aviation. The 2050 ICAO Vision for Sustainable Aviation Fuels calls on States, industry and other stakeholders to substitute a “significant proportion” of aviation fuels with sustainable aviation fuels by 2050. To establish important building blocks for the quantification of the 2050 ICAO Vision, the first ICAO stocktaking seminar was held last month to facilitate the exchange of information among States and relevant stakeholders, taking concrete steps on the quantification efforts. It is noteworthy that, to date, closer to 200,000 commercial flights have used a blend of sustainable aviation fuels.

Mr. Chairman. Implementation of CORSIA is on-track. The ICAO Standards, guidance and tools were developed, and they constitute a robust Monitoring, Reporting and Verification system for international aviation CO<sub>2</sub> emissions. As of 1 January this year, all aeroplane operators of international flights have started to monitor fuel use and calculate corresponding CO<sub>2</sub> emissions for the purpose of CORSIA, and the MRV system will be used as the basis for the calculation of offsetting requirements under the scheme.

In addition to the international Standards and guidance, ICAO is seeing unprecedented mobilization by governments and industry stakeholders to ensure that all States and aeroplane operators are fully prepared to implement CORSIA. Last year, ICAO launched the ACT-CORSIA Programme that provides Assistance, Capacity-building and Training on CORSIA. One of ACT-CORSIA’s key components is the Buddy Partnerships, through which donor States provide tailored assistance to recipient States to support their CORSIA implementation, with a focus on the development and approval of emissions monitoring plans. As of today, more than 15 donor States have been supporting 95 recipient States throughout the

world. Building upon the successful first phase of CORSIA buddy partnerships, ICAO has started the second phase of CORSIA buddy partnerships that will focus on reporting and verification requirements under the CORSIA.

ICAO continues its work on CORSIA eligible emissions units that aeroplane operators can use to meet their offsetting requirements under CORSIA. The CORSIA eligible emissions units will be determined by the ICAO Council, with the recommendations by its Technical Advisory Body (TAB), which was established in March 2019 by the Council. The ICAO Council also approved the Emissions Units Criteria (EUC) to be used by the TAB in undertaking its tasks to assess emissions units programmes. The results of TAB's assessment and recommendations are expected in March 2020.

Mr. Chairman, despite all of these achievements on CORSIA, further progress needs to be accomplished through ICAO on new technologies, improved operations, and sustainable aviation fuels. Technologies are evolving faster than ever and we need to be ready on the regulatory side for their certification. Hybrid, electric and new supersonic aircraft are examples of such challenges ahead of us.

With the intensification of extreme weather events, such as extremely high temperatures, hurricanes, snow and ice storms, aviation needs to be ready and ICAO has a leadership role in supporting all States with adaptation measures. In fact, both mitigation and adaptation are part of what characterizes a "green and resilient airport", a concept that requires that environmental considerations and the concept of circular economy be encompassed in the planning, management and operation of such facilities.

Over the next triennium ICAO, in collaboration with industry and other stakeholders, will move forward by continuing the implementation of already-agreed activities as well as undertaking work on new technologies and forms of energy, such as all-electric, and hybrid-electric aircraft, supersonic aircraft, green and resilient airports, adaptation to climate change, just to mention a few.

Taking this opportunity, 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.

In closing, 2019 is an Assembly year for ICAO, and ICAO views the occasion of its 75th anniversary as an opportunity to highlight the incredible environmental progress it has made and continues to make, and to also showcase that over the coming years, international flights are going to be built on a much greener foundation thanks to the global actions of governments, industry, non-governmental actors and society as a whole.

Thank you, Mr. Chairman.