



International Civil Aviation Organization

WORKING PAPER

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ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 16: Environmental Protection – International Aviation and Climate Change — Policy and Standardization

INTERNATIONAL AVIATION AND CLIMATE CHANGE

(Presented by Mexico)

EXECUTIVE SUMMARY

Mexico fully supports the progress over the last triennium in each element of the ICAO basket of CO₂ emissions reduction measures, and strongly encourages Member States to redouble their efforts in order to achieve further progress in the next triennium. In particular, annual ICAO stocktaking seminars to support the quantification of the 2050 ICAO Vision for Sustainable Aviation Fuels, as well as ICAO's work to promote and foster innovative CO₂ emissions reduction technologies such as electric and hybrid aircraft, are the crucial components to explore long-term emissions reduction opportunities for the international aviation sector. Member States should also be encouraged to communicate such efforts to reduce aviation CO₂ emissions by the development and refinement of State Action Plans, with the continued assistance and capacity building to be provided by ICAO. ICAO's cooperation with other UN bodies and international organizations is crucial in terms of maintaining the leadership role of ICAO in the field of international aviation and climate change; to contribute at the same time to the accomplishment of the objectives of Paris Agreement and the 2030 Agenda.

Action: The Assembly is invited to:

- a) urge ICAO and Member States to make further progress in all the elements of the ICAO basket of measure in the next triennium;
- b) request ICAO to hold annual ICAO stocktaking seminars to foster the global development of aviation sustainable fuels and support the quantification of the 2050 ICAO Vision;
- c) request ICAO to provide a forum to promote and foster innovative CO₂ emissions reduction technologies such as electric and hybrid aircraft, which is a crucial component to explore long-term emissions reduction opportunities for the international aviation sector;
- d) urge ICAO to provide further assistance and capacity building for the development and refinement of State Action Plans, which reflect and communicate the efforts of Member States to reduce CO₂ emissions from international aviation; and
- e) encourage ICAO to cooperate with other UN bodies to maintain the leadership role of ICAO in the field of international aviation and climate change.

¹ English and Spanish versions provided by Mexico.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective E – Environmental Protection
<i>Financial implications:</i>	The activities referred to in this paper will be undertaken subject to the resources available in the 2020-2022 Regular Programme Budget and/or from extra budgetary contributions.
<i>References:</i>	• Assembly Resolution A39-2 of the ICAO Assembly.

1. ICAO BASKET OF MEASURES

1.1 Mexico recognizes the ICAO progress over the last triennium in each element of the ICAO basket of CO₂ emissions reduction measures, including development of ICAO CO₂ standard, facilitation of operational measures and green airports, and development and deployment of sustainable aviation fuels.

1.2 In particular, the first ICAO Stocktaking Seminar toward the 2050 Vision for Sustainable Aviation Fuels was held in April 2019 at ICAO Headquarters. This event is derived from the 2050 ICAO vision for Sustainable Aviation Fuels, which was agreed by the Second ICAO Conference on Aviation and Alternative Fuels (CAAF/2) held in Mexico in October 2017.

1.3 CAAF/2 noted that the 2050 ICAO Vision is based on the assumptions of a progressive increased use of sustainable aviation fuels, and that the 2050 ICAO Vision should be periodically reviewed through a stocktaking process to continuously assess progress on sustainable aviation fuel development and deployment, including through the organization of regular workshops and seminars, leading up to the convening of CAAF/3, no later than 2025.

1.4 In this regard, more State representatives are encouraged to participate in the ICAO stocktaking process and provide concrete inputs on their initiatives and expected levels of development and deployment of sustainable aviation fuels, in order to facilitate the quantification of 2050 ICAO Vision.

1.5 In addition, bearing in mind that ICAO and Member States need to make further progress in exploring the feasibility of a long-term global aspirational goal for international aviation, ICAO should provide a forum to promote and foster innovative CO₂ emissions reduction technologies such as electric and hybrid aircraft, which is another crucial component to explore long-term emissions reduction opportunities for the international aviation sector.

2. STATE ACTION PLANS

2.1 Mexico fully supports the assistance and capacity building initiative of ICAO to support Member States in the development and update of State Action Plans, including Mexico. The successful results demonstrate the high interest and engagement of Member States in this ICAO initiative.

2.2 The State Action Plans should continue to be an effective communication tool, which allow States to lay down a long-term vision for the evolution of international civil aviation CO₂ emissions, in full coordination with their stakeholders. This cooperation process facilitates the

identification of CO₂ mitigation activities and the assistance needed to implement such measures. The compilation of information contained in State Action Plans facilitates the ICAO's assessment of progress toward the achievement of the global aspirational goals, and the areas of implementation support needed by States.

2.3 ICAO's assistance and capacity building for States Action Plans should be further strengthened, including regularly organized ICAO seminars in all regions to provide support to States in developing and enhancing their action plans. Guidance documentation, software tools, an online template, and practical hands-on assistance to support the development and enhancement of the various elements of the action plans should continue to be available to the national action plan focal points.

2.4 Mexico also congratulates ICAO on its activities on technical assistance in the area of environmental protection, through two successful ICAO projects, in partnership with the European Union (EU), and with the United Nations Development Programme (UNDP) and the Global Environment Facility (GEF), respectively.

3. ICAO LEADERSHIP

3.1 Mexico underscores the need for ICAO to continue its collaboration with the United Nations Framework Convention on Climate Change (UNFCCC) and other United Nations bodies and to continue participating actively in the UNFCCC's discussions relevant for international aviation, in order to understand possible implications for ICAO's work, and to showcase ICAO's recent developments relating to international aviation and climate change with a view to gaining full recognition thereof and ensuring the leadership role of ICAO in the field of international aviation and climate action, in favour of the accomplishment of the objectives of Paris Agreement and the 2030 Agenda.

3.2 It should be also recalled that the achievement of the ICAO global aspirational goals requires adequate financial resources within the international aviation sector itself. The growing commitment of ICAO and Member States to take concrete actions, as well as the support of ICAO partners for capacity building and assistance efforts, demonstrate importance of financial resources for the achievement of ICAO's global aspirational goals.

3.3 In this regard, the 39th Assembly urged 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 order to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner"* (Assembly Resolution A39-2, paragraph 16).

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