



**Statement by the International Civil Aviation Organization (ICAO),  
to the Forty-third Session of the UNFCCC Subsidiary Body  
for Scientific and Technological Advice (SBSTA43)**

(1 to 4 December 2015 – Paris, France)

Thank you, Mr Chairman. ICAO and its Member States have been fully engaged in addressing CO<sub>2</sub> emissions from international aviation, with collective global aspirational goals for the international aviation sector of improving annual fuel efficiency by 2 per cent and carbon neutral growth from 2020.

While international aviation accounts for 1.3% of global man-made CO<sub>2</sub> emissions, ICAO Member States and the aviation industry have taken and intend to take concrete actions to reduce emissions from international aviation, including efficient air traffic management and other operational improvements, use of fuel-efficient aircraft technologies, and deployment of sustainable alternative fuels for aviation.

For example, each generation of aircraft brings around 15 to 20% savings in fuel and CO<sub>2</sub> emissions from the aircraft it replaces. Sustainable alternative fuel for aviation could have a life-cycle CO<sub>2</sub> reduction of up to 80% compared with traditional jet fuel. Investments in air traffic management and operational improvements ensure that we do not waste carbon intensity gains due to inefficiencies in the global aviation system.

ICAO has been undertaking a robust capacity building and assistance strategy to support actions by Member States, including organization of seminars in all ICAO regions, and provision of guidance and tools, which will enable 50 per cent of our Member States, representing more than 80% of global international aviation traffic, to develop and submit their action plans to reduce international aviation emissions to ICAO by end 2015.

In addition, ICAO established two partnerships with other international organizations to facilitate finance access to Member States' climate actions.

Significant efforts have been made to fulfill the request of the last ICAO Assembly in 2013 to develop a global market-based measure (MBM) scheme for international aviation. The next Assembly in 2016 will consider a recommendation for the global scheme that addresses key design elements and the implementation mechanisms from 2020. The development of a new global CO<sub>2</sub> certification Standard for aircraft is also on track for its adoption in 2016.

Mr. Chairman. ICAO Member States require adequate capacity building and financial resources to address CO<sub>2</sub> emissions from international aviation. In this regard, the 2013 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".

This concern was reemphasized in the form of the ICAO Council Declaration on 18 November 2015, which is available in the ICAO's submission to SBSTA.

With the increasing engagement of Member States and in close cooperation with the aviation industry and other international organizations, ICAO will continue to provide continuous leadership to international civil aviation in limiting and reducing its emissions that contribute to global climate change.

Last but not least, we are pleased with the cooperation between the ICAO and UNFCCC Secretariats, which led to the approval of the first CDM methodologies for aviation by the CDM Board.

A successful COP 21 will be a very important step for the successful ICAO Assembly outcome on international aviation and climate change next year.

Thank you, Mr. Chairman.

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