



**Statement by the International Civil Aviation Organization (ICAO)
at UNFCCC SBSTA63
(Belem, Brazil, 10 to 21 November 2025)**

**Agenda item 13:
*Emissions from fuel used for international aviation and maritime transport***

Thank you, Mr. Chair. The ICAO triennial Assembly was held last month, with the record attendance of 192 out of the 193 Member States, and it concluded with the strongest signal yet of **commitment and unity on ICAO's leadership for international aviation environmental matters** as reflected in the **Assembly Resolution text adopted**.

This overwhelming support stems from decades of hard and continuous technical work, culminating in **ICAO's robust global regulatory framework and data basis** that underpins the **three ICAO global collective goals** for international aviation.

While welcoming the substantial progress achieved on ICAO global standards, policies and programmes, as well as the robust data collection, monitoring and verification processes and tools in place, the Assembly praised the concrete results from the ICAO capacity building programmes, such as **ACT-SAF and ACT-CORSIA**, and on financing with the creation of the **Finvest Hub**, and the launching of the ICAO/IRENA platform

providing aviation clean energy projects, compliant to ICAO's framework, with direct access to 14 financing institutions.

The message from the Assembly was clear. Although very concrete good results were achieved, action need to be **accelerated** for the sector to reach its goals. Aviation is a hard to abate sector and for the short and medium terms, liquid sustainable and low carbon fuels are the only energy options available for air transport decarbonization. Global policies for the clean energy transition need to prioritize its distribution and use factoring in such specificities.

Let me briefly illustrate the progress and specific requests for acceleration by the Assembly, under each of the ICAO global goals.

First, the **2020 Carbon Neutral Goal**, adopted in 2010, which provides a unique sectoral pathway that caps the CO₂ emissions, rather than free peaking prior to 2050. Since COVID, the goal was adjusted at 15% below the 2019 levels. Priority is to achieve it with technological and operational measures but if not possible, the emissions shall be compensated through CORSIA. CORSIA implementation is going strong with **130 States voluntarily participating** in the scheme for 2026.

The **CORSIA Central Registry** 2024 CO₂ emissions data, submitted by States, was published last week, covering 99% of international aviation emissions. This is without doubt the best MRV system applied for a sector globally. Due to COVID and the unprecedented hit on international air travel, it was only in 2024, after 5 years, that emissions returned to 2019 levels. Under CORSIA, airlines can choose to compensate their sectoral growth emissions, either with the **CORSIA eligible emissions units or CORSIA eligible fuels**.

ICAO Council keeps close tracking of **supply and demand, and the integrity of emissions units for use in CORSIA**, deliberating on their eligibility. It recently approved additional programmes to supply CORSIA eligible units for the current first phase, but also for the second phase from 2027. In this regard, ICAO encourages governments to facilitate the access and accelerate the availability of CORSIA eligible emissions units to aeroplane operators, through the issuance of **Letters of Authorization**.

The second ICAO objective is to reduce 5% of international aviation emissions by 2030, to accelerate the deployment and use of aviation cleaner energies, as these fuels have the potential to deliver the highest reductions for the decarbonization of the sector. This **global aspirational Vision** is part of the **ICAO Global Framework** adopted in 2023. Substantial progress is being made, as reflected in the **ICAO Cleaner Energy Tracker Tools**, for

example 175 airports are currently distributing Sustainable Aviation Fuels (SAF) compared to 92, three years ago.

ICAO is steadily advancing approval and sustainability certification of new feedstocks and conversion processes under CORSIA, which is the accepted basis for the eligibility of cleaner energies for international aviation. The Assembly called for further efforts on its acceleration.

Under the **ICAO ACT-SAF** programme, 20 training sessions have been conducted. 11 SAF feasibility studies have been completed, with 22 more studies either underway or planned in developing States, and we welcome the voluntary contributions to this initiative. ICAO is targeting 50 studies by 2028.

Last but not the least, the Long Term Aspirational Goal for achieving net zero by 2050 or the **LTAG**: Following its adoption at the last Assembly, the **LTAG monitoring and reporting methodology** was developed and approved to track progress toward net-zero. This is supported by ICAO's annual Stocktaking, extensive Tracker Tools providing daily information on developments, and the State Action Plan with 154 submissions from ICAO Member States providing the bottom-up data.

Achieving net-zero will not be easy or cheap, and it will cost 3.2 trillion USD by 2050 for clean fuel producers alone. The ICAO Assembly expressed a clear **concern with the increasing number of initiatives to collect taxes from international aviation** for the mobilization of revenue to climate change and other purposes, emphasizing the need for significant financial resources to achieve aviation's clean energy transition.

Such initiatives would lead to duplicative market-based measures, double-charging for aviation emissions, negatively impacting the implementation of CORSIA and ultimately the achievement of the LTAG.

The ICAO Assembly further recognized the importance of aviation's resilience to climate change, marking **adaptation** another key part of ICAO's environmental agenda and called for further progress on the uncertainties of non-CO2 effects.

ICAO's leadership in addressing all matters related to international aviation has been renewed in the last assembly, and we stand **united, ambitious, and fully committed to achieving net-zero carbon emissions by 2050** to complement the Paris Agreement temperature goals.

Thank you, Mr. Chair.