

# ICAO's Cooperation with UN Bodies and International Organizations

By ICAO Secretariat

## Introduction

Cooperation is one of ICAO's main hallmarks and is ingrained in the organization's core daily activities to achieve its vision of safe, secure and environmentally sustainable development of international civil aviation. The Preamble to the Convention on International Civil Aviation<sup>1</sup> itself, which was established in 1944 and sets forth the purpose of ICAO, underlines the need to promote "co-operation between nations and peoples, upon which the peace of the world depends".

The importance of cooperation is reaffirmed in the ICAO Assembly Resolution on environment, which mandates the ICAO Council to continue to cooperate closely with international organizations and other United Nations system. The main purpose of maintaining this cooperation is to ensure that ICAO continues to:

1. Take the leadership role in the international community on all environment-related matters related to international aviation;
2. Obtain a better technical and scientific understanding of aviation's impact on the environment through exchange of views and information;
3. Build synergies for policymaking in the field of aviation and the environment; and,

4. Steer the development and implementation of measures to limit or reduce aviation's adverse impacts on the environment, with a view to ensuring a sustainable future for international aviation. To achieve the environmental objectives of international aviation, all key stakeholders need to be actively engaged in cooperation under the auspices of ICAO.

ICAO cooperates with more than 50 entities from the UN family, the aviation industry network, and civil society, providing inputs on all matters related to international aviation.

## United Nations Framework Convention on Climate Change (UNFCCC)

In 1992, the international community agreed on a framework for addressing global warming through the adoption of the United Nations Framework Convention on Climate Change (UNFCCC)<sup>2</sup>. The objective of the Convention is to stabilize greenhouse gas concentrations "at a level that would prevent dangerous anthropogenic interference with the climate system".

The Paris Agreement<sup>3</sup>, adopted at the Paris climate conference (COP21) in December 2015, builds upon the Convention and brings all nations into a common cause to

1 <https://www.icao.int/publications/pages/doc7300.aspx>

2 <https://unfccc.int/>

3 <https://unfccc.int/process-and-meetings/the-paris-agreement/the-paris-agreement>

undertake ambitious efforts to combat climate change and adapt to its effects. The Paris Agreement charted a new course in the global climate efforts, previously undertaken within the framework of the Kyoto Protocol<sup>4</sup> to the UNFCCC adopted in December 1997. The Paris Agreement central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius.

While emissions from international aviation and maritime sectors are not included as part of the Nationally Determined Contributions (NDCs) under the Paris Agreement, these are separately addressed by ICAO and the International Maritime Organization, respectively, to complement the achievement of the Paris Agreement goals. Emissions from domestic aviation can be addressed by the Parties to the UNFCCC through their NDCs, as part of their efforts to reduce greenhouse gas emissions from all domestic sources.

ICAO regularly provides the UNFCCC conferences with regular statements, submissions<sup>5</sup>, and side events<sup>6</sup>, on recent ICAO developments related to international aviation and climate change<sup>7</sup>.

In the spirit of cooperation between the two organizations, ICAO Secretariat maintains a close relationship with the UNFCCC Secretariat, by following the development of the UNFCCC discussions, and by regularly providing information and perspectives on issues related to international aviation and on those matters considered by the various UNFCCC deliberative bodies that may have an impact on the international aviation sector. For example, the relationship between CORSIA and the approaches/mechanism being discussion under Article 6 of the Paris Agreement is important to be followed-up.

## 2021 COP26 Glasgow Conference

At the recent 2021 UNFCCC COP26 in Glasgow, United Kingdom, following intense negotiations among Parties, the conference adopted a series of decisions, including the agreement on Article 6 of the Paris Agreement. The Article 6 decisions clearly recognized the possible use of internationally transferable mitigation outcomes (ITMOs) for other international mitigation purposes (such as for CORSIA), together with the need for corresponding adjustments by Parties to avoid double counting. Clarification was also given to the timing of transition of the Clean Development Mechanism (CDM) activities of the Kyoto Protocol to be registered as the activities under the Article 6.4 mechanism, as well as the decision to allow the use of CERs for activities registered from 2013 and in respect of emissions reductions by the end of 2020, towards the achievement of the first round of NDCs submitted by 2020.

The COP26 also reached overarching decisions, entitled “Glasgow Climate Pact”, including the resolution to pursue efforts to limit the temperature increase to 1.5 degree Celsius and, while noting with serious concern the current level of contributions of NDCs, requested the strengthening of emissions reduction targets in the NDCs and long-term low GHG emission development strategies, toward the achievement of the temperature goal.

ICAO will continue follow developments under the UNFCCC process, including the further operationalization of the COP26 decisions on the Article 6 and further guidance on corresponding adjustments to be considered at the COP27 conference in November 2022.

4 [https://unfccc.int/kyoto\\_protocol](https://unfccc.int/kyoto_protocol)

5 <https://www.icao.int/environmental-protection/Pages/statements.aspx>

6 ICAO outreach activities in recent UNFCCC COP26: <https://www.icao.int/environmental-protection/Pages/cop26.aspx>

7 <https://www.icao.int/environmental-protection/pages/climate-change.aspx>

## Marrakech Partnership for Global Climate Action (MPGCA)

At COP22, the UNFCCC High-Level Champions<sup>8</sup> launched the Marrakech Partnership for Global Climate Action (MPGCA)<sup>9</sup> with the objective of strengthening collaboration between Parties and non-Party stakeholders to allow greater ambition in terms of mitigation and adaptation actions.

The MPGCA Transport Initiatives represent a broad range of multi-stakeholder coalitions expanding to cover for all transport modes (including freight, rail, bicycle, and other types of land transport), although most of them are not globally regulated by an international convention or a State driven process, such as for international civil aviation and shipping sectors.

Two initiatives on aviation are included in the Transport Thematic Group under the MPGCA<sup>10</sup>, which are the Aviation's Climate Action Takes Off initiative (by ICAO and the Air Transport Action Group (ATAG)) and the Airport Carbon Accreditation programme (by Airports Council International (ACI)).

Launched at COP 25, and updated ahead of COP26, the Climate Action Pathways<sup>11</sup>, including one on the Transport thematic area, were developed by different coalitions and initiatives of the MPGCA to provide an overview of the transformational actions and milestones across the thematic and cross-cutting areas of the Partnership. The Pathways aim to provide a roadmap to help Parties and non-Party stakeholders alike to identify actions needed by 2021, 2025, 2030 and 2040 as steps to get to the 2050 vision, and ICAO cooperates with the MPGCA on the review of the Climate Action Pathways. As such, they are intended as living documents, to be updated periodically with the latest information and lessons learned as the state of climate action evolves.

## UN Climate Action Summit

To boost ambition and accelerate actions to implement the Paris Agreement on Climate Change, UN Secretary-General António Guterres hosted the Climate Action Summit in 2019<sup>12</sup> in New York. The Summit aimed at showcasing a leap in collective national political ambition, and at demonstrating massive movements in the real economy in support of the climate change agenda. The Summit launched different initiatives in 12 thematic areas - including transport - providing the foundation for scaled-up action.

ICAO participated in the UN Climate Summit, as part of cooperation with other UN bodies, with the aim of maintaining ICAO's leadership role related to international aviation and climate change. At various events in conjunction with the Summit, ICAO highlighted its achievements in addressing international aviation CO<sub>2</sub> emissions, and the importance of partnerships among ICAO Member States, aviation industry and other stakeholders to accelerate the progress in the ICAO basket of measures to address international aviation CO<sub>2</sub> emissions, using the UN Climate Summit as a platform for the advancement of climate actions.

In this regard, ICAO launched the Global Coalition for Sustainable Aviation<sup>13</sup> at the Summit. As part of the Coalition initiative, the ICAO aviation in-sector CO<sub>2</sub> emissions reduction initiatives tracker tool<sup>14</sup> was also developed and has been updated to provide all information related to measures and initiatives to reduce the environmental footprint of aviation.

ICAO maintains a close cooperation with the Climate Action Summit Team in the UN Executive Office of the Secretary General (EOSG)<sup>15</sup> based in New York, to follow up on the various initiatives announced during the Summit and on other climate change related issues.

8 <https://unfccc.int/climate-action/marrakech-partnership/actors/meet-the-champions>

9 <https://unfccc.int/climate-action/marrakech-partnership/background>

10 [https://slocat.net/wp-content/uploads/2020/02/PPMC\\_2018\\_Overview-of-Global-Climate-Action-Transport-Initiatives.pdf](https://slocat.net/wp-content/uploads/2020/02/PPMC_2018_Overview-of-Global-Climate-Action-Transport-Initiatives.pdf)

11 [https://unfccc.int/climate-action/marrakech-partnership/reporting-and-tracking/climate\\_action\\_pathways](https://unfccc.int/climate-action/marrakech-partnership/reporting-and-tracking/climate_action_pathways)

12 <https://www.un.org/en/climatechange/2019-climate-action-summit>

13 <https://www.icao.int/environmental-protection/SAC/Pages/learn-more.aspx>

14 <https://www.icao.int/environmental-protection/SAC/Pages/GCSA%20main%20page.aspx>

15 <https://www.un.org/sg/en/global-leadership/executive-office-of-the-secretary-general/all>

## United Nations Department of Economic and Social Affairs (UN-DESA)

ICAO's long-standing cooperation with UN-DESA<sup>16</sup> continues including the organizations of various UN system wide events: such as the Conference on Sustainable Development (Rio+20)<sup>17</sup>, and the Global Sustainable Transport Conference<sup>18</sup>. The second UN Global Sustainable Transport Conference was held in 2021, following the first Conference held in 2016 in Turkmenistan, and discussed a way forward for sustainable transport to help achieve the objectives of the 2030 Agenda for Sustainable Development. ICAO provided inputs to different sessions of the Conference on the themes of noise and local air quality, innovation, climate change and adaptation.

## United Nations Environment Programme (UNEP)

As part of the UN system, ICAO, along with other UN agencies, funds and programmes, is an active member of the UN Environment Management Group (EMG)<sup>19</sup>, which was established in 2001 pursuant to a Resolution from the General Assembly, and chaired by the United Nations Environment Programme (UNEP)<sup>20</sup>. The EMG identifies issues on the international environmental agenda that warrant cooperation and finds ways of engaging its collective capacity in coherent management responses to those issues. The EMG regularly reports on its work to the UN Chief Executive Board (CEB)<sup>21</sup>.

The EMG works through technical meetings: Issue Management Groups (IMGs)<sup>22</sup> and task forces, to which representatives of intergovernmental bodies, civil society and international non-governmental organizations are invited to contribute. The IMGs cover areas of work related to various environmental topics, such as biodiversity, drylands, green economy, sound management of chemicals, e-waste, sand and dust storms, and others. Much of ICAO work, such as aspects related to Sustainable Aviation Fuels (SAFs), aircraft end-of-life and recycling, adaptation to climate change, is directly connected to these issues and widely benefits from an extended cooperation and consultation on these topics with UN system organizations.

## Environmental Sustainability of UN System and ICAO Carbon Emissions Calculator

In addition, the EMG and IMG seek to advance the environmental sustainability management of UN internal operations. In 2019, the EMG endorsed the Strategy for sustainability management in the United Nations system, 2020 - 2030 (Phase I)<sup>23</sup>, with a general sustainability vision as well as targets with related indicators for strengthening environmental sustainability in UN facilities and operations. In 2021, the Strategy for sustainability management in the United Nations system, 2020-2030 (Phase II)<sup>24</sup> was endorsed by the EMG, the UN High Level Committee on Programme (HLCP)<sup>25</sup>, the UN High Level Committee on Management (HLCM)<sup>26</sup> and the UN Chief Executives Board (CEB), by encompassing a wider set of environmental and social sustainability considerations to be embedded in UN system policies, programming and support functions. The theme of environmental sustainability within the UN system was also addressed by the Joint Inspection Unit Report JIU/REP/2020/8<sup>27</sup>.

16 <https://www.un.org/en/desa>

17 <https://www.icao.int/environmental-protection/Pages/Rio+20.aspx>

18 <https://www.un.org/en/conferences/transport2021>

19 <https://unemg.org/>

20 <https://www.unep.org/>

21 <https://unsceb.org/>

22 <https://unemg.org/our-work/>

23 <https://unsceb.org/strategy-sustainability-management-united-nations-system-2020-2030>

24 [https://unemg.org/wp-content/uploads/2021/11/CEB.2021.2.Add\\_1-Sustainability-Strategy-Virtual-Endorsement.pdf](https://unemg.org/wp-content/uploads/2021/11/CEB.2021.2.Add_1-Sustainability-Strategy-Virtual-Endorsement.pdf)

25 <https://unsceb.org/high-level-committee-programmes-hlcp>

26 <https://unsceb.org/high-level-committee-management-hlcm>

27 [https://www.unjiu.org/sites/www.unjiu.org/files/jiu\\_rep\\_2020\\_8\\_english.pdf](https://www.unjiu.org/sites/www.unjiu.org/files/jiu_rep_2020_8_english.pdf)

ICAO has been actively involved in this work on the UN environmental sustainability management since 2008, when the ICAO Carbon Emissions Calculator<sup>28</sup> was officially adopted by the EMG as the official UN tool to calculate CO<sub>2</sub> emissions from air travel. Since then, GHG inventories of more than 50 UN organizations<sup>29</sup> have been compiled using the ICAO tool to estimate the air- travel related portion of the UN inventories.

## Stockholm+50 and ICAO ACT-SAF programme

Recently in June 2022, UNEP organized Stockholm+50<sup>30</sup> in close consultation with the co-hosts Kenya and Sweden. The Stockholm+50 commemorated 50 years since the 1972 United Nations Conference on the Human Environment, which was the first global meeting that made environment a pressing global issue. The purpose of Stockholm+50 was to contribute to the environmental dimension of sustainable development, and to accelerate the implementation of action, including a sustainable recovery from the COVID-19 pandemic.

As an Associated Event of Stockholm+50, ICAO launched its Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF)<sup>31</sup> on 1 June 2022, to showcase ICAO's achievements and further efforts for decarbonizing aviation. ACT-SAF will provide opportunities for States to develop their full potential in SAF development and deployment, in line with the ICAO's No Country Left Behind<sup>32</sup> initiative, the 2050 ICAO Vision for SAF<sup>33</sup>, and the three main pillars of sustainable development recognized by the United Nations. ACT-SAF will create positive ripple effects globally and help unlock feedstock potentials for SAF markets over the coming decades. It will also build upon the action already taken by ICAO on SAF, for example

leveraging the successes of the organization in setting global standards for the sustainability of aviation fuels.<sup>34</sup>

## Intergovernmental Panel on Climate Change (IPCC)

The ICAO's collaboration with the IPCC<sup>35</sup> started with the development of the IPCC Special Report on Aviation and the Global Atmosphere in 1999<sup>36</sup>, which was the first sectoral report from IPCC providing consolidated information on the science on aviation's climate impact, briefing policymakers on the challenges ahead and highlighting key mitigation options.

ICAO also provided substantial input and actively supported the IPCC in the development of the Guidelines for National Greenhouse Gas (GHG) Inventories by providing the necessary expertise for the development and refinement of a methodology for the calculation of aviation emissions.

ICAO has also collaborated with the IPCC on the development of IPCC Assessment Reports on climate change, in particular the Fifth Assessment Report (AR5)<sup>37</sup>, and continued this collaboration during the AR6<sup>38</sup> cycle. For example, ICAO provided input to the IPCC in order to ensure that issues related to aviation and climate change were covered in the AR6, including trends of aviation GHG emissions and the latest ICAO work on mitigation measures.

In this regard, the IPCC Working Group I report "AR6 Climate Change 2021: the Physical Science Basis"<sup>39</sup> approved by 195 member governments of the IPCC, is the first instalment of the IPCC's Sixth Assessment Report (AR6), completed in 2022. The report provides new estimates of the chances of crossing the global warming level of 1.5°C in the next decades, and finds that unless there are immediate, rapid

28 <https://www.icao.int/environmental-protection/Carbonoffset/Pages/default.aspx>

29 <https://www.greeningtheblue.org/reports/greening-blue-report-2021>

30 <https://www.stockholm50.global/>

31 <https://www.icao.int/environmental-protection/Pages/ACT-SAF.aspx>

32 <https://www.icao.int/about-icao/nclb/Pages/default.aspx>

33 <https://www.icao.int/environmental-protection/GFAAF/pages/ICAO-Vision.aspx>

34 <https://www.icao.int/environmental-protection/CORSIA/Pages/CORSIA-Eligible-Fuels.aspx>

35 <https://www.ipcc.ch/>

36 <https://www.ipcc.ch/report/aviation-and-the-global-atmosphere-2/>

37 <https://www.ipcc.ch/assessment-report/ar5/>

38 <https://www.ipcc.ch/assessment-report/ar6/>

39 <https://www.ipcc.ch/report/sixth-assessment-report-working-group-i/>



and large-scale reductions in greenhouse gas emissions, limiting warming to close to 1.5°C or even 2°C will be beyond reach. In addition, achieving net zero global CO<sub>2</sub> emissions by 2050 will maximize the possibility of limiting the global average temperature increase to 1.5 °C above pre-industrial levels. The IPCC findings were considered as part of the ICAO work on the feasibility of a long-term global aspirational goal for international aviation<sup>40</sup>.

The IPCC Working Group II report “AR6 Climate Change 2022: Mitigation of Climate Change”<sup>41</sup> was also released in 2022. This report recognizes that progress in climate change adaptation planning and implementation has been observed across all sectors and regions, but it is still being unevenly distributed with several adaptation gaps observed, including potential vulnerabilities of key transport infrastructures such as international aviation systems and infrastructures, meaning that their design standards should give due consideration to account for projected climate impacts and risks.

## World Meteorological Organization (WMO)

WMO<sup>42</sup> and ICAO cooperate closely through the on-going review of the requirements of meteorological services for aviation, in the adoption of procedures for the provision of these services, and in keeping them up to date. In addition, ICAO has been working with WMO to establish a global programme enabling commercial aircraft to take meteorological measurements. This collaboration is a vital part of the global atmospheric observing system, with approximately 250,000 observations per day being made available to scientists, researchers and weather forecasters. These observations provide invaluable data that contributes to a better understanding of weather, volcanic ash dispersion and global climate.

Within the context of the collaboration between the two organizations, WMO maintains an observer status under CAEP, and the WMO Secretary General recently participated as keynote speaker in the 2020 ICAO Aviation Green Recovery Seminar<sup>43</sup>, acknowledging how the WMO can partner with ICAO to green the aviation sector through advances in science, technology, and enhanced service delivery.

## International Maritime Organization (IMO)

IMO<sup>44</sup> is the UN specialized agency responsible for the prevention of marine pollution from international shipping. ICAO and IMO cooperate and share best practices in developing climate policies, including GHG mitigation measures and actions for respective international transport sectors, in connection with the on-going UNFCCC process.

In 2018, IMO adopted a climate change strategy<sup>45</sup> for shipping which envisages to reduce the total annual GHG emissions by at least 50% by 2050 compared to 2008 levels, while, at the same time, pursuing efforts towards phasing them out entirely. The strategy includes a specific reference to “a pathway of CO<sub>2</sub> emissions reduction consistent with the Paris Agreement temperature goals”.

## Sustainable Mobility for All (SuM4All)

SuM4All<sup>46</sup> is a global, multi-stakeholder partnership of more than 50 international organizations established under the leadership of the World Bank in 2017, including multilateral development banks, United Nations agencies, bilateral donor organizations, non-governmental organizations, civil society, and academic institutions, with the aim to promote sustainable mobility, thus contributing to the achievement of the sustainable development goals (SDGs).

40 <https://www.icao.int/environmental-protection/LTAG/Pages/LTAGreport.aspx>

41 <https://www.ipcc.ch/report/sixth-assessment-report-working-group-ii/>

42 <https://public.wmo.int/en>

43 <https://www.icao.int/Meetings/GreenRecoverySeminar/Pages/default.aspx>

44 <https://www.imo.org/>

45 <https://www.imo.org/en/MediaCentre/PressBriefings/Pages/O6GHGinitialstrategy.aspx>

46 <https://www.sum4all.org/>

In 2019, SuM4All released the “Global Roadmap of Action Toward Sustainable Mobility” Report<sup>47</sup>, and the online decision-making tool on mobility<sup>48</sup>. The green mobility is covered in the Green Chapter of the Global Roadmap of Action (GRA) Report, to which ICAO extensively contributed. The ICAO’s contribution was to make sure that any policy recommendation under the SuM4All partnership on international aviation and environment would respect and be consistent with decisions already taken by States through ICAO. For example, while the Green Chapter of the GRA proposes some GHG goals for the transport sector, it is important to highlight that they do not apply to international aviation, for which the sectoral global aspirational goals have already been established by ICAO, together with a process to explore the feasibility of long-term global aspirational goals for the sector.

In 2020 South Africa announced as the first country to pilot the use of the GRA and the Global Tracking Framework for Transport (GTF)<sup>49</sup> to accelerate progress on the SDGs. In 2021 SuM4All hosted a session at the United Nations Sustainable Transport Conference<sup>50</sup> to consult with countries in the Global South on the draft discussion paper produced for COP26.

### **United Nations Development Programme (UNDP) and Global Environment Facility (GEF)**

As part of facilitating the provision of assistance for actions on climate change, and in particular for the preparation and implementation of States’ action plans on aviation CO<sub>2</sub> emissions reduction activities, ICAO successfully undertook an assistance project<sup>51</sup> with the UNDP<sup>52</sup> with the financing provided by the GEF<sup>53</sup>. The UNDP is the authorized implementing agency of GEF, which was established as a programme within the World Bank to

assist in the protection of the global environment and to promote environmental sustainable development.

### **World Tourism Organization (UNWTO)**

ICAO collaborates with UNWTO<sup>54</sup> in several areas of strategic importance to air transport and tourism with the aim of maximizing synergies when dealing with cross-sectoral policy issues. In particular, at the Sixth Worldwide Air Transport Conference<sup>55</sup> in March 2013, ICAO and UNWTO signed a Joint Statement, acknowledging the intention of the two UN agencies to begin cooperating more closely on areas of common interest, including the reduction of GHG emissions from aviation and tourism.

### **Organisation for Economic Co-operation and Development (OECD) and International Transport forum (ITF)**

The Organisation for Economic Co-operation and Development (OECD)<sup>56</sup> is an intergovernmental organisation with 37 member countries, founded in 1961 to stimulate economic progress and world trade. The International Transport Forum (ITF)<sup>57</sup> is an intergovernmental organisation with 62 member countries. It acts as a think tank for transport policy and organises the Annual Summit of transport ministers. ITF is a global body that covers all transport modes and is administratively integrated with the OECD.

Although these organizations represent only as portion of ICAO Member States, they are very active on recommending transport policies and organizing events on the theme of international aviation and environment. Close coordination

47 <https://sum4all.org/gra>

48 <https://sum4all.org/online-tool>

49 <https://www.sum4all.org/global-tracking-framework>

50 <https://www.sum4all.org/events/challenges-and-opportunities-equitable-transition-towards-transport-decarbonization-global>

51 [https://www.icao.int/environmental-protection/pages/icao\\_undp.aspx](https://www.icao.int/environmental-protection/pages/icao_undp.aspx)

52 <https://www.undp.org/>

53 <https://www.thegef.org/>

54 <https://www.unwto.org/>

55 <https://www.icao.int/meetings/atconf6/Pages/default.aspx>

56 <https://www.oecd.org/>

57 [https://www.itf-oecd.org/modes/Aviation?f%5B0%5D=field\\_theme\\_tax%3A3](https://www.itf-oecd.org/modes/Aviation?f%5B0%5D=field_theme_tax%3A3)

with these organizations is thus vital in order to ensure the alignment, harmonization, and consistency with decisions taken by ICAO Member States for the international aviation sector.

## UN Office for Disaster Risk Reduction (UNDRR)

The Sendai Framework for Disaster Risk Reduction is the global blueprint for the UN disaster risk reduction (DRR). Target E of the Sendai Framework calls to “substantially increase the number of countries with national and local disaster risk reduction strategies by 2020”. ICAO is coordinating with the United Nations Office for Disaster Risk Reduction (UNDRR)<sup>58</sup> in order to provide technical guidance on integrating aviation climate change adaptation related aspects into the national DRR strategies.

While the efforts of ICAO are focused on reducing the impact of international civil aviation on the global climate, the impact of climate change to aviation infrastructure and operations has also been identified as a significant risk for the aviation sector. In this regard, the ICAO’s work on climate adaptation, covered in the Climate Adaptation Synthesis Report<sup>59</sup>, provides the foundation of risk reduction and preparedness. In order to ensure the resilience of the international aviation system, the role of ICAO in disseminating best practices and guidance is instrumental. Indeed, the ability to engage all stakeholders effectively, from the airports, airlines, air navigation services providers to the energy suppliers and local authorities is a prerequisite to avoid the creation of islands of resilience, with no connection to the rest of the network.

## UN Joint Inspection Unit (JIU)

The Joint Inspection Unit is the independent external oversight body of the United Nations system mandated to conduct evaluations, inspections and investigations of cross-cutting issues across the UN system, including environmental themes. ICAO’s work on this theme has been covered by several JIU reports such as JIU/REP/2010/1<sup>60</sup> (Environmental profile of the United Nations system organizations), JIU/REP/2014/4<sup>61</sup> (Post-Rio+20 review of environmental governance within the United Nations system), and JIU/REP/2015/5<sup>62</sup> (Review of Activities and Resources devoted to address Climate Change in the United Nations system organizations).

The report from 2015 for example, refers to the cooperation between ICAO and the UNFCCC on aviation bunker fuels as “a modality of inter-agency interface to be followed”. The JIU is now in the process of releasing a new report on the review of environmentally sustainable policies and practices across organizations of the United Nations system, as a follow up of JIU/REP/2010/1, which extensively covered the cooperation between ICAO, UNEP and UN EMG organizations on greening UN system operations (refer to the UNEP paragraphs above).

## World Economic Forum (WEF)

The World Economic Forum (WEF)<sup>63</sup> is the International Organization for Public-Private Cooperation which engages the political, business, cultural and other leaders of society to shape global, regional and industry agendas.

The WEF Clean Skies for Tomorrow Coalition<sup>64</sup> provides a crucial mechanism for top executives and public leaders, across and beyond the aviation value-chain, to align on a transition to sustainable aviation fuels as part of a

58 <https://www.undrr.org/about-undrr>

59 <https://www.icao.int/environmental-protection/Pages/Climate-Adaptation.aspx>

60 [https://www.unjiu.org/sites/www.unjiu.org/files/jiu\\_document\\_files/products/en/reports-notes/JIU%20Products/JIU\\_REP\\_2010\\_1\\_English.pdf](https://www.unjiu.org/sites/www.unjiu.org/files/jiu_document_files/products/en/reports-notes/JIU%20Products/JIU_REP_2010_1_English.pdf)

61 [https://www.unjiu.org/sites/www.unjiu.org/files/jiu\\_document\\_files/products/en/reports-notes/JIU%20Products/JIU\\_REP\\_2014\\_4\\_English.pdf](https://www.unjiu.org/sites/www.unjiu.org/files/jiu_document_files/products/en/reports-notes/JIU%20Products/JIU_REP_2014_4_English.pdf)

62 [https://www.unjiu.org/sites/www.unjiu.org/files/jiu\\_document\\_files/products/en/reports-notes/JIU%20Products/JIU\\_REP\\_2015\\_5\\_English.pdf](https://www.unjiu.org/sites/www.unjiu.org/files/jiu_document_files/products/en/reports-notes/JIU%20Products/JIU_REP_2015_5_English.pdf)

63 <https://www.weforum.org/>

64 <https://www.weforum.org/cleanskies>



meaningful and proactive pathway for the industry to achieve carbon-neutral flying

The Mission Possible Platform<sup>65</sup> is a coalition of public and private partners working on the industry transition to set heavy industry and mobility sectors on the pathway towards net-zero emissions by mid-century. It focuses on developing partnerships to deliver key initiatives for enabling industries to achieve net-zero CO<sub>2</sub> emissions.

## Industry Groups

ICAO works with industry groups to help guide policymaking, provide support to its Member States, and coordinate actions across the environment agenda. These groups include the Air Transport Action Group (ATAG), Airports Council International (ACI), the Civil Air Navigation Services Organization (CANSO), the International Aviation Transport Association (IATA), the International Co-ordinating Council of Aerospace Industries Associations (ICCAIA), the International Business Aviation Council (IBAC), and the International Air Cargo Association (TIACA). These industry groups help ICAO promote aviation's sustainable growth for the benefit of the international community by investing in technology, improving operational efficiency, and building and using efficient infrastructures.

Within the spirit of this collaboration, ICAO recognizes the collective commitments announced by ACI, CANSO, IATA, IBAC, and ICCAIA on behalf of ATAG, to continuously improve CO<sub>2</sub> efficiency by an average of 1.5 per cent per annum from 2009 until 2020, to achieve carbon neutral growth from 2020 and to achieve a long-term goal of net-zero carbon emission by 2050<sup>66</sup>, in support of the UNFCCC 1.5 °C temperature goal.

## Non-Governmental Organizations

The International Coalition for Sustainable Aviation (ICSA) is a structured network of environmental non-governmental organizations (NGOs) which share common concerns with civil aviation's contribution to air quality, climate change and noise issues. As an observer to ICAO's Committee on Aviation Environmental Protection (CAEP), ICSA provides technical expertise and brings an NGO perspective to developing policy positions and strategies to reduce emissions and noise from the aviation sector.

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65 <https://missionpossiblepartnership.org/>

66 <https://www.icao.int/Newsroom/Pages/ICAO-welcomes-new-netzero-2050-air-industry-commitment.aspx>