



**Statement by the International Civil Aviation Organization (ICAO)
to the second part of the 2021 session of the UNFCCC Subsidiary Body for
Scientific and Technological Advice (SBSTA 52-55)**

Glasgow, United Kingdom – 31 October to 6 November 2021

Thank you, Mr. Chair.

Since the last Assembly in 2019, ICAO and its Member States have been making substantial progress in achieving the collective global aspirational goals for the international aviation sector of achieving 2% annual fuel efficiency improvement and carbon neutral growth from 2020 onwards.

121 Member States have already developed and submitted to ICAO their State Action Plans on how to reduce CO₂ emissions from international aviation, including in-sector mitigation measures such as aircraft technologies, operational improvements, and the use of sustainable aviation fuels.

To complement these CO₂ reduction measures and ensure the achievement of carbon neutral growth, a global market-based measure – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) – was established and its global implementation is on track. Milestones thus far include the establishment of a robust CO₂ Monitoring, Reporting and Verification (MRV) system, which ensures that collected CO₂ data are verified and reported annually by all airline operators and States covered, through the ICAO CORSIA Central Registry.

ICAO has also developed globally harmonized sustainability criteria, life-cycle CO₂ values and certification schemes, to incentivize the use of CORSIA eligible fuels. Furthermore, in light of the agreed emissions unit criteria, ICAO has identified a set of CORSIA eligible emissions units that can be used by operators to meet their CO₂ offsetting requirements under CORSIA for the pilot phase. In this regard, ICAO will continue to monitor further developments related to Article 6 of the Paris Agreement, in particular, any implications for the implementation of CORSIA and its eligible emissions units.

While a concrete mechanism is already put in place to achieve the existing climate goals, ICAO is also working on the feasibility of a long-term global aspirational goal (LTAG) for international aviation, including the ICAO Stocktaking that was held in September 2021. Good progress has been achieved due to intensive and rigorous efforts of States, industry, civil society and other stakeholders participating in the ICAO LTAG process. Recently, the global air transport industry has adopted a long-term climate goal of net-zero carbon emissions by 2050. ICAO has also been working to bring together the ICAO Global Coalition for Sustainable Aviation to facilitate the development of green innovative technologies and to accelerate the implementation of such innovative solutions to reduce greenhouse gas emissions at source.

While CO₂ emissions from international aviation are addressed through ICAO and not covered by the Nationally Determined Contributions (NDCs) under the Paris Agreement, an ambitious outcome at the COP26 conference may further encourage ICAO and its Member States to take an ambitious decision for international aviation at the ICAO Assembly next year, complementing the achievement of the Paris Agreement objectives.

Thank you, Mr. Chair.