



**Statement by the International Civil Aviation Organization (ICAO),  
to the Forty-fourth Session of the UNFCCC Subsidiary Body  
for Scientific and Technological Advice (SBSTA44)**

(16 to 26 May 2016 – Bonn, Germany)

Thank you, Mr Chairman. 2015 was a landmark year for the UNFCCC with the successful adoption of the Paris Agreement, which has been hailed as one of the most important environmental agreements of our times. ICAO is proud to have contributed to the work of the UNFCCC towards COP21 and is committed to continue to support the global efforts to protect our climate.

In Paris, the attention was on domestic emissions, which countries can control and limit directly. The world's eyes are now upon ICAO to complement the achievements of COP/21 with suitable commitments and progress on international emissions arising from air transport. In this regard important policy decisions for the sustainable future of international aviation are expected to be taken at the next ICAO Assembly session in September.

Since our last report at SBSTA42, a lot of progress has been made on which I would like to briefly inform the SBSTA. More information can be found in our submission for this session.

- 1) The Organization continues to support all Member States to enable them to take further action on a basket of measures to reduce emissions from international aviation, including acceleration of the use of fuel-efficient aircraft technologies, air traffic management modernization and other operational improvements, and the development and deployment of sustainable alternative fuels.
- 2) The first ever global design Standard for CO<sub>2</sub> emissions of any sector was recommended by the tenth meeting of the Committee for Aviation Environmental Protection in February 2016. This Standard will apply to new aircraft type designs from 2020 and to aircraft type designs that are already in-production from 2023. It also contains a cut-off date of 2028 for the production of aircraft that do not comply with the Standard.
- 3) ICAO continues to support States and stakeholders in their efforts to develop and deploy alternative fuels for aviation. Sustainable alternative aviation fuels offer tremendous opportunities for the sector to reduce its carbon footprint. The certification of 5 different alternative fuel pathways, including the most recent "Alcohol-to-Jet," which was approved in April 2016, has proven the technical feasibility of alternative aviation fuel. In fact, more than 2,200 commercial flights have flown on alternative fuels since 2011 and we expect that over 5,500 such flights will have flown by the end of 2016. With a view to broad-scale deployment, starting in March 2015, Oslo Airport in Norway became the world's first "biofuel hub" by offering 2.5 million litres of aviation biofuel annually to its users directly through the airport's fuel hydrant system.
- 4) As part of its cooperation with the UNFCCC, the ICAO Secretariat developed a CDM methodology on "electric taxiing systems for airplanes" which was approved by the CDM Executive Board in November 2015. We are happy to report that a second methodology on solar power for domestic aircraft at-gate operations was approved by the Board last week. The scope of the new methodology covers solar-energy based renewable power for use for the at-gate operations of domestic aircraft, which would otherwise have been supplied by carbon-intensive sources such as fossil fuels.
- 5) Regarding market-based measures, States, the aviation industry and other stakeholders are working together to refine a proposal for a global offsetting scheme, for decision by the next Assembly in September this year. In March-April this year, ICAO conducted the second series of regional Global Aviation Dialogue events, as a means to ensure the full engagement in the work on this global scheme.
- 6) Last week, delegates gathered in Montreal for a High-level meeting to continue their consideration of the design and implementation elements of the scheme. There was broad agreement on a number of elements but some issues remain to be worked out prior to the draft Resolution is finalized for consideration at ICAO's 39th Assembly this September.
- 7) Action to address international aviation emissions is paramount and ICAO's assistance and capacity building strategy to support action by our states under ICAO's No Country Left Behind initiative is proving very successful. By May 2016, 94 Member States, representing 88.05 per cent of global international air traffic, prepared and submitted action plans to ICAO. As not all States have necessary resources to take actions, States are building partnerships in the context of the

ICAO Buddy programme, where States with know-how are assisting States that need support to develop their action plans.

- 8) ICAO continues to support States through daily contacts with their Focal Points and the implementation of two dedicated capacity-building projects: one with the European Commission (EC) to develop action plans in 14 African and Caribbean States and implement selected CO<sub>2</sub> emissions mitigation measures; and another with the Global Environment Facility (GEF) and United Nations Development Programme (UNDP) which includes a pilot project for the installation of solar panels at the airport gates in Jamaica that could be replicated in other States.

Mr. Chairman, the achievement of the ICAO's emissions reduction goals requires adequate financial resources within the international aviation sector itself. In this regard, the last Assembly requested 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"*.

With the increasing engagement of Member States and in close cooperation with the aviation industry and other international organizations, ICAO will continue to work actively to deliver meaningful outcomes at the next Assembly and beyond. Thank you, Mr Chairman.