



**Statement from the International Civil Aviation Organization (ICAO)
to the Thirty-first Session of the UNFCCC Subsidiary Body
for Scientific and Technological Advice (SBSTA31)**

(7 to 18 December 2009 – Copenhagen, Denmark)

The International Civil Aviation Organization, as per the latest SBSTA decision, is pleased to provide this meeting with information on recent developments in international aviation and climate change.

At its recently concluded High-level Meeting on International Aviation and Climate Change, ICAO reaffirmed its leading role in all matters involving international civil aviation, and adopted a Programme of Action on International Aviation and Climate Change, reflecting the shared vision and strong will of all 190 member States. It is the first globally-harmonized agreement, as a sector, on a goal to address aviation emissions.

The Programme of Action strikes a balance between the views of all member States and represents their collective will and determination to act in a coherent and cooperative manner to address international aviation and climate change.

The Programme of Action includes a global commitment of annual 2 per cent fuel efficiency improvement up to 2050. It should be pointed out that the global annual 2 per cent fuel efficiency goal is a very challenging goal for the sector. This is the first time that any sector comes forward with a global sector-wide target for sustained fuel efficiency improvements. Achieving it will require significant resources and investments from States and the air transport industry and will involve improvements in all aspects of the aviation sector. The High-level Meeting also agreed to undertake further work to explore the feasibility of more ambitious goals including carbon-neutral growth and emissions reductions, in light of the developments in COP15, for consideration by the next ICAO Assembly in September 2010.

ICAO's member States agreed to develop a global CO₂ Standard for aircraft, and work in this area is already underway. Likewise, work to facilitate the implementation of operational changes and the improvement of air traffic management and airport systems aiming to reduce aviation GHG emissions is ongoing in all ICAO regions. Examples of the deliverables in this area are the flexible use of airspace and dynamic and flexible route management. The High-level Meeting also agreed on the need for the Organization to develop a framework for market-based measures in international aviation, for consideration by the next Assembly.

It was also agreed to further elaborate on measures to assist developing States as well as facilitate access to financial resources, technology transfer and capacity building. In order to monitor progress towards reaching the goals, States were encouraged to submit their action plans, outlining their respective policies and actions, and annual reporting on international aviation CO₂ emissions to ICAO. ICAO will regularly report CO₂ emissions from international aviation to the UNFCCC, as part of its contribution to assessing progress made in the implementation actions in the sector.

ICAO held the Conference on Aviation and Alternative Fuels, as an important step by ICAO to facilitate the development and deployment of sustainable alternative fuels for aviation. The Conference endorsed the use of such fuels for aviation, particularly the use of drop-in fuels in the short to medium-term, as an important means of reducing aviation emissions, and established a Declaration and a Global Framework for Aviation Alternative Fuels which highlights the main developments and achievements towards making aviation the first sector to use alternative fuels on a global basis. Alternative fuels for aviation have the potential to reduce its life cycle CO₂ emissions more than 50 per cent compared to conventional jet fuels, and should be one element of ICAO's

comprehensive mitigation strategy that includes technological, operational and market-based measures to address aviation GHG emissions.

The ICAO Council's Committee on Aviation Environmental Protection (CAEP) has continued to make progress on establishing medium and long-term fuel burn goals relating to technological development of airframe and engines, as well as those goals relating to operational measures such as the improvement of air traffic management. Utilizing the Independent Experts (IE) processes under CAEP, the projections on technological and operational improvements were incorporated into the environmental goals assessment for the period 2006 through 2050. At present CAEP is finalizing its technical work on the quantification of future CO₂ emissions trends and fuel efficiency improvements of the global aviation system for final consideration at the 8th meeting of CAEP to be held in February 2010.

CAEP is also continuing its technical work on mitigation measures, including the increase of current NO_x emissions stringency and the development of a global CO₂ Standard for aircraft. Building upon ICAO guidance on Operational Opportunities to Minimize Fuel Use and Reduce Emissions (Circular 303), which identifies and reviews various operational opportunities and techniques for minimizing fuel consumption and hence CO₂ emissions in civil aviation operations, CAEP is developing new guidance material to be finalized in February 2010. This guidance material will contain new and updated information on current initiatives relating to fuel burn reduction.

ICAO's internationally recognized Carbon Emissions Calculator has been standardized across all UN System organizations for calculation of air travel carbon footprint. The use of the Calculator has allowed computation of CO₂ emissions from air travel in a consistent manner across all UN organizations in support of the UN Climate Neutral Initiative. The methodology for the Calculator is constantly being enhanced to consider additional aircraft types, and to improve the method used to consider cargo operations. ICAO is also consulting with the IPCC WG-I on the issue of non-CO₂ multipliers.

As the specialized agency responsible for international aviation matters, ICAO will continue to exercise its leadership in all matters related to international aviation, including the limitation or reduction of GHG emissions, which shall be addressed under a globally harmonized framework, with all member States working further through ICAO towards "concrete actions, tangible global results".

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Note: All information on the outcomes from the ICAO High-level Meeting including its Declaration and Recommendations, as well as those from the ICAO Alternative Fuels Conference including its Declaration and Global Framework, is provided in the ICAO's submission to this SBSTA session.