



**Statement by the International Civil Aviation Organization (ICAO)
to the Forty-seventh Session of the UNFCCC Subsidiary Body
for Scientific and Technological Advice (SBSTA47)**

(Bonn, Germany – 6 to 15 November 2017)

Thank you, Mr. Chairman. I am pleased to report on recent progress by ICAO and its Member States to address CO₂ emissions from international aviation, in order to achieve the sector's global aspirational goal of carbon neutral growth from 2020.

Substantial progress has been made in all aspects of a “basket of CO₂ mitigation measures”, namely aircraft technology, operational improvements, sustainable aviation fuels and the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

On aircraft technology, ICAO adopted in March 2017 the first ever global certification CO₂ Standard for aeroplanes, which will apply to new aeroplane-type designs from 2020 and in-production aeroplane types from 2023. Operational improvements also bear a significant CO₂ emissions reduction potential, and the upcoming ICAO Seminar on Green Airports, to be held this month, will also exchange best practices related to a range of airport activities.

Industry-wide progress in sustainable aviation fuels has been realized, including the approval of five production processes, and a number of airports distributing such fuels, which has led to more than 40,000 commercial flights using sustainable aviation fuels. The 2nd ICAO Conference on Aviation and Alternative Fuels, held in October 2017, agreed on the ICAO Vision as an inspirational pathway toward a significant proportion of conventional aviation fuels to be substituted with sustainable aviation fuels by 2050.

The ICAO Vision will be periodically reviewed through a stocktaking process to continuously assess the progress, leading up to the convening of the next Conference by 2025, with a view to updating the Vision with a quantified 2050 goal. The Conference also confirmed the critical importance of ensuring the sustainability of aviation alternative fuels, which is currently under consideration by ICAO.

Regarding the CORSIA, to date, 72 Member States, representing 87.7 per cent of international aviation traffic, have already volunteered to participate in the scheme, and preparations for the CORSIA implementation are on track. In September 2017, draft rules and guidance, including for Monitoring, Reporting and Verification (MRV) of CO₂ emissions from international aviation, have been developed, which are expected to be adopted by the ICAO Council in June 2018.

Mr. Chairman, having the CORSIA MRV rules in place is the priority for ICAO so that States and airlines will be ready to report emissions from 2019. After that, ICAO will determine eligible emissions units which airlines purchase in order to meet offsetting requirements under CORSIA. ICAO will also continue to provide support to States, including the organization of seminars and development of brochures and on-line tutorials related to CORSIA. Another series of regional seminars are planned in all ICAO regions during the period of March to April 2018.

Capacity building and assistance is a key component for the implementation of climate actions. To date, 104 Member States of ICAO voluntarily prepared and submitted State Action Plans to reduce aviation CO₂ emissions. State Action Plans are important and the means, by which we can follow up the evolution of mitigation measures and their emissions reductions in aviation.

ICAO's capacity building and assistance activities are not possible without partnerships with other organizations such as the European Union (EU), the United Nations Institute for Training and Research (UNITAR), the United Nations Development Programme (UNDP), Global Environmental Facility (GEF), and the United Nations Framework for Climate Change Committee (UNFCCC) on various projects supporting the basket of CO₂ mitigation measures for international aviation.

With the increasing engagement of Member States and in close cooperation with the aviation industry and other international organizations, ICAO will continue to lead in the efforts to reduce CO₂ emissions from international aviation. Thank you, Mr. Chairman.

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