ICAO ENVIRONMENT

**UNITED NATIONS FRAMEWORK CONVENTION ON CLIMATE CHANGE (UNFCCC)**

**Subsidiary Body for Scientific and Technological Advice**
**Sixty-third session (SBSTA63)**

**(Belém, Brazil, 10 to 15 November 2025)**

**Agenda item 13: Emissions from fuel used for international aviation and maritime transport**

**Submission by the International Civil Aviation Organization (ICAO)**

## 1. KEY HIGHLIGHTS OF ICAO ASSEMBLY

1.1 The 42nd Session of the ICAO Assembly, held from 23 September to 3 October 2025, considered the proposals presented by Member States and international organizations on environmental matters, and adopted the associated Assembly Resolution A42-21 on international aviation and climate change and Assembly Resolution A42-22 on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)[1].

1.2 Notably, the Assembly Resolutions reflect important updates on ICAO's progress of work over the last triennium, such as: the implementation of the collective long-term global aspirational goal (LTAG) of net-zero carbon emissions by 2050 adopted by the last Assembly in 2022, the ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF), and other Aviation Cleaner Energies adopted by the third ICAO Conference on Aviation and Alternative Fuels (CAAF/3) in 2023, and the ICAO Roadmap for implementation approved by the Council in 2024, as well as the continued and robust implementation of CORSIA over the last triennium. Further information of the Assembly on environmental matters is available on the ICAO webpage.

1.3 Key highlights of the 42nd Session of the ICAO Assembly include the following:

- The approved **LTAG monitoring and reporting (LMR) methodology** will be implemented to assess progress on aviation $CO_2$ emissions reduction measures toward the LTAG, which is supported by annual **ICAO Stocktaking**, **Tracker Tools** and **States Action Plans**. The ICAO Global Framework and collective aspirational Vision to reduce 5% $CO_2$ emissions through aviation cleaner energies by 2030, will be also monitored and reviewed, with the **convening of CAAF/4 no later than 2028** to update the ambition on the basis of market developments in all regions (Assembly Resolution A42-21, paragraphs 7 to 10).

- The **ICAO sustainability criteria, sustainability certification and assessment of life cycle emissions used under CORSIA** are confirmed as the accepted basis for the eligibility of SAF, LCAF and other aviation cleaner energies for international aviation, emphasizing the importance of facilitating their global scale-up in all regions (A42-21, paragraph 34).

[1] No reservation was filed to Assembly Resolutions A42-21 and A42-22 during the Assembly session.

- States are encouraged to further engage in ICAO activities to **accelerate the analysis and approval of life cycle values for new fuel sources and pathways, and their sustainability certification**, under a globally harmonized approach. Recognizing the current absence of **Sustainability Certification Schemes (SCS) for LCAF**, the Assembly emphasized the importance of accelerating ICAO's evaluation and approval of new SCS, without excluding any particular fuel source, pathway, feedstock or technology (A42-21, paragraph 35). It also highlighted the importance of a global and robust fuel accounting and reporting methodology, including the ongoing ICAO **study on fuel accounting systems for international aviation** (A42-21, paragraph 17).

- The Assembly welcomed substantial achievements under the **ICAO Assistance, Capacity-building and Training for SAF (ACT-SAF) programme**, and requested further collaboration with States and other stakeholders, including the provision of guidance and training, **SAF feasibility and business implementation studies**, and accelerating specific SAF projects. The Assembly also requested for an **ACT-LTAG programme** to extend support to other aviation decarbonization measures, including through State Action Plans, while recognizing the importance of collaborating with regional initiatives and platforms (A42-21, paragraphs 20 to 22).

- The Assembly welcomed the recent launch of **ICAO Finvest Hub**, including the collaboration with the International Renewable Energy Agency (IRENA) and its Energy Transition Accelerator Financing (ETAF) platform, and requested its full operationalization to **facilitate access to funding and investment for aviation clean energy projects**. ICAO will continue to explore partnerships of this nature with other suitable partners from governments, financial institutions and the private sector to facilitate access to financing for aviation decarbonization (A42-21, paragraphs 23 and 24).

- Broad support was expressed for further ICAO action on climate change adaptation to identify potential **impacts of climate change on aviation operations and infrastructure**, and to develop further guidance materials and assistance initiatives to facilitate the development of aviation climate change adaptation plans by States (A42-21, paragraphs 32, 33 and 36).

- Regarding **non-$CO_2$ aviation emissions**, ICAO was requested to continue to provide a forum for enhancing the scientific understanding of aviation's climate impacts beyond $CO_2$ emissions (A42-21, paragraph 26).

- Regarding CORSIA, the Assembly acknowledged the substantial progress achieved, including the **robust implementation of CORSIA**, and welcomed the continued success of the **ICAO ACT-CORSIA programme**, with the contributions and engagement of States.

- The Assembly noted the results of the **2025 CORSIA periodic review** with a focus on the **supply, demand and price of CORSIA eligible fuels and emissions units**, which show the estimated cost of CORSIA implementation to be within the range provided by previous analyses, and requested for regular monitoring and assessment of the supply, demand and price. Recognizing the critical importance of **Letters of Authorization** to facilitate the access and availability of CORSIA eligible emissions units to aeroplane operators, the Assembly encouraged governments hosting activities that generate CORSIA eligible emissions units to expedite the issuance of such letters.

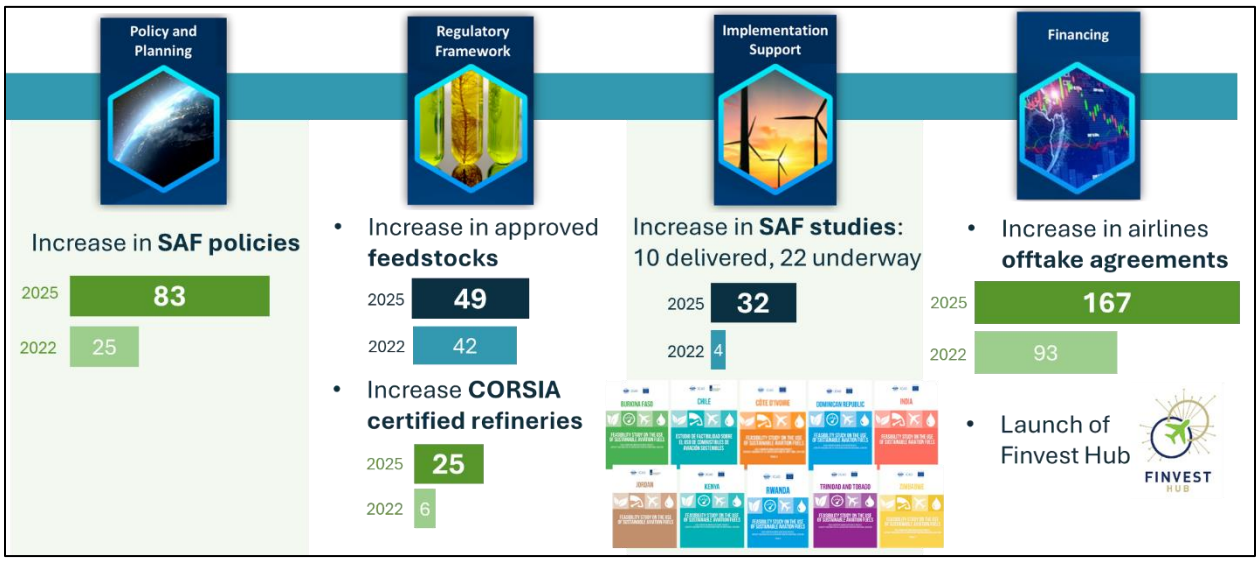
- The Assembly encouraged more States to participate voluntarily in CORSIA to increase its environmental integrity, highlighting that "***CORSIA is the only global market-based measure*** *applying to $CO_2$ emissions from international aviation so as to avoid a possible patchwork of duplicative State or regional MBMs, thus ensuring that international aviation $CO_2$ emissions should be accounted for only once*" (A42-22, paragraph 18).

- In this regard, the Assembly expressed an overwhelming concern with an increasing number of initiatives to collect **taxes from international aviation for the mobilization of revenue for climate change and other purposes**, emphasizing the need for significant financial resources to achieve aviation's clean energy transition (A42-21, paragraph 19). The Assembly recognized that such initiatives would represent **duplicative market-based measures**, leading to double-charging for aviation $CO_2$ emissions, and negatively impacting the implementation of CORSIA and ultimately the LTAG.

1.4 Significant progress achieved under ICAO in the area of climate change over the last triennium sends a clear signal to the international community that the international aviation sector is firmly committed to moving forward on a path toward its decarbonization. This is a period of action, and multi-stakeholder collaboration remains vital to realizing aviation's environmental protection objectives.

## 2. PROGRESS ON THE ICAO ROADMAP FOR IMPLEMENTATION

2.1 ICAO continues to make progress on the ICAO Roadmap for implementation of the CAAF/3 outcomes (i.e. ICAO Global Framework) and the LTAG, whilst recognizing the importance of making a balanced progress between the four interdependent Building Blocks of: 1) policy and planning, 2) regulatory framework, 3) implementation support, and 4) financing. An overview of the significant progress under the four Building Blocks during the last triennium is summarized below.



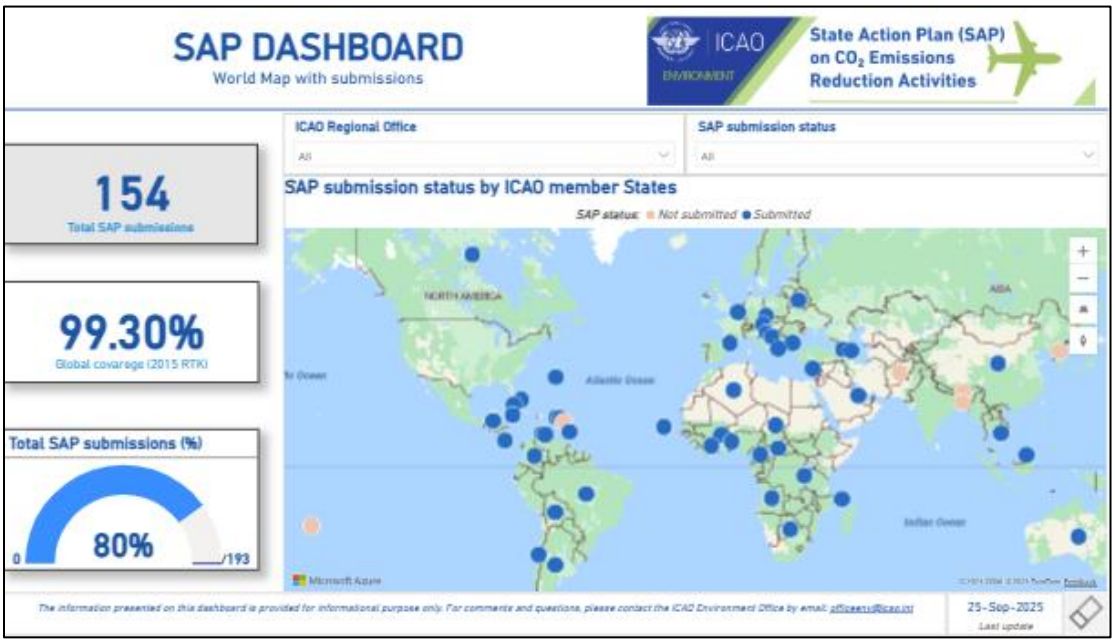

*Progress under the four Building Blocks of ICAO Roadmap in the last triennium*

***Building Block 1 (Policy and Planning) – LMR, Stocktaking, Tracker Tools, SAP***

2.2 The LTAG monitoring and reporting (LMR) methodology, as developed by the ICAO Committee on Aviation Environmental Protection (CAEP) and approved by the ICAO Council, has been implemented as a global monitoring framework to track the quantitative progress of $CO_2$ emissions reductions of the international sector toward the achievement of the LTAG. The LMR methodology combines backward-looking assessments to track actual performance of international aviation, against milestones such as the global aspirational Vision established by CAAF/3, along with forward-looking assessments to provide updated projections toward 2050 (refer to Appendix C to A42-WP/25).

2.3 The LMR further incorporates the monitoring and review of the global aspirational Vision under the ICAO Global Framework to reduce international aviation $CO_2$ emissions by 5% by 2030 through the use of SAF, LCAF and other aviation cleaner energies. The implementation of the LMR methodology will also take into account the convening of CAAF/4 no later than 2028, including possible updates of the global aspirational Vision and the ICAO Global Framework. The LMR will be supported by information from annual ICAO LTAG Stocktaking, Tracker Tools and State Action Plans for aviation $CO_2$ emissions reduction, including the monitoring of progress on means of implementation support and financing.

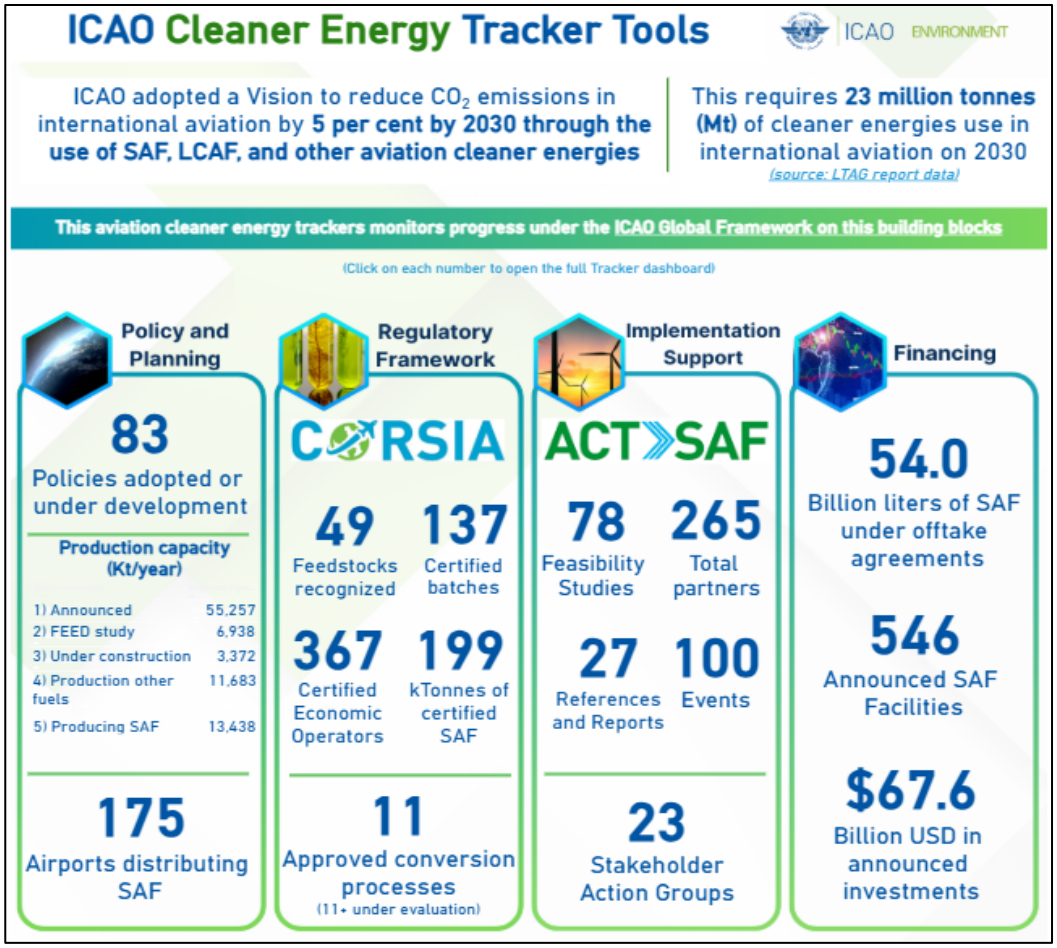
2.4 ICAO continues its collaborative efforts with States to facilitate the development, update and submission of State Action Plans (SAP). As of October 2025, 154 States have submitted their SAPs, covering more than 99 per cent of global air traffic. The strong support of Member States to the ICAO SAP initiative reflects its importance in tracking progress, facilitating access to support, and unlocking financing for aviation decarbonization initiatives. ICAO provides support to States to develop their SAP including through the ICAO *Guidance on the Development of State Action Plans on $CO_2$ Emissions Reduction Activities: Towards LTAG Implementation* (Doc 9988).




*ICAO State Action Plans (SAP) Dashboard*

2.5 ICAO has been undertaking annual LTAG Stocktaking, including the 2025 LTAG Stocktaking as part of the ICAO Aviation Climate Week that took place in June 2025, covering all aspects on the monitoring of progress for aviation $CO_2$ emissions reduction measures. Planning for the 2026 ICAO Aviation Climate Week is underway and is expected to take place in mid-2026 at ICAO Headquarters in Montréal, Canada.

2.6 The evolution on various indicators related to aviation cleaner energies is reflected in the ICAO Cleaner Energy Tracker Tools. Over the last triennium, the Tracker Tools have registered significant increase in the number of SAF policies adopted or under development, airports distributing SAF, approved SAF conversion processes, feedstocks recognized and batches of SAF certified under CORSIA, SAF volumes under offtake agreements, and announced SAF production facilities.




*ICAO Cleaner Energy Tracker Tools*

***Building Block 2 (Regulatory Framework) – CORSIA Framework for SAF and LCAF, and Fuel Accounting System***

2.7 The ICAO Assembly has confirmed that the sustainability criteria, sustainability certification, and the methodology for the assessment of life cycle emissions used for CORSIA eligible fuels should be the accepted basis for the eligibility of SAF, LCAF and other aviation cleaner energies used in international aviation, as requested by the ICAO Global Framework. The Assembly also requested the acceleration of the analysis and approval of life cycle values for new fuel sources and pathways, and their sustainability certification, in line with the CORSIA requirements.

2.8 In light of the outcomes of the Assembly and the request of CAAF/3, ICAO will continue to accelerate the evaluation and approval of new Sustainability Certification Schemes (SCS) for CORSIA eligible fuels (SAF and LCAF), with a view to facilitating broader participation by States, without excluding any particular fuel source, pathway, feedstock or technology.

2.9 As also requested by the Assembly and the Global Framework, ICAO CAEP is undertaking a study of fuel accounting systems for international aviation currently used in the open market, with a view to identifying any possible ICAO role and necessary update to ICAO regulatory frameworks and systems. This work will also support the LMR and should leverage, to the extent possible, existing methodologies and procedures under CORSIA. In this regard, ICAO recently issued an article on the Book and Claim concept to facilitate its understanding and context for aviation fuels.

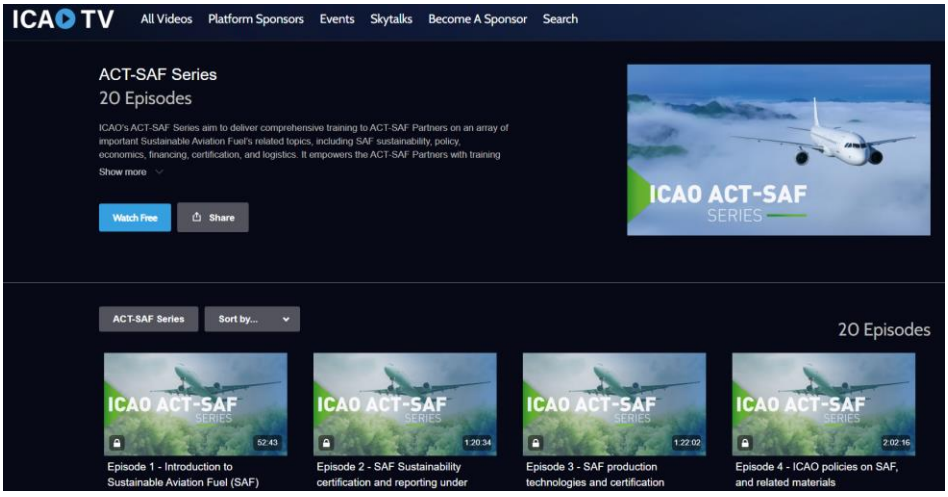
***Building Block 3 (Implementation Support) – ICAO ACT-SAF and ACT-LTAG programmes***

2.10 The achievement of the LTAG requires a robust, targeted and tailored capacity-building and implementation support programme. ICAO and its Member States, industry, academia and other relevant stakeholders continue to collaborate to enhance capacity-building, taking into account the different circumstances of States and regions, and in line with the ICAO *No Country Left Behind* Strategic Goal.

2.11 Launched in 2022, the ICAO Assistance, Capacity-building and Training for SAF (ACT-SAF) programme provides tailored support for States in various stages of SAF development and deployment, facilitates partnerships and cooperation on SAF initiatives under ICAO's coordination, and enables knowledge sharing, and recognition of initiatives worldwide. As of October 2025, there are over 260 ACT-SAF partners as reflected on the ACT-SAF website.


*Overview of ICAO ACT-SAF Partners reflecting a steady increase in participation*

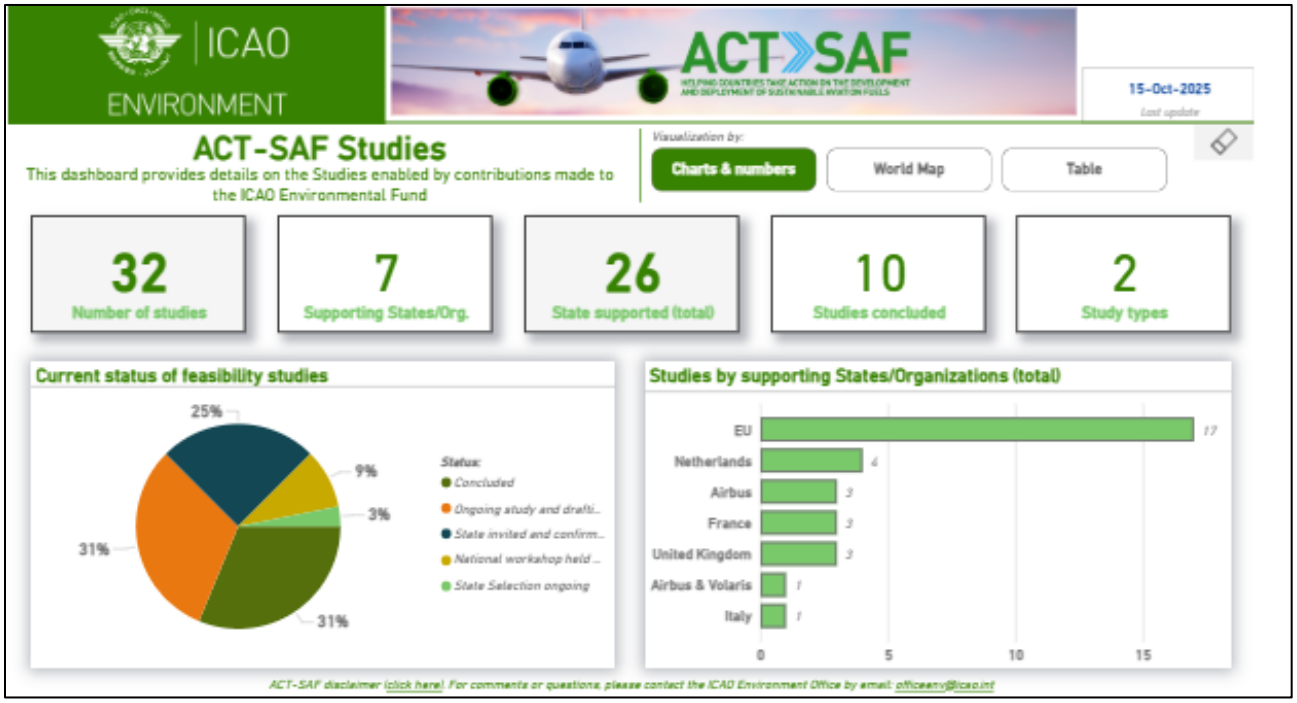
2.12 The **ACT-SAF series of training sessions** deliver comprehensive training to partners on an array of important SAF-related topics; 20 training sessions have been concluded, which are available on ICAO TV (see below). In-person training and workshops have also been provided in a number of States, with the support of the ACT-SAF partners and in coordination with the ICAO Regional Offices.




*ACT-SAF series of training sessions (ICAO TV)*

2.13 There has been significant progress in the **ACT-SAF feasibility and business implementation studies** with 10 studies delivered, including the recent publication of the feasibility studies for Chile, India and Jordan, and 22 more studies in the pipeline. These studies are supported by contributions from the European Union, France, Italy, Netherlands, United Kingdom, Airbus and Volaris. ICAO aims to support 50 studies in total by the end of 2028. As requested by the Assembly, ICAO will build upon ACT-SAF and ACT-CORSIA to create an ACT-LTAG programme that incorporates additional aviation decarbonization measures.


*10 ICAO ACT-SAF studies completed as of October 2025, with 22 more in the pipeline*

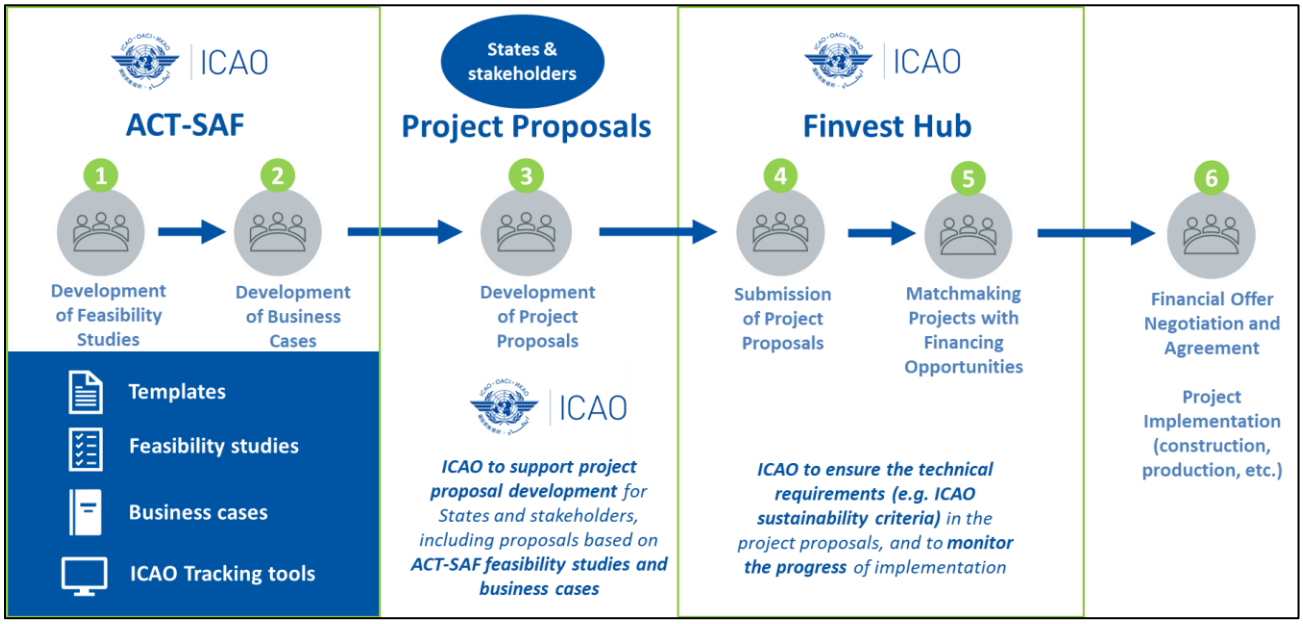



*Dashboard on ICAO ACT-SAF studies*

***Building Block 4 (Financing) – Advocacy & Outreach and ICAO Finvest Hub***

2.14 Access to financial resources is particularly crucial for the deployment of SAF, LCAF and other aviation cleaner energies, as their global scaling-up in support of the LTAG, would require cumulative investments of around USD 3.2 trillion by 2050, according to the ICAO LTAG Report.

2.15 ICAO is enhancing engagement and establishing networks and structured dialogues between Member States, the international finance community and relevant stakeholders, including public and private financial institutions, investors and insurers, as well as the UN and other internationally-recognized funds and investment vehicles, aiming to identify and promote financing and funding opportunities and prioritization for aviation decarbonization projects, in particular for developing countries and States having particular needs.




*Illustrative relationship between ICAO ACT-SAF and ICAO Finvest Hub*

2.16 As requested by the Assembly and the Global Framework, ICAO has launched the Finvest Hub, a platform designed to facilitate access to climate finance by connecting States and project developers with funding opportunities. A Memorandum of Cooperation was signed between ICAO and the International Renewable Energy Agency (IRENA) in October 2024 to explore partnership arrangements to facilitate the identification of financial resources for scaling up SAF, LCAF and other aviation cleaner energy solutions, while ensuring the observance of ICAO technical criteria and requirements (e.g. CORSIA sustainability criteria for SAF and LCAF).

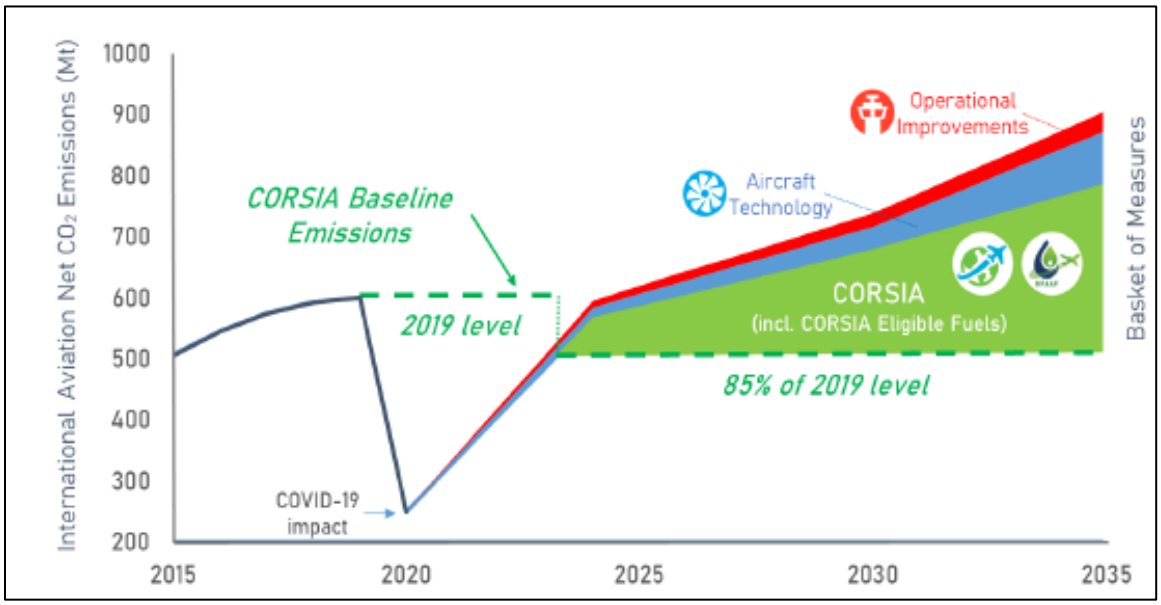
2.17 In September 2025, ICAO and IRENA subsequently reached a partnership agreement and launched the Finvest@ETAF portal, which leverages on IRENA's Energy Transition Accelerator Financing (ETAF) Platform, and tailors it to aviation's unique needs. This collaboration allows aviation cleaner energy projects to be co-presented within both ecosystems, thereby facilitating access to financing. ICAO looks to explore partnerships of this nature with other suitable players from governments, financial institutions and the private sector to facilitate access to financing for aviation decarbonization.

## 3. CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION (CORSIA)

3.1 The 39th Session of the ICAO Assembly in 2016 agreed on CORSIA as the "*only global market-based measure (MBM) applying to $CO_2$ emissions from international aviation so as to avoid a possible patchwork of duplicative State or regional MBMs, thus ensuring that international aviation $CO_2$ emissions should be accounted for only once*". CORSIA complements other aviation in-sector emissions reductions efforts such as technological innovations, operational improvements and aviation cleaner energies to meet the medium-term ICAO global aspirational goal of carbon neutral growth from 2020.

3.2 The 41st Session of the ICAO Assembly in 2022 adopted Resolution A41-22 on CORSIA, containing the adjustments to the CORSIA design features recommended by the ICAO Council following the 2022 CORSIA periodic review, namely:

- CORSIA baseline: using 2019 emissions for the pilot phase (2021 – 2023), and using 85 per cent of 2019 emissions after the pilot phase (2024 – 2035);
- Calculation of CORSIA offsetting requirements: changing the percentage use of the sectoral and individual operator's growth factors as 100 per cent sectoral and 0 per cent individual (for the 2021 – 2032 period), and 85 per cent sectoral and 15 per cent individual (for the 2033 – 2035 period); and
- New entrant threshold: change of reference emissions from 2020 to 2019.




*Contribution of CORSIA towards reducing international aviation net $CO_2$ emissions (with adjusted CORSIA baseline emissions)*

3.3 Work on the 2025 CORSIA periodic review was undertaken in a context of the stability in CORSIA implementation, in comparison with the impact that the COVID-19 pandemic had on the 2022 CORSIA periodic review. Following consideration of ICAO CAEP's technical inputs in June 2025, the ICAO Council presented a report to the 42nd Session of the Assembly on 2025 CORSIA periodic review, focusing on the supply, demand and price of CORSIA eligible fuels and emissions units, and showing the estimated cost of CORSIA implementation to be within the range provided by previous analyses.

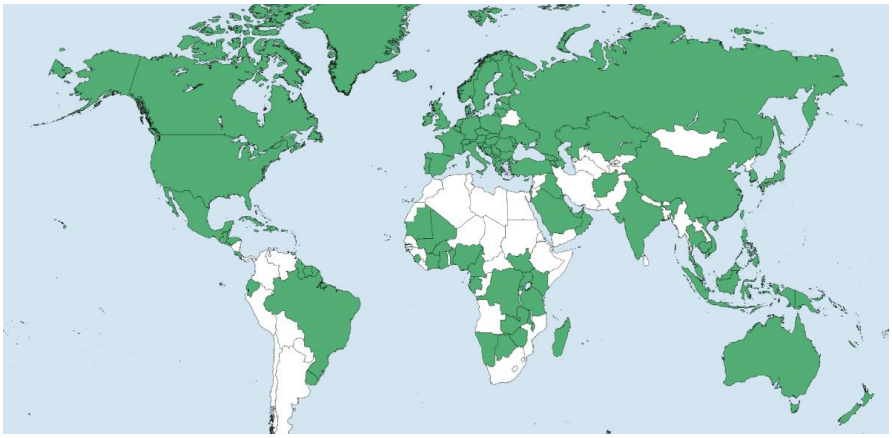
3.4 The CORSIA implementation framework consists of three components: Standards and Recommended Practices (SARPs) in Annex 16 – *Environmental Protection*, Volume IV; guidance in ICAO Doc 9501, *Environmental Technical Manual* (ETM), Volume IV; and five CORSIA Implementation Elements: voluntary participation in CORSIA; CORSIA $CO_2$ Estimation and Reporting Tool (CERT); CORSIA Eligible Fuels; CORSIA Eligible Emissions Units; and CORSIA Central Registry (CCR).

- ***Annex 16, Volume IV*:** In March 2023, the Council adopted Amendment 1 to Annex 16, Volume IV, reflecting the adjustments to the CORSIA design elements in Resolution A41-22 and technical recommendations from ICAO CAEP, and it became applicable as the Second edition of Annex 16, Volume IV on 1 January 2024. The ICAO Council is further considering minor amendments to clarify matters related to the Monitoring, Reporting and Verification (MRV) of $CO_2$, which is expected to be applicable from 1 January 2027.

- ***Doc 9501, Volume IV*:** In October 2023, ICAO published the Third edition of Doc 9501, Volume IV containing technical guidance on CORSIA implementation to support stakeholders in the implementation of the Second edition of Annex 16, Volume IV. The Fourth edition of Doc 9501, scheduled to be published in the last quarter of 2025, will provide further guidance related to CORSIA Eligible Fuels.

***Voluntary participation in CORSIA***

3.5 The ICAO Assembly strongly encouraged more States to voluntarily participate in CORSIA, as more participating States will contribute to the higher environmental integrity of the scheme. The ICAO document CORSIA States for Chapter 3 State Pairs is updated annually to reflect the list of States that define State pairs subject to offsetting requirements in CORSIA in a given year from 2021. The number of volunteer States has steadily increased from an initial 88 States (2021) to 130 States (2026). With the second phase of CORSIA to start from 2027, the number of CORSIA participating States is forecasted to be 134 States (2027).



*Forecasted CORSIA participating States for 2027*

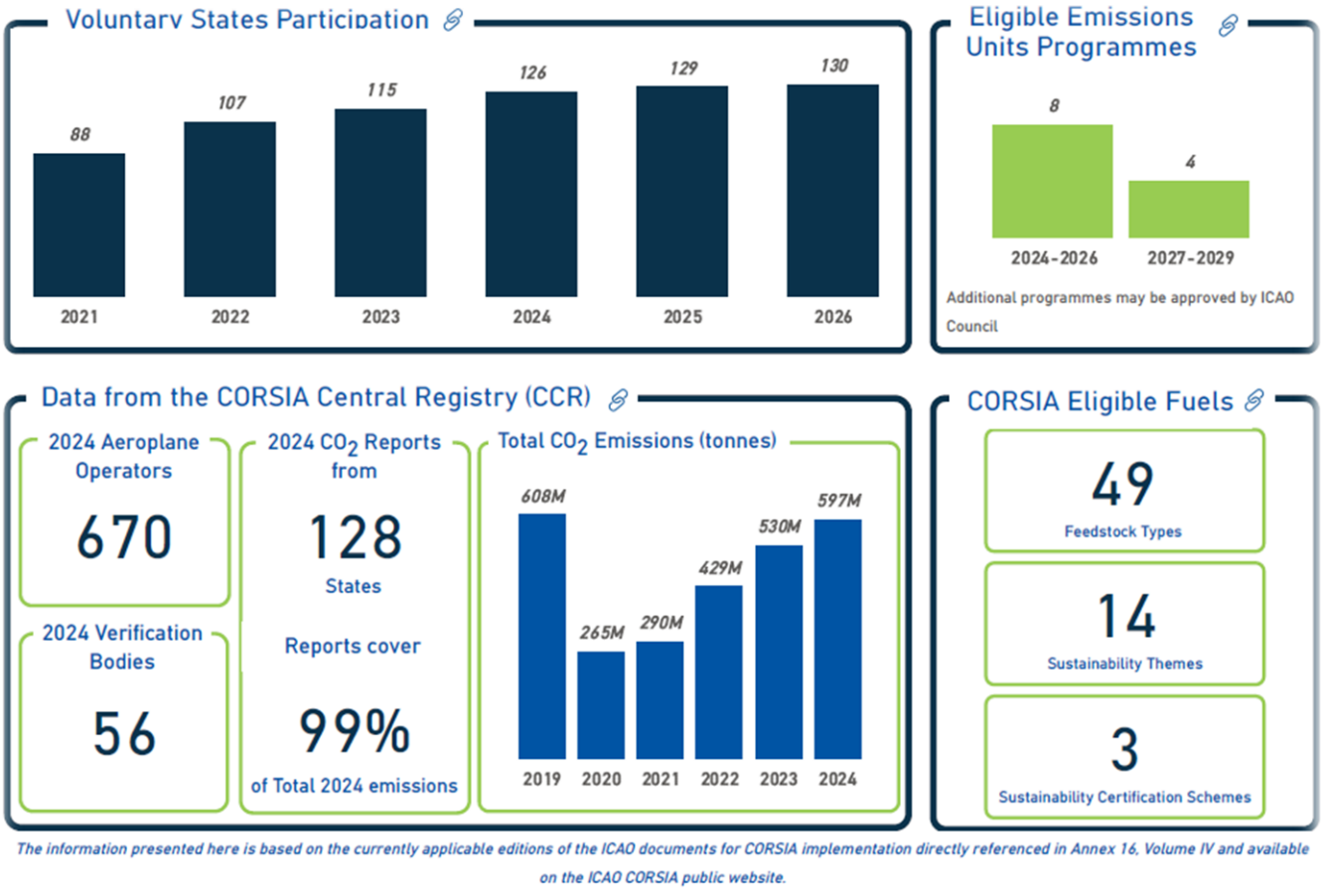
***Monitoring, Reporting and Verification (MRV) of $CO_2$ emissions***

3.6 The robust implementation of CORSIA relies on the consistent MRV of annual $CO_2$ emissions by all aeroplane operators performing international flights. In accordance with the provisions in Annex 16, Volume IV, many operators are eligible to apply simplified procedures for the monitoring and reporting of $CO_2$ emissions through the use of the ICAO CORSIA $CO_2$ Estimation and Reporting Tool (CERT), for which annual updates are developed by ICAO CAEP and approved by the Council.

3.7 Based on the data reported by operators, States are required to submit annual $CO_2$ emissions data to ICAO through the CORSIA Central Registry (CCR), together with information such as: list of operators; verification bodies accredited in States; emissions reductions from CORSIA Eligible Fuels; and cancellation of CORSIA Eligible Emissions Units. This information serves as the basis for the CCR-related ICAO documents published on the ICAO website.

3.8 In 2025, 128 States had reported 2024 $CO_2$ emissions data, covering 99% of total $CO_2$ emissions from international aviation, ICAO filled the emissions gap of 10 States in accordance with the provisions of Annex 16, Volume IV. On the basis of the information reported by States, complemented by the necessary data gap filling procedure, ICAO updated editions of the documents, which were published on the ICAO website on 31 October 2025.

3.9 For 2024 $CO_2$ emissions, the CORSIA sector's growth factor ($SGF_{2024}$) has a positive value, leading in turn to the generation of offsetting requirements for aeroplane operators for the first time since the start of CORSIA implementation. This occurrence, likely to also happen in subsequent years, places an even stronger emphasis on the importance of the timely, continuous and robust implementation of CORSIA MRV system, as ICAO's calculation of the annual SGF values relies on the consistent reporting of annual $CO_2$ emissions data.




*Overview of CORSIA Implementation Elements*

***CORSIA Eligible Fuels (CEFs)***

3.10 An aeroplane operator can reduce its CORSIA offsetting requirements in a given year by claiming emissions reductions from CORSIA Eligible Fuels (CEFs). The five ICAO documents on CEFs have been regularly updated and approved by the ICAO Council, with the approval in June 2025 of the amendments proposed by CAEP/13 Meeting to the ICAO documents on CEFs. In light of the Assembly request to accelerate the global scale-up of CEFs, additional life cycle values for new fuel sources and pathways are expected to be approved by the ICAO Council in November 2025.

***CORSIA Eligible Emissions Units (CEUs)***

3.11 The CORSIA Eligible Emissions Units (CEUs) used by an aeroplane operator to meet its CORSIA offsetting requirements is determined in the ICAO document on CEUs, which is regularly updated and approved by the ICAO Council, considering technical recommendations by the Technical Advisory Body (TAB).

3.12 As a result of the 2025 TAB assessment and consideration of its technical recommendations by the ICAO Council in October 2025, two additional emissions unit programmes (eight programmes in total) are approved as eligible to supply CEUs for the CORSIA first phase (2024-2026 compliance period). In addition, four emissions unit programmes which were already eligible for the CORSIA first phase are approved regarding their eligibility in the 2027-2029 compliance period of the CORSIA second phase.

3.13 TAB will consider the information received from the UNFCCC Secretariat regarding the Paris Agreement Crediting Mechanism (PACM) and undertake an assessment of the mechanism once it is operational, while taking into account paragraph 20 of Assembly Resolution A42-22.

3.14 TAB also provides the ICAO Council with regular updates on potential CEUs supply, noting that market availability of CEUs is subject to their obtaining host country attestation (also known as host country authorization under Article 6 of the Paris Agreement), which is a key measure to avoid double claiming of units used in CORSIA.

3.15 In this regard, the UNFCCC COP 29 in November 2024 finalized the rules under Article 6 of the Paris Agreement, which is important for CORSIA as the governments hosting activities that generate CEUs as approved by the ICAO Council, now have the necessary guidelines for authorizing those units to be used under CORSIA. As such, ICAO actively encourages governments hosting activities that generate CEUs to issue the Letters of Authorization which may facilitate the access and availability of CEUs to aeroplane operators.

***ICAO ACT-CORSIA programme***

3.16 The ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) programme aims to assist all States in CORSIA implementation in a “coordinated approach” under the umbrella of ICAO (Resolution A42-22, paragraph 21 refers).

3.17 The cornerstone of the ACT-CORSIA programme are the Buddy Partnerships, whereby experts from 16 supporting States engage with CORSIA Focal Points from 125 States to support CORSIA implementation in the latter. The 42nd Session of the ICAO Assembly welcomed the continued success of the ACT-CORSIA programme with the contributions and engagement of States, thus recognizing the invaluable contribution of the supporting States providing experts to the programme.

3.18 The effectiveness of the partnerships is reflected by the steady increase in the number of CORSIA volunteer States over the years, as well as in the high coverage of $CO_2$ emissions data submitted by States through the CCR. Future training activities under the programme will place higher emphasis on matters related to CORSIA Eligible Fuels and CORSIA Eligible Emissions Units, as well as on the continuation of robust data reporting by States through the CCR.


*ICAO ACT-CORSIA Buddy Partnerships*

3.19 In addition to the Buddy Partnerships, the ICAO Secretariat provides other important elements of the ACT-CORSIA programme through the development and updates of outreach materials on CORSIA, namely: CORSIA Frequently Asked Questions (FAQs); the monthly issues of the CORSIA Newsletter; and regular updates to CORSIA guide videos – *Navigating CORSIA*.

## 4. UNFCCC – CLIMATE FINANCE

4.1 The UNFCCC COP 29 meeting adopted the new Collective Quantified Goal on Climate Finance (NCQG), an agreement that aims to triple finance to developing countries, with developed countries taking the lead, from the previous goal of USD 100 billion per year, to at least USD 300 billion per year by 2035, and also to secure the efforts of all actors to work together to scale up finance to developing countries, from public and private sources, to the amount of USD 1.3 trillion per year by 2035.

4.2 ICAO has been closely following international discussions and negotiations pertaining to climate finance. This includes proposals under consideration by other UN bodies and organizations, such as the UN Committee of Experts on International Cooperation on Tax Matters, the International Monetary Fund (IMF), and the Global Solidarity Levies Task Force (GSLTF), identifying the aviation and maritime sectors as potential sources for levies and taxes to mobilize climate finance in other sectors.

4.3 In this regard, the 42nd Session of the ICAO Assembly expressed an overwhelming concern with the increasing number of initiatives to collect taxes from international aviation for the mobilization of revenue for climate change and other purposes, emphasizing the need for significant financial resources to achieve aviation's clean energy transition. The Assembly recognized that such initiatives would represent duplicative market-based measures (MBMs), leading to double-charging for aviation $CO_2$ emissions, and negatively impacting the implementation of CORSIA and ultimately the achievement of the LTAG.

4.4 Notably, Assembly Resolution A42-21, paragraph 19 reinforced that "*while recognizing that no effort should be spared to obtain means to support the reduction and stabilization of $CO_2$ emissions from all sources and emphasizing the need for significant financial resources to achieve aviation's clean energy transition and the LTAG,* ***urges that ICAO and its Member States express a clear concern, through the UNFCCC and other relevant processes, on the use of international aviation as a potential source for the mobilization of revenue for climate finance to the other sectors****, in order to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner*."

4.5 Introducing overlapping aviation levies and taxes will increase air travel costs, which could have a particularly negative impact on Small Island Developing States (SIDS) and developing countries with a heavy reliance on tourism and trade by air transport. Such a shift could undermine the economic viability of airlines and tourism-related businesses, hinder socio-economic development, and delay progress towards achieving multiple UN Sustainable Development Goals (SDGs).

— END —