



**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)

ICAO is pleased to bring to this meeting positive news on its recent achievements.

At the High-level Meeting on International Aviation and Climate Change in October, ICAO adopted a Programme of Action - in essence the first globally-harmonized agreement from a sector on a goal to address its CO₂ emissions.

It includes a global commitment for a 2 per cent annual fuel efficiency improvement out to 2050, with a decision to explore more ambitious goals including carbon-neutral growth and emissions reductions, for consideration by the next ICAO Assembly in fall 2010. Member States also agreed on the development of a global CO₂ Standard for aircraft and facilitation of further operational changes to reduce emissions.

Another point of agreement was to develop a framework for market-based measures as well as measures to assist developing States gaining access to financial resources, technology transfer and capacity building. The fact that States agreed to submit their action plans and annual reporting on international aviation CO₂ emissions to ICAO will allow the Organization to regularly report CO₂ emissions to the UNFCCC.

The ICAO Conference on Aviation and Alternative Fuels held in November established a Declaration and a Global Framework which highlights the achievements and milestones on the road to 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 by more than 50 per cent.

The ICAO Council's Committee on Aviation Environmental Protection (CAEP) continued to progress on establishing medium and long-term fuel burn goals relating to technological development and operational measures, which were incorporated into the assessment of future CO₂ emissions trends and fuel efficiency improvements of the global aviation system.

CAEP is also continuing its technical work on mitigation measures, including the development of a global CO₂ Standard for aircraft and updated operational guidance material for minimizing fuel consumption and hence CO₂ emissions.

The use of the ICAO Carbon Emissions 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. ICAO is also consulting with the IPCC WG-I on the issue of non-CO₂ multipliers.

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 more "concrete actions, tangible global results".

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