

Ref.: 338/19

October 2, 2019

Dear Mrs. Secretary General,

I have the honor to send you, as Secretary General of the 40th Session of the ICAO Assembly, "A statement on the reservations of the Russian Federation on the text of resolutions 16/1. *Consolidated statement of continuing ICAO policies and practices related to environmental protection - Climate change*, and 17/1. *Consolidated statement of continuing ICAO policies and practices related to environmental protection - Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)*).

I would like to inform you that delegation of the Russian Federation with deep disappointment notes that its proposals to a number of provisions of the aforementioned draft resolutions, drafted in cooperation with the delegation of the People's Republic of China and the Republic of India, were rejected without due discussion in violation of Rules 38 and 39 of the *Standing Rules of Procedure of the Assembly of the International Civil Aviation Organization* (Doc 7600), despite the fact that they have been supported by number of delegations of Member States in the course of the Executive Committee. We consider this as a disrespect to the position of the sovereign States, and we would like to express our sincere hope that the proposals of the Russian Federation will be objectively reflected in the minutes and reports of the 40th Assembly session (Executive Committee meetings and Plenary sessions).

We also note unprecedentedly disrespectful nature of conducting meetings by the Chairman of Executive committee, where the statements of all Member States, without exception, were rudely interrupted by the switching off the microphone, based on the personal Chairman's decision to set one-minute length of speeches without the Assembly's approval, which is also a violation of rule 37 of the *Standing Rules of Procedure of the Assembly* (Doc 7600). In this regard we express our resolute protest.

Taking into account the fact that the position and opinion of sovereign States have been ignored, the delegation of the Russian Federation would like to inform the Assembly of its disagreement with the text of the preamble paragraphs: 10, 13, 19, 24, 26, 29, and also with the

resolving clause: 2 (a), 7, 8, 9, 13, 15, 22 (c), 23 (c), 23 (d), 25 (c), 25 (f) and 26 of the resolution 16/1. *Consolidated statement of continuing ICAO policies and practices related to environmental protection - Climate change*. We also believe that the Annex to this resolution has to be moved to a new resolution, which will replace the A39-3 resolution.

Taken into account the large number of comments on the text of the 17/1. *Consolidated statement of continuing ICAO policies and practices related to environmental protection - Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)* the Russian Federation declares that does not find affordable to join this Resolution as whole and intends, when find it fit, to apply provisions of the Article 38 of the Convention on the International Civil Aviation with regard to SARPS of the Volume IV of the Annex 16 to the Chicago Convention.

Together with it, the delegation of the Russian Federation would like to inform the Assembly that will be ready to continue discussion on possible option of the global incentives economic measures which is aimed to a real reduction of the greenhouse gases emissions in the sector of international civil aviation, and which are entirely meets the ICAO Strategic Objectives and UN Sustainable Development Goals.

Please, accept, Mrs. Secretary General, assurances of my highest consideration.

Attachment: 1. Statement on the Reservations of the Russian Federation concerning Resolutions 16/1. *Consolidated statement of continuing ICAO policies and practices related to environmental protection - Climate change*, and 17/1. *Consolidated statement of continuing ICAO policies and practices related to environmental protection - Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)* on 26 pages.

Sergey Gudkov

Representative of the Russian Federation
on the Council of ICAO

Dr. Fang Liu
Secretary General of ICAO
Suite 12.15

**STATEMENT: THE RUSSIAN FEDERATION'S RESERVATIONS ON THE TEXT OF
RESOLUTIONS**

16/1. CONSOLIDATED STATEMENT OF CONTINUING ICAO POLICIES AND PRACTICES RELATED TO ENVIRONMENTAL PROTECTION – CLIMATE CHANGE

AND

17/1. CONSOLIDATED STATEMENT OF CONTINUING ICAO POLICIES AND PRACTICES RELATED TO ENVIRONMENTAL PROTECTION – CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION (CORSA)

Dear Secretary General,

The Russian delegation would like to take this opportunity to assure you and the participants of the 40th session of the Assembly that the Government of the Russian Federation is devoting the most careful attention to matters of climate change and on 23 September 2019 adopted the Resolution to ratify the Paris Agreement. At the same time, we firmly believe that the international aviation community in response to the global challenge of climate change should focus its efforts on actions aimed at a real decrease in CO₂ emissions through technological development of the industry, while maintaining as the top priority the goal of increase the global level of safety.

To our sincere and deep disappointment, we must state the fact that the proposals of the Russian Federation, developed in cooperation with the delegation of the People's Republic of China and supported by India, to some of the provisions of drafts of Resolutions 16/1. *The consolidated statement of continuing ICAO policies and practices related to environmental protection – climate change* and 17/1. *Consolidated statement of continuing ICAO Policies and Practices Related to Environmental Protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)* were rejected without due discussion in violation of rules 38 and 39 of the Standing Rules of Procedure of the Assembly (Doc 7600) despite the fact that these proposals were supported by several States. We view that as a sign of disrespect for the position of sovereign States, officially expressed during the Assembly.

Once again, we wish to reiterate that, in our opinion, implementing CORSA:

- a. will lead to increased rates of emissions in the sector of international civil aviation and will have exclusively negative consequences for the implementation of ICAO's strategic goals: Flight Safety, Environmental Protection, and Economic Development of Air Transport.
- b. will cause serious distortions in market relationships and stimulate unscrupulous competition, which contradicts the spirit and letter of the Chicago Convention, as well as UN Sustainable Development Goals;
- c. become a tool for using international civil aviation as a funding source for climate-activity in other industrial sectors.

In this connection, the delegation of the Russian Federation would like to inform the Assembly of our disagreement with the language in paragraphs of the preamble: 10, 13, 19, 24, 26, 29, and with the language in items: 2 (a), 7, 8, 9, 13, 15, 22 (c), 23 (c), 23 (d), 25 (c), 25 (f) and 26 of the body of Resolution 16/1. *The consolidated statement of continuing ICAO policies and practices related to environmental protection – climate change*. We also think that the Appendix on Guiding Principles of developing and implementing market-based measures (MBM) for international aviation should be moved to a resolution replacing Resolution A39-3.

Taking into account the large number of comments on the text of 17/1 *Consolidated statement of continuing ICAO Policies and Practices Related to Environmental Protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*, the Russian Federation hereby states that it does not find it possible to join this resolution as a whole and intends, when it sees fit, to apply the provisions of Article 38 of the Convention on International Civil Aviation in terms of SARPS of Annex 16, Vol IV to the Chicago Convention.

At the same time, the delegation of the Russian Federation hereby announces that it is willing at any time to continue discussing the option of global measures of economic stimulus aimed at a real decrease in GHG emissions in the sector of international civil aviation and fully compliant with ICAO strategic goals and UN sustainable development goals.

We are forwarding this information so that the reservations above may be reflected in the document with the Assembly resolutions in effect (as of 4 October 2019) (Appendix A), and the text of the statement mentioned in presentations and the minutes of the 40th Assembly (meeting of the Executive Committee and Plenary Sessions).

Accept, Madam...

Enclosures:

1. Text of Resolution A40-XX. *The consolidated statement of continuing ICAO policies and practices related to environmental protection – climate change* and proposed amendments, 12 pages.
2. Text of Resolution A40-XX. *Consolidated statement of continuing ICAO Policies and Practices Related to Environmental Protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)* and proposed amendments, 11 pages.

On behalf of the delegation of the Russian Federation at the 39th Assembly,

S. Gudkov
Russian Federation Representative to ICAO

APPENDIX

**Resolution ~~A40-Z~~
A39-3: Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) ~~Global Market-based Measure (GMBM) scheme~~**

Whereas Assembly Resolution A38-18 decided to develop a global market-based measure (GMBM) scheme for international aviation, for decision by the 39th Session of the Assembly;

Recalling that Assembly Resolution A38-18 requested the Council, with the support of Member States, to identify the major issues and problems, including for Member States, and make a recommendation on a GMBM scheme that appropriately addresses them and key design elements, including a means to take into account special circumstances and respective capabilities, and the mechanisms for the implementation of the scheme from 2020 as part of a basket of measures which also include technologies, operational improvements and sustainable aviation fuels to achieve ICAO's global aspirational goals;

Whereas Assembly Resolution A39-3 decided to implement a GMBM scheme in the form of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) as part of a basket of measures which also include aircraft technologies, operational improvements and sustainable aviation fuels to achieve ICAO's global aspirational goals;

Recalling that Assembly Resolution A38-18 requested the Council, with the support of Member States, to finalize the work on the technical aspects, environmental and economic impacts and modalities of the possible options for a GMBM scheme, including on its feasibility and practicability, taking into account the need for development of international aviation, the proposal of the aviation industry and other international developments, as appropriate, and without prejudice to the negotiations under the UNFCCC;

Also recalling that Assembly Resolution A38-18 requested the Council, with the support of Member States, to identify the major issues and problems, including for Member States, and make a recommendation on a GMBM scheme that appropriately addresses them and key design elements, including a means to take into account special circumstances and respective capabilities, and the mechanisms for the implementation of the scheme from 2020 as part of a basket of measures which also include technologies, operational improvements and sustainable alternative fuels to achieve ICAO's global aspirational goals;

Recognizing that ICAO is the appropriate forum to address emissions from international aviation, and the significant amount of work undertaken by the Council, its Advisory Group on CORSA (AGC), its Technical Advisory Body (TAB) ~~Environment Advisory Group (EAG)~~ and its Committee on Aviation Environmental Protection (CAEP) to support the implementation of CORSA ~~develop a recommendation for a GMBM scheme and its design elements and implementation mechanisms, including the analyses of various approaches for distribution of obligations;~~

Welcoming the adoption of the first edition of Annex 16 – *Environmental Protection*, Volume IV – *CORSA*, the provisions of which include Monitoring, Reporting and Verification (MRV) procedures for CORSA;

Also welcoming the publication of the first edition of *Environmental Technical Manual (ETM, Doc 9501)*, Volume IV – *Procedures for demonstrating compliance with the CORSA*;

Welcoming the progress made for the development of ICAO CORSIA Implementation Elements, which are reflected in 14 ICAO documents directly referenced in Annex 16, Volume IV, containing materials that are approved by the Council, and are essential for the implementation of CORSIA;

Also welcoming the establishment by the Council of the Technical Advisory Body (TAB), with the mandate to make recommendations to the Council on the CORSIA eligible emissions units;

Recognizing the importance of a coordinated approach for capacity building activities by ICAO and its Member States, in cooperation with the aviation industry, to support the implementation of CORSIA, in particular through the ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) programme that includes the organization of seminars, development of outreach materials, and establishment of CORSIA partnerships among States;

Welcoming the increasing number of announcements by Member States of their intention to voluntarily participate in CORSIA in the pilot phase from 2021;

Recognizing that strong capacity-building activities can facilitate the decision of Member States to voluntarily participate in CORSIA;

~~*Further recalling* that Assembly Resolution A38-18 requested the Council, with the support of Member States, to organize seminars, workshops on a GMBM scheme for international aviation participated by officials and experts of Member States as well as relevant organizations;~~

~~*Recognizing* the convening of two rounds of Global Aviation Dialogues (GLADs) seminars held in 2015 and 2016 for all regions;~~

Noting the support of the aviation industry for CORSIA as a single global carbon offsetting scheme, as opposed to a patchwork of State and regional MBMs, as a cost effective measure to complement a broader package of measures including technology, operations and infrastructure measures;

Recognizing that MBMs should not be duplicative and international aviation CO₂ emissions should be accounted for only once;

Emphasizing that the decision by the 39th ~~38th~~ Session of the Assembly to implement the CORSIA ~~develop a global MBM scheme for international aviation~~ reflects the strong support of Member States for a global solution for the international aviation industry, as opposed to a possible patchwork of State and regional MBMs;

Reaffirming the concern with the use of international civil aviation as a potential source for the mobilization of revenue for climate finance to the other sectors, and that MBMs should ensure the fair treatment of the international aviation sector in relation to other sectors;

Recalling the United Nations Framework Convention on Climate Change (UNFCCC) and the Paris Agreement and *acknowledging* its principle of common but differentiated responsibilities and respective capabilities, in light of different national circumstances;

Also acknowledging the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention;

~~Welcoming the adoption of the Paris Agreement under the UNFCCC and recognizing~~
~~Recognizing~~ that the work related to ~~CORSIA a global MBM scheme for international aviation~~ and its implementation will contribute to the achievement of the goals set out in the Paris Agreement ~~adopted under the UNFCCC;~~

□
Whereas the UNFCCC and the Paris Agreement provide for mechanisms, such as the Clean Development Mechanism (CDM) and a new market mechanism under the Paris Agreement, to contribute to the mitigation of GHG emissions to support sustainable development, which benefit developing States in particular;

~~Welcoming the cooperation between the United Nations Framework Convention on Climate Change (UNFCCC) and ICAO on the development of CDM methodologies for aviation;~~

~~Recognizing~~ that this Resolution does not set a precedent for or prejudice the outcome of negotiations under the UNFCCC, the Paris Agreement, or other international agreements, nor represent the position of the Parties to the UNFCCC, the Paris Agreement, or other international agreements;

The Assembly:

1. ~~Resolves~~ that this Resolution, together with Resolution ~~A40-X A39-1: Consolidated statement of continuing ICAO policies and practices related to environmental protection - General provisions, noise and local air quality~~ and Resolution ~~A40-Y A39-2: Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change~~, supersede Resolutions ~~A39-1, A39-2 and A39-3 A38-17 and A38-18~~ and constitute the consolidated statement of continuing ICAO policies and practices related to environmental protection;
2. ~~Acknowledges~~ the progress achieved on all elements of the basket of measures available to address CO₂ emissions from international aviation, including aircraft technologies, operational improvements, sustainable aviation ~~alternative~~ fuels and ~~CORSIA a GMBM scheme and any other measures~~, and ~~affirms~~ the preference for the use of aircraft technologies, operational improvements and sustainable aviation ~~alternative~~ fuels that provide the environmental benefits within the aviation sector;
3. ~~Also acknowledges~~ that, despite this progress, the environmental benefits from aircraft technologies, operational improvements and sustainable aviation ~~alternative~~ fuels may not deliver sufficient CO₂ emissions reductions to address the growth of international air traffic, in time to achieve the global aspirational goal of keeping the global net CO₂ emissions from international aviation from 2020 at the same level;
4. ~~Emphasizes~~ the role of ~~CORSIA a GMBM scheme~~ to complement a broader package of measures to achieve the global aspirational goal, without imposing inappropriate economic burden on international aviation;
5. ~~Decides~~ ~~Recalls~~ its decision at the 39th Session to implement a GMBM scheme in the form of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) to address any annual increase in total CO₂ emissions from international civil aviation (i.e. civil aviation flights that depart in one country and arrive in a different country) above the 2020 levels, taking into account special circumstances and respective capabilities;
6. ~~Requests~~ the Council to continue to ensure all efforts to make further progress on aircraft technologies, operational improvements and sustainable aviation ~~alternative~~ fuels be taken by Member States and reflected in their action plans to address CO₂ emissions from international aviation, and to monitor and report the progress on implementation of action plans, and that a methodology should be

developed to ensure that an ~~aircraft~~ ~~operator's~~ offsetting requirements under the scheme in a given year can be reduced through the use of CORSIA eligible fuels (i.e., CORSIA sustainable aviation fuels and CORSIA lower carbon aviation fuels) ~~sustainable alternative fuels~~, so that all elements of the basket of measures are reflected;

7. *Request* the Council to continuously monitor the implementation of all elements of the basket of measures, and consider the necessary policies and actions to ensure that progress is achieved in all of the elements in a balanced way with an increasing percentage of emissions reductions accruing from non-MBM measures over time;

8. *Acknowledges* special circumstances and respective capabilities of States, in particular developing States, in terms of vulnerability to the impacts of climate change, economic development levels, and contributions to international aviation emissions, among other things, while minimizing market distortion;

9. *Decides* *Recalls* its decision at the 39th Session on the use of a phased implementation for the CORSIA to accommodate the special circumstances and respective capabilities of States, in particular developing States, while minimizing market distortion, as follows:

- a) Pilot phase applies from 2021 through 2023 to States that have volunteered to participate in the scheme. States participating in this phase may determine the basis of their ~~aircraft~~ ~~operator's~~ offsetting requirements from paragraph 11 e) i) below;
- b) First phase applies from 2024 through 2026 to States that voluntarily participate in the pilot phase, as well as any other States that volunteer to participate in this phase, with the calculation of offsetting requirements in paragraph 11 a) below;
- c) All States are strongly encouraged to voluntarily participate in the pilot phase and the first phase, noting that developed States, which have already volunteered, are taking the lead, and that several other States have also volunteered;
- d) The Secretariat will make public on the ICAO website updated information on the States that volunteered to participate in the pilot phase and first phase;
- e) Second phase applies from 2027 through 2035 to all States that have an individual share of international aviation activities in RTKs in year 2018 above 0.5 per cent of total RTKs or whose cumulative share in the list of States from the highest to the lowest amount of RTKs reaches 90 per cent of total RTKs, except Least Developed Countries (LDCs), Small Island Developing States (SIDS) and Landlocked Developing Countries (LLDCs) unless they volunteer to participate in this phase;
- f) States that are exempted or have not yet participated are strongly encouraged to voluntarily participate in the scheme as early as possible, in particular those States that are members of a regional economic integration organization. States who decide to voluntarily participate in the scheme, or decide to discontinue the voluntary participation from the scheme, may only do so from 1 January in any given year and they shall notify ICAO of their decision by no later than 30 June of the preceding year;
- g) Starting in 2022, the Council will conduct a review of the implementation of the CORSIA every three years, including its impact on the growth of international aviation, which serves as an important basis for the Council to consider whether it is necessary to make adjustments to the next phase or compliance cycle and, as appropriate, to recommend such adjustments to the Assembly for its decision;

10. *Decides* *Recalls* its decision at the 39th Session that the CORSIA shall apply to all ~~aircraft~~ ~~aircraft~~ operators on the same routes between States with a view to minimizing market distortion, as follows:

- a) all international flights on the routes between States, both of which are included in the CORSIA by paragraph 9 above, are covered by the offsetting requirements of the CORSIA;
- b) all international flights on the routes between a State that is included in the CORSIA and another State that is not included in the CORSIA by paragraph 9 above are exempted from the offsetting requirements of the CORSIA, while retaining simplified reporting requirements; and
- c) all international flights on the routes between States, both of which are not included in the CORSIA by paragraph 9 above, are exempted from the offsetting requirements of the CORSIA, while retaining simplified reporting requirements;

11. *Decides* *Recalls* its decision at the 39th Session that the amount of CO₂ emissions required to be offset by an ~~aircraft~~ ~~aircraft~~ operator in a given year from 2021 is calculated every year as follows:

- a) an ~~aircraft~~ ~~aircraft~~ operator's offset requirement = [% Sectoral × (an ~~aircraft~~ ~~aircraft~~ operator's emissions covered by CORSIA in a given year × the sector's growth factor in the given year)] + [% Individual × (an ~~aircraft~~ ~~aircraft~~ operator's emissions covered by CORSIA in a given year × that ~~aircraft~~ ~~aircraft~~ operator's growth factor in the given year);
- b) where the sector's growth factor = (total emissions covered by CORSIA in the given year – average of total emissions covered by CORSIA between 2019 and 2020) / total emissions covered by CORSIA in the given year;
- c) where the ~~aircraft~~ ~~aircraft~~ operator's growth factor = (the ~~aircraft~~ ~~aircraft~~ operator's total emissions covered by CORSIA in the given year – average of the ~~aircraft~~ ~~aircraft~~ operator's emissions covered by CORSIA between 2019 and 2020) / the ~~aircraft~~ ~~aircraft~~ operator's total emissions covered by CORSIA in the given year;
- d) where the % Sectoral = (100% – % Individual) and;
- e) where the % Sectoral and % Individual will be applied as follows:
 - i) from 2021 through 2023, 100% sectoral and 0% individual, though each participating State may choose during this pilot phase whether to apply this to:
 - a) an ~~aircraft~~ ~~aircraft~~ operator's emissions covered by CORSIA in a given year, as stated above, or
 - b) an ~~aircraft~~ ~~aircraft~~ operator's emissions covered by CORSIA in 2020;
 - ii) from 2024 through 2026, 100 % sectoral and 0% individual;
 - iii) from 2027 through 2029, 100 % sectoral and 0% individual;
 - iv) from 2030 through 2032, at least 20% individual, with the Council recommending to the Assembly in 2028 whether and to what extent to adjust the individual percentage;

- v) from 2033 through 2035, at least 70% individual, with the Council recommending to the Assembly in 2028 whether and to what extent to adjust the individual percentage;
- f) the aeroplane ~~aircraft~~-operator's emissions and the total emissions covered by CORSIA in the given year do not include emissions exempted from the scheme in that year;
- g) the scope of emissions in paragraphs 11 b) and 11 c) above will be recalculated at the start of each year to take into account routes to and from all States that will be added due to their voluntary participation or the start of a new phase or compliance cycle;

12. ~~Decides~~ *Recalls* its decision at the 39th Session that a new entrant¹ is exempted from the application of the CORSIA for three years or until the year in which its annual emissions exceed 0.1 per cent of total emissions in 2020, whichever occurs earlier. From the subsequent year, the new entrant is included in the scheme and treated in the same way as the other aeroplane ~~aircraft~~-operators;

13. ~~Decides~~ *Recalls* its decision at the 39th Session that, notwithstanding with the provisions above, the CORSIA does not apply to low levels of international aviation activity with a view to avoiding administrative burden: aeroplane ~~aircraft~~-operators emitting less than 10,000 metric tonnes of CO₂ emissions from international aviation per year; aeroplane ~~aircraft~~-with less than 5,700 kg of Maximum Take Off Mass (MTOM); or humanitarian, medical and firefighting operations;

14. ~~Decides~~ *Recalls* its decision at the 39th Session that the emissions that are not covered by the scheme, as the results of phased implementation and exemptions, are not assigned as offsetting requirements of any aeroplane ~~aircraft~~-operators included in the scheme;

15. ~~Notes~~ the work of the Council, with the technical contribution of CAEP, on: a) the monitoring, reporting and verification (MRV) system; b) recommended criteria for emissions units to be purchased by aircraft operators that take into account developments in the UNFCCC process; c) and registries under the CORSIA, and ~~requests~~ the Council, with the technical contribution of CAEP, to complete its work as soon as possible including the provision of capacity building and assistance, so as to enable the full implementation of the CORSIA from 2020;

1546. ~~Decides~~ *Recalls* its decision at the 39th Session on a three year compliance cycle, starting with the first cycle from 2021 to 2023, for aeroplane ~~aircraft~~-operators to reconcile their offsetting requirements under the scheme, while they report the required data to the authority designated by the aeroplane ~~aircraft~~-operator's State of registry every year;

1647. ~~Decides~~ *Recalls* its decision at the 39th Session on the need to provide for safeguards in the CORSIA to ensure the sustainable development of the international aviation sector and against inappropriate economic burden on international aviation, and *requests* the Council to decide the basis and criteria for triggering such action and identify possible means to address these issues;

1748. ~~Decides~~ *Recalls* its decision at the 39th Session that a periodic review of the CORSIA is undertaken by the Council, with the technical contribution of CAEP, for consideration by the Assembly, every three years from 2022 for the purpose referred to in paragraph 9 g) above and to contribute to the sustainable development of the international aviation sector and the effectiveness of the scheme. This will involve, inter alia:

¹ A new entrant is defined as any aeroplane ~~aircraft~~-operator that commences an aviation activity falling within the scope of Annex 16, Volume IV ~~the scheme~~ on or after its entry into force and whose activity is not in whole or in part a continuation of an aviation activity previously performed by another aeroplane ~~aircraft~~-operator.

- a) assessment of: progress towards achieving the ICAO's global aspirational goal; the scheme's market and cost impact on States and ~~aeroplane~~ ~~aircraft~~-operators and on international aviation; and the functioning of the scheme's design elements;
- b) consideration of the scheme's improvements that would support the purpose of the Paris Agreement, in particular its long-term temperature goals; and update the scheme's design elements to improve implementation, increase effectiveness, and minimize market distortion, taking into account the consequential impact of changing the scheme's design elements, e.g., to MRV requirements; and
- c) a special review by the end of 2032 on termination of the scheme, its extension or any other improvements of the scheme beyond 2035, including consideration of the contribution made by aircraft technologies, operational improvements and sustainable ~~aviation~~ ~~alternative~~-fuels towards achieving the ICAO's environmental objectives;

1819. *Determines* that the CORSIA ~~or any other scheme decided by the Assembly~~ is to be the only global market-based measure applying to CO₂ emissions from international aviation so as to avoid a possible patchwork of duplicative State or regional MBMs, thus ensuring that international aviation CO₂ emissions should be accounted for only once;

1920. *Requests* the following actions be taken, ~~with a view to establishing necessary mechanisms~~ for implementation of the CORSIA ~~from 2020~~:

- a) the Council, with the technical contribution of CAEP, to update the Annex 16, Volume IV and Environmental Technical Manual, Volume IV, as appropriate;
- b) the Council, with the technical contribution of CAEP, to continue to develop and update the ICAO CORSIA documents referenced in Annex 16, Volume IV related to: ICAO CORSIA CO₂ Estimation and Reporting Tool; CORSIA eligible fuels; CORSIA emissions units criteria (EUC); and CORSIA Central Registry, as appropriate;
- c) the Council to develop and update the ICAO CORSIA document referenced in Annex 16, Volume IV related to the eligible emissions units for use by the CORSIA, considering the recommendations of the TAB;
- d) the Council to establish, by early 2020, and maintain the CORSIA Central Registry under the auspices of ICAO to enable the reporting of relevant information from Member States to ICAO;
- e) the Council to continue to oversee the implementation of the CORSIA, with support provided by the AGC and CAEP, as appropriate; and
- f) Member States to take the necessary action to ensure that national policies and regulatory frameworks are established for the compliance and enforcement of the CORSIA, in accordance with the timeline set forth by Annex 16, Volume IV;

~~Regarding the implementation of the MRV system,~~

- ~~a) the Council to develop, with the technical contribution of CAEP, the SARPs and related guidance material for the implementation of the MRV system under the CORSIA, including simplified MRV procedures, for adoption by the Council by 2018;~~

- ~~b) all Member States whose aircraft operator undertakes international flights to develop the necessary arrangements, in accordance with the MRV SARPs, for implementation from 1 January 2019;~~

~~Regarding the Emissions Unit Criteria (EUC),~~

- ~~e) the Council to develop, with the technical contribution of CAEP, the SARPs and related guidance material for Emissions Unit Criteria (EUC) to support the purchase of appropriate emissions units by aircraft operators under the scheme, taking into account relevant developments in the UNFCCC and Article 6 of the Paris Agreement, for adoption by the Council as soon as possible but not later than 2018;~~
- ~~d) the Council to establish, with the technical contribution of CAEP, a standing technical advisory body on the Emissions Unit Criteria (EUC) to make recommendations to the Council on the eligible emissions units for use by the CORSIA;~~
- ~~e) the Council, with the technical contribution of CAEP, to periodically review the EUC SARPs and related guidance material, as appropriate, to promote compatibility with future relevant decisions under the Paris Agreement;~~

~~Regarding the establishment of Registries,~~

- ~~f) the Council to develop, with the technical contribution of CAEP, policies and related guidance material to support the establishment of registries under the scheme, for adoption by the Council by 2018;~~
- ~~g) the Council to establish a consolidated central registry under the auspices of ICAO, for operationalization no later than 1 January 2021;~~
- ~~h) Member States to develop necessary arrangements for the establishment of their own registries or group registries established by groups of States, or to arrange for participation in other registries, in accordance with the ICAO guidance;~~

~~Regarding the governance of the CORSIA,~~

- ~~i) the Council to oversee the functioning of the CORSIA, with support provided by the standing technical advisory body and CAEP as needed;~~

~~Regarding the regulatory framework,~~

- ~~j) Member States to take necessary action to ensure that the necessary national policies and regulatory framework be established for the compliance and enforcement of the scheme by 2020.~~

2024. *Decides* *Recalls* its decision at the 39th Session that emissions units generated from mechanisms established under the UNFCCC and the Paris Agreement are eligible for use in CORSIA, provided that they align with decisions by the Council, with the technical contribution of TAB and CAEP, including on avoiding double counting and on eligible vintage and timeframe;

2122. *Decides* that ICAO and Member States take all necessary actions in providing the capacity building and assistance and building partnerships for implementation of the CORSIA, in accordance with the timeline set forth in Annex 16, Volume IV ~~from 2020~~, including through the ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) programme that includes the organization of seminars, development of outreach materials, and establishment of CORSIA partnerships among States, while emphasizing the importance of a coordinated approach under the umbrella of ICAO for undertaking capacity building and assistance activities;:

Regarding the implementation of the MRV system,

- a) ~~the Council to take necessary action to expand the provision of capacity building and assistance for the preparation and implementation on Member States' action plans, in order to accommodate capacity building and assistance for implementation of the MRV system by Member States from 1 January 2019, including organization of seminars and training in all regions from 2017, and facilitation of financial support where needed, in particular for those States that volunteer to participate in the pilot phase and require support to do so;~~
- b) ~~Member States to build partnerships among themselves to cooperate on the implementation of the MRV system;~~

Regarding the establishment of Registries,

- e) ~~the Council to take necessary action to expand the provision of capacity building and assistance for the preparation and implementation on Member States' action plans, in order to accommodate capacity building and assistance for establishment of registries by States, including organization of seminars and training in all regions from 2017, and facilitation of financial support where needed, in particular for those States that volunteer to participate in the pilot phase and require support to do so;~~
- d) ~~Member States to build partnerships among themselves to cooperate on the establishment of their own registries or group registries established by groups of States, and possible pilot implementation;~~

2223. *Decides* *Recalls* its decision at the 39th Session that the CORSIA will use emissions units that meet the Emissions Unit Criteria (EUC) in paragraph 19 ~~20~~-above;

2324. *Requests* the Council to promote the use of emissions units generated that benefit developing States, and *encourages* States to develop domestic aviation-related projects; and

2425. *Requests* the Council to explore further development of aviation-related methodologies for use in offsetting programmes, including mechanisms or other programmes under the UNFCCC, and *encourages* States to use such methodologies in taking actions to reduce aviation CO₂ emissions, which could further enable the use of credits generated from the implementation of such programmes by the CORSIA, without double-counting of emissions reduction;:

APPENDIX

Resolution ~~A39-2~~ A40-XX Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change

i *Whereas* ICAO and its member States recognize the critical importance of providing continuous leadership to international civil aviation in limiting or reducing its emissions that contribute to global climate change;

ii *Reemphasizing* the vital role which international aviation plays in global economic and social development and the need to ensure that international aviation continues to develop in a sustainable manner;

iii *Acknowledging* that the work of the Organization on the environment contributes to ~~1410~~ of the 17 United Nations Sustainable Development Goals (SDGs), including SDG 13 “*Take urgent action to combat climate change and its impacts*”;

iv *Whereas* a comprehensive assessment of aviation’s impact on the atmosphere is contained in the special report on *Aviation and the Global Atmosphere*, published in 1999, which was prepared at ICAO’s request by the Intergovernmental Panel on Climate Change (IPCC);

v *Whereas* the IPCC special report recognized that the effects of some types of aircraft emissions are well understood, it revealed that the effects of others are not, and identified a number of key areas of scientific uncertainty that limit the ability to project aviation’s full impacts on climate and ozone; the Organization will update the information contained in the IPCC special report;

vi *Acknowledging* that international aviation emissions, currently accounting for less than 2 per cent of total global CO₂ emissions, are projected to increase as a result of the continued growth of air transport;

vii *Whereas* the ultimate objective of the United Nations Framework Convention on Climate Change (UNFCCC) is to achieve stabilization of greenhouse gas (GHG) concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system;

viii *Whereas* the Kyoto Protocol, which was adopted by the Conference of the Parties to the UNFCCC in December 1997 and entered into force on 16 February 2005, calls for developed countries (Annex I Parties) to pursue limitation or reduction of greenhouse gases from “aviation bunker fuels” (international aviation) working through ICAO (Article 2.2);

ix *Whereas* the Paris Agreement, which was adopted by the Conference of the Parties to the UNFCCC in December 2015, enhances the implementation of the UNFCCC including its objective, and aims to strengthen the global response to the threat of climate change, in the context of sustainable development and efforts to eradicate poverty, including by holding the increase in the global average temperature to well below 2 °C above pre-industrial levels and pursuing efforts to limit the temperature increase to 1.5 °C above pre-industrial levels, recognizing that this would significantly reduce the risks and impacts of climate change;

~~x~~ *Recognizing* the global aspirational goals for the international aviation sector of improving fuel efficiency by 2 per cent per annum and keeping the net carbon emissions from 2020 at the same level, as adopted by the ICAO Assembly at its 37th Session in 2010 and reaffirmed at its 38th and 39th Sessions in 2013 and 2016, ~~as well as the work being undertaken to explore a long-term global aspirational goal for international aviation in light of the 2 °C and 1.5 °C temperature goals of the Paris Agreement;~~

and Recognizing that some countries have a concern about the grounds and feasibility of keeping the rise in CO2 emissions at the 2020 level and have submitted their reservations about that goal.

Recognizing that the aspirational goal of 2 per cent annual fuel efficiency improvement is unlikely to deliver the level of reduction necessary to stabilize and then reduce aviation's absolute emissions contribution to climate change, and that goals of more ambition are needed to deliver a sustainable path for aviation;

xii *Affirming* that addressing GHG emissions from international aviation requires the active engagement and cooperation of States and the industry, ~~and~~

xiii *noting* the collective commitments announced by Airports Council International (ACI), Civil Air Navigation Services Organisation (CANSO), International Air Transport Association (IATA), International Business Aviation Council (IBAC) and International Coordinating Council of Aerospace Industries Associations (ICCAIA) ~~on behalf of the international air transport industry~~, to continuously improve CO₂ efficiency by an average of 1.5 per cent per annum from 2009 until 2020, to achieve carbon neutral growth from 2020 and to reduce its carbon emissions by 50 per cent by 2050 compared to 2005 levels and also noting that these commitments require exhaustive studies in terms of their feasibility in light of various national conditions and the realities of governments;

xiv *Recalling the UNFCCC and the Paris Agreement and acknowledging its principle of common but differentiated responsibilities and respective capabilities, in light of different national circumstances;*

xv *Also acknowledging the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention;*

xvi *Recognizing that this Resolution does not set a precedent for or prejudge the outcome of negotiations under the UNFCCC or the Paris Agreement, nor represent the position of the Parties to those agreements;*

xvii *Noting that, to promote sustainable growth of international aviation and to achieve its global aspirational goals, a comprehensive approach, consisting of a basket of measures including technology and standards, sustainable aviation alternative fuels, operational improvements and market-based measures to reduce emissions is necessary;*

xviii *Acknowledging the significant technological progress made in the aviation sector, with aircraft produced today being about 80 per cent more fuel efficient per passenger kilometre than in the 1960s;*

xix ~~*Welcoming*~~ *Acknowledging* *the adoption of agreement by the Committee on Aviation Environmental Protection (CAEP) on the CO₂ emissions certification Standard for aeroplanes by the Council in March 2017;*

xx *Recognizing the work being undertaken to consider the environmental aspects of aircraft end-of-life such as through aircraft recycling;*

xxi Recognizing that air traffic management (ATM) measures under the ICAO's Global Air Navigation Plan contribute to enhanced operational efficiency and the reduction of aircraft CO₂ emissions;

xxii Welcoming the assessment of the environmental benefits of the Aviation System Block Upgrades (ASBUs) completed for Block 0 and being undertaken for Block 1, and the results of the first global horizontal flight efficiency analysis;

xxiii Welcoming the convening of the ICAO Seminars on "green" airports in November 2017 and May 2019;

xxiv Noting that the first Conference on Aviation and Alternative Fuels in November 2009 (CAAF/1) (CAAF/09) endorsed the use of sustainable aviation alternative fuels for aviation, particularly the use of drop-in fuels in the short to mid-term, as an ~~important~~ potential means of reducing aviation emissions;

xxv Also noting that the (CAAF/1) (CAAF/09) established an ICAO Global Framework for Aviation Alternative Fuels (GFAAF) through which progress has been registered, ~~with six~~ including five ~~including five~~ pathways for the certification of sustainable aviation ~~alternative~~ fuels to date, and more airports regularly distributing the first airport hub for ~~the first airport hub for~~ such fuels;

xxvi Further noting that the second Conference on Aviation and Alternative Fuels in October 2017 (CAAF/2) adopted recommendations and approved a declaration, including the 2050 ICAO Vision for Sustainable Aviation Fuels, ~~as a living inspirational path for a significant proportion of aviation fuels to be substituted with sustainable aviation fuels by 2050;~~

xxvii Recognizing that the technological feasibility of drop-in sustainable aviation alternative fuels ~~for aviation~~ is proven and that the introduction of appropriate policies and incentives to create a long-term market perspective is required;

xxviii Acknowledging the need for such fuels to be developed and deployed in an economically feasible, socially and environmentally acceptable manner and the progress achieved in the harmonization of the approaches to sustainability;

xxix Recognizing that sustainability criteria, sustainability certification, and the assessment of life cycle emissions of such fuels ~~are considered as part of work~~ provide flexibility for the implementation of Carbon Offsetting and Reduction for International Aviation (CORSIA);

xxx Acknowledging the need to explore and facilitate the civil aviation sector's access to renewable energy including through its cooperation with the Sustainable Energy for All (SE4ALL) initiative, as part of the Organization's contribution to SDG 7 "Ensure access to affordable, reliable, sustainable and modern energy for all";

xxxi Recalling that Assembly Resolution A37-19 requested the Council, with the support of member States, to undertake work to develop a framework for market-based measures (MBMs) in international aviation, including further elaboration of the guiding principles listed in the Annex to A37-19, and that the guiding principles were elaborated as listed in the Annex to Assembly Resolutions A38-18 and A39-2, which are reproduced in the Annex to this Resolution;

[xxxii](#) *Noting that, consistent with Assembly Resolution A39-2A38-18, a substantial strategy for capacity building and other technical and financial assistance was undertaken by the Organization, in line with the No Country Left Behind (NCLB) initiative, to assist the preparation and submission of States' action plans, including the holding of regional seminars, the development and update of ICAO Doc 9988, Guidance on the development of States' Action Plans on CO₂ Emissions Reduction Activities, an interactive web-interface, the ICAO Fuel Savings Estimation Tool (IFSET), and the ICAO Environmental Benefits Tool (EBT) and a Marginal Abatement Cost (MAC) curve tool;*

[xxxiii](#) *Welcoming that, as of June 2019 ~~8 June 2016~~, ~~114~~ 94-member States that represent more than ~~93~~ 88-per cent of global international air traffic voluntarily prepared and submitted action plans to ICAO;*

[xxxiv](#) *Recognizing the different circumstances among States in their capacity to respond to the challenges associated with climate change and the need to provide necessary support, in particular to developing countries and States having particular needs;*

[xxxv](#) *Affirming that specific measures to assist developing States as well as to facilitate access to financial support, technology transfer and capacity building should be initiated as soon as possible;*

[xxxvi](#) *Recognizing the assistance provided by ICAO in partnership with other organizations to facilitate Member States' action to reduce aviation emissions, as well as continuous search for potential assistance partnerships with other organizations;*

[xxxvii](#) *Recognizing the importance of work being undertaken to identify the potential impacts of climate change on international aviation operations and related infrastructure; and*

[xxxviii](#) *Recognizing the progress made by ICAO in its implementation of the Climate Neutral UN initiative—and the significant support provided by ICAO to the initiative, in particular through the development of the ICAO Carbon Emissions Calculator, to support the assessment of emissions from passengers travelling by air and welcoming its expansion to add air cargo emissions;*

The Assembly:

1. *Resolves that this Resolution, together with Resolution ~~A40-XXA39-1~~: Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality and Resolution ~~A40-XXA39-3~~: Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) ~~Global Market-based Measure (MBM) Scheme~~, supersede Resolutions A39-1, A39-2 and A39-3 ~~A38-17 and A38-18~~ and constitute the consolidated statement of continuing ICAO policies and practices related to environmental protection;*

2. *Requests the Council to:*

- a) [continue to strengthen cooperation between ~~ensure that~~ ICAO ~~exercise continuous leadership and other respective UN agencies~~](#) on environmental issues relating to international civil aviation, including GHG emissions;
- b) continue to study policy options to limit or reduce the environmental impact of aircraft engine emissions and to develop concrete proposals, encompassing technical solutions and market-based measures, and taking into account potential implications of such measures for developing as well as developed countries; and

- c) continue to cooperate with organizations involved in policy-making in this field, notably with the Conference of the Parties to the UNFCCC;
3. *Reiterates* that:
 - a) ICAO should continue to take initiatives to promote information on scientific understanding of aviation's impact and action undertaken to address aviation emissions and continue to provide the forum to facilitate discussions on solutions to address aviation emissions; and
 - b) emphasis should be on those policy options that will reduce aircraft engine emissions without negatively impacting the growth of air transport especially in developing economies;
4. *Resolves* that States and relevant organizations will work through ICAO to achieve a global annual average fuel efficiency improvement of 2 per cent until 2020 and an aspirational global fuel efficiency improvement rate of 2 per cent per annum from 2021 to 2050, calculated on the basis of volume of fuel used per revenue tonne kilometre performed;
5. *Agrees* that the goals mentioned in paragraph 4 above would not attribute specific obligations to individual States, and the different circumstances, respective capabilities and contribution of developing and developed States to the concentration of aviation GHG emissions in the atmosphere will determine how each State may voluntarily contribute to achieving the global aspirational goals;
6. *Also resolves* that, without any attribution of specific obligations to individual States, ICAO and its Member States with relevant organizations will work together to strive to achieve a collective medium-term global aspirational goal of keeping the global net carbon emissions from international aviation from 2020 at the same level, taking into account: the special circumstances and respective capabilities of States, in particular developing countries; the maturity of aviation markets; the sustainable growth of the international aviation industry; and that emissions may increase due to the expected growth in international air traffic until lower emitting technologies and fuels and other mitigating measures are developed and deployed;
7. *Recognizes* the many actions that ICAO Member States have taken and intend to take in support of the achievement of the ~~collective aspirational goals~~ sustainable development of international aviation, including air traffic management modernization, acceleration of the use of fuel-efficient aircraft technologies, and the development and deployment of sustainable aviation ~~alternative~~ fuels, and *encourages* further such efforts;
8. ~~Agrees to review, at its~~ Acknowledging that some states have a concern about ~~41st~~ 40th Session, the goals outlined in paragraph 6 above and requests the Council to offer at the 41st Session a presentation about the fairness and feasibility of achieving the goal in light of collective efforts to develop "green" aviation and the respective studies done on the basis of data and initiated by States and if necessary, CAEP ~~in light of progress towards the goal, studies regarding the feasibility of achieving the goal, and relevant information from States;~~

9. *Requests* the Council to study longterm "green" markers of growth of States listed in their respective national plans and continue to explore the fairness and feasibility of a long-term global aspirational goal for international aviation, through conducting detailed studies assessing the attainability and impacts of any goals proposed, including the impact on growth as well as costs in all countries, especially developing countries, for the progress of the work to be presented to the ~~41st~~ 40th Session of the ICAO Assembly. Assessment of long-term goals should include information from Member States on their experiences working towards the medium term goal;

10. *Further encourages* States to submit voluntary action plans outlining respective policies and actions, and annual reporting on international aviation CO₂ emissions to ICAO;

11. *Invites* those States that choose to prepare or update action plans to submit them to ICAO as soon as possible preferably by the end of ~~June 2021~~ ~~June 2018~~ and once every three years thereafter, in order that ICAO can continue to compile the quantified information in relation to achieving the global aspirational goals, and the action plans should include information on the basket of measures considered by States, reflecting respective national capacities and circumstances, quantified information on the expected environmental benefits from the implementation of the measures chosen from the basket, and information on any specific assistance needs;

12. *Encourages* States that have already submitted action plans to share information contained in action plans and build partnerships with other Member States in order to support those States that have not prepared action plans, and to make the submitted action plans available to the public, taking into account the commercial sensitivity of information contained in States' action plans;

13. *Requests* the Council ~~to facilitate the dissemination of economic and technical studies and best practices related to aspirational goals~~ and to continue to provide guidance and other technical assistance for the preparation and update of States' action plans prior to the end of ~~June 2021~~ ~~June 2018~~, for States in order to conduct the respective studies and voluntarily submit action plans to ICAO and invites States to distribute results of economic and technical studies and best practices linked with ambitious goals ~~in order for States to conduct necessary studies and to voluntarily submit action plans to ICAO~~;

14. *Requests* the Council to maintain and enhance appropriate standard, methodologies and a mechanism to measure/estimate, monitor and verify global GHG emissions from international aviation, and States support the work of ICAO on measuring progress through the reporting of annual data on traffic, fuel consumption and CO₂ emissions;

15. *Requests* the Council, while respecting States' sovereignty, ~~to~~ request States to continue to support the efforts of ICAO on enhancing the reliability of measuring/estimating global GHG emissions from international aviation, and to 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 based on information approved by its Member States;

16. While recognizing that no effort should be spared to obtain means to support the reduction and stabilization of CO₂ emissions from all sources, *urges* 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, in order to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner;

17. *Requests* the Council to:

- a) continue to play a pivotal role in providing assistance to its Member States through the dissemination of the latest information on best practices and the provision of guidance and other technical assistance to enhance capacity building and technology transfer, including through the ICAO Technical Cooperation Programme;
- b) build further partnerships with other international organizations to meet the assistance needs of ICAO's Member States, including through the ICAO Action Plan Buddy Programme, and facilitate access to existing and new financial resources, technology transfer and capacity building, to developing countries and report on results achieved as well as further recommendations, preliminarily by the end of 2021 2018 and at the 41st 40th Session of the Assembly; and
- c) continue to initiate specific measures to assist developing States as well as to facilitate access to financial resources, technology transfer and capacity building;

18. *Requests States to:* a) promote scientific research aimed at continuing to address the uncertainties identified in the IPCC special report on Aviation and the Global Atmosphere and in the Assessment reports, and ensure that future assessments undertaken by IPCC and other relevant United Nations bodies include updated information, if any, on aircraft-induced effects on the atmosphere;

19. *Requests the Council to:*

- a) continue to develop and keep up-to-date the guidance for Member States on the application of policies and measures aimed at reducing or limiting the environmental impact of emissions from international aviation, and conduct further studies with respect to mitigating the impact of international aviation on climate change;
- b) encourage States to cooperate in the development of predictive analytical models for the assessment of aviation impacts;
- c) continue evaluating the costs and benefits of the various measures, including existing measures, with the goal of addressing aircraft engine emissions in the most cost-effective manner, taking into account the interests of all parties concerned, including potential impacts on the developing world; and
- d) assist Member States with studies, evaluations and development of procedures, in collaboration with other States in the region, to limit or reduce GHG emissions on a global basis and work together collaboratively to optimize the environmental benefits that can be achieved through various programmes;

2018. *Requests States to:*

- a) consider policies to encourage the introduction of more fuel efficient aircraft into the market, and work together through ICAO to exchange information and develop guidance for best practices on aircraft end-of-life such as through aircraft recycling; and
- b) accelerate investments on research and development to bring to market more efficient technology by 2020;

2119. *Requests the Council to:*

- ae) update ~~adopt~~ the CO₂ emissions certification Standard for aeroplanes, as appropriate ~~as soon as possible~~; and
- b~~f~~) update medium- and long-term technological goals for aircraft fuel burn;

22~~18~~. ~~Requests~~Propose States to:

- a~~d~~) accelerate the development and implementation of fuel efficient routings and air navigation procedures to reduce aviation emissions, and work with ICAO to bring the environmental benefits to all regions and States, taking into account the Aviation System Block Upgrades (ASBUs) strategy;
- b~~e~~) reduce legal, security, economic and other institutional barriers to enable implementation of the new air traffic management operating concepts for the environmentally efficient use of airspace; and
- c) work together ~~through ICAO~~ to exchange information and best practices on "green"~~Green~~ Airports;

23~~19~~. ~~Requests~~ the Council to:

- a~~g~~) maintain and update guidance on operational measures to reduce international aviation emissions, and place emphasis on increasing fuel efficiency in all aspects of the ICAO's Global Air Navigation Plan (GANP); encourage States and stakeholders to develop air traffic management that optimizes environmental benefits, ~~and promote and share best practices applied at airports~~;
- b~~h~~) continue to develop and update the necessary tools and guidance to assess the benefits associated with air traffic management improvements, and assess the environmental benefits associated with the implementation of the Aviation System Block Upgrades (ASBUs) strategy;
- c) continue to provide the forum to exchange information on best practices for "green"~~Green~~ Airports, ~~covering such subjects as smart buildings, renewable energy, green mobility, climate change resilience, community engagement and sustainability reporting~~, aiming at sharing lessons learned and best practices amongst airports; and
- d) publish ~~and maintain guidance material~~ papers on the implementation of environmentally sustainable practices at airports, including the publication of the remaining parts of the Eco-Airport Toolkit e-collection;

24~~18~~. ~~Requests~~ States to:

- a~~f~~) set a coordinated approach in national administrations for policy actions and investment to accelerate the appropriate development, deployment and use of clean and renewable energy sources for aviation, including the use of sustainable aviation ~~alternative~~ aviation ~~alternative~~ fuels, in accordance with their national circumstances;
- b~~g~~) consider the use of incentives to encourage the deployment of clean and renewable energies sources for aviation, including sustainable aviation ~~alternative~~ aviation ~~alternative~~ fuels;

- ch) consider measures to support research and development as well as processing technology and feedstock production in order to decrease costs and support scale-up of sustainable production pathways up to commercial scale, taking into account the sustainable development of States;
- di) recognize existing approaches to assess the sustainability of all ~~alternative~~ fuels in general, including those for use in aviation which should achieve net GHG emissions reduction on a life cycle basis, contribute to local social and economic development; competition with food and water should be avoided; and
- ej) adopt measures to ensure the sustainability of ~~aviation alternative fuels for aviation~~, building on existing approaches or combination of approaches, and monitor their ~~production~~, at a national level, ~~the sustainability of the production of alternative fuels for aviation~~, and work together through ICAO and other relevant international bodies, to exchange information and best practices, including for the harmonization on the sustainability criteria of ~~aviation alternative fuels~~;

2549. *Requests* the Council to:

- ai) encourage Member States and invite industry, financial institutions and other international organizations to actively participate in exchange of information and best practices, and facilitate the establishment of partnerships and the definition of policies that will further promote the transition to clean, renewable sources of energy for aviation, including sustainable ~~aviation alternative~~ fuels, through regional seminars;
- bj) continue to maintain the ICAO Global Framework for Aviation Alternative Fuels (GFAAF);
- ck) continue to give a global view of the future use of ~~sustainable aviation alternative jet~~ fuels and to account for changes in life cycle GHG emissions in order to assess progress toward achieving ~~global aspirational~~ goals of sustainable development;
- d) work with financial institutions to facilitate access to financing infrastructure development projects dedicated to sustainable aviation ~~alternative~~ fuels and incentives to overcome initial market hurdles;
- em) cooperate with other relevant international initiatives, including the Sustainable Energy for All (SE4ALL) initiative, to facilitate the aviation's access to renewable energy; and
- f) continue to undertake a stocktaking process to continuously assess progress on the development and deployment of sustainable aviation fuels, including regular workshops and seminars, ~~leading up to the convening of the CAAF/3 no later than 2025, with a view to updating the 2050 ICAO Vision for Sustainable Aviation Fuels to include a quantified proportion of SAF to be used by 2050;~~

2649. ~~*Requests the Council to:*~~ n) Invite States to identify the potential impacts of climate change on international aviation operations and related infrastructure, ~~and~~ identify adaptation measures to address the potential climate change impacts and in cooperation with other relevant international organizations and the industry develop guidance based on ~~on climate change~~ risk assessment,

develop measures to adapt to climate changes for international aviation, ~~in cooperation with other relevant international organizations and the industry; and~~

2719. *Requests* the Council to ~~to~~ continue to cooperate with the Climate Neutral UN initiative, remain at the forefront of developing methods and tools for quantifying aviation's GHG emissions with respect to the initiative, including the ICAO Carbon Emissions Calculator that also incorporates cargo emissions, and further develop and implement the strategy for reducing GHG emissions and enhancing in-house sustainability management practices of the Organization.

Annex (should be moved to the Resolution on Global Market Measures)

The guiding principles for the design and implementation of market-based measures (MBMs) for international aviation:

- a) MBMs should support sustainable development of the international aviation sector;
- b) MBMs should support the mitigation of GHG emissions from international aviation;
- c) MBMs should contribute towards achieving global aspirational goals;
- d) MBMs should be transparent and administratively simple;
- e) MBMs should be cost-effective;
- f) MBMs should not be duplicative and international aviation CO₂ emissions should be accounted for only once;
- g) MBMs should minimize carbon leakage and market distortions;
- h) MBMs should ensure the fair treatment of the international aviation sector in relation to other sectors;
- i) MBMs should recognize past and future achievements and investments in aviation fuel efficiency and in other measures to reduce aviation emissions;
- j) MBMs should not impose inappropriate economic burden on international aviation;
- k) MBMs should facilitate appropriate access to all carbon markets;
- l) MBMs should be assessed in relation to various measures on the basis of performance measured in terms of CO₂ emissions reductions or avoidance, where appropriate;
- m) MBMs should include *de minimis* provisions;
- n) where revenues are generated from MBMs, it is strongly recommended that they should be applied in the first instance to mitigating the environmental impact of aircraft engine emissions, including mitigation and adaptation, as well as assistance to and support for developing States;
- o) where emissions reductions are achieved through MBMs, they should be identified in States' emissions reporting; and
- p) MBMs should take into account the principle of common but differentiated responsibilities and respective capabilities, the special circumstances and respective capabilities, and the principle of non-discrimination and equal and fair opportunities.