



**Statement by the International Civil Aviation Organization (ICAO)
at UNFCCC SBSTA61
(Baku, Azerbaijan, 11 November 2024)**

**Agenda item 14 (b):
*Emissions from fuel used for international aviation and maritime transport***

Thank you, Mr. Chair. Under the leadership of ICAO, two major milestones were agreed upon by States in recent years:

In 2022, at the ICAO 42nd Assembly, the (LTAG) international aviation's long-term global aspirational goal of Net Zero Carbon Emissions by 2050, in support of the Paris Agreement temperature goals; and

In 2023, at the ICAO 3rd (high-level) Conference on Aviation and Alternative Fuels, the ICAO Global Framework to accelerate the scale-up of the global production and use of sustainable aviation fuels (SAF), lower carbon fuels (LCAF) and other aviation clean energies.

The framework includes a collective Vision to reduce 5 percent (5%) of international aviation CO₂ emissions through the use of these fuels by 2030.

These important milestones provide the signals to the global fuel and financing communities to invest in the aviation clean energy transition.

Since the adoption of the Framework, we are seeing an immense progress in SAF production and deployment, which are monitored through ICAO Tracking Tools.

For example, today, 136 airports are distributing SAF globally, with more than 350 refineries announcing SAF production. SAF is currently approved up to 50 percent (50%) blending with conventional jet fuel, and the aim is for 100% SAF commercial operations in the near future.

Cleaner energy for aviation has already been technically proven, while ICAO ensures the global harmonization for the fuel sustainability and certification frameworks, which will be key for the environmental integrity of its global deployment.

Concrete support to States is also being provided through the ICAO Assistance, Capacity-building and Training programme for SAF (ACT-SAF), involving over 200 States and Organizations, and providing essential support to States, such as the sharing of best practices, training, and SAF feasibility studies. As we speak, there are more than 20 ongoing SAF feasibility studies.

ICAO has established and is diligently working on the operationalization of the *Finvest Hub*, to facilitate access to investment capacities and funding from financial institutions for aviation decarbonization projects, with a special emphasis on supporting developing countries and States with particular needs.

ICAO continues to support States in elaborating their decarbonization pathways throughout the State Action Plans on CO₂ Emissions Reduction Activities , already submitted by 148 States.

CORSIA - Carbon Offsetting and Reduction Scheme for International Aviation is on track. Since 2019, all ICAO Member States are implementing the scheme's CO₂ monitoring, reporting and verification system, by which 99% of verified CO₂ emissions are reported by States to ICAO annually, and it is a testimony that CORSIA implementation is a success. In addition, the number of States that participate in CORSIA has been increasing, now a total of 129 volunteer States.

We are also pleased with the latest steps taken by some governments on the host-country authorizations under Article 6 of the Paris Agreement, and encourage more to do so to facilitate the access and availability of CORSIA eligible credits to airline operators.

Mr. Chair, aviation is essential for the connectivity of people and business, an essential driver for tourism, and a key enabler of development. ICAO is committed in leading the sector's journey towards Net-Zero, but this requires unprecedented efforts for financing the production and use of sustainable fuels for aviation decarbonization.

For example, just scaling-up SAF production will require around USD 3.2 trillion up to 2050.

In this regard, ICAO and its Member States continue to express strong concern regarding proposals to use international aviation as a potential source for the mobilization of revenue for climate finance in other sectors. This may adversely affect aviation's decarbonization efforts and the global benefits resulting from air transport connectivity and economic growth, in particular in developing countries, which will be most affected by such taxation measures.

In closing, ICAO will continue to work together with its 193 Member States, and all relevant stakeholders, to ensure that the aviation sector delivers on its clean energy transition toward Net-Zero 2050.

Thank you.