



**Statement by the International Civil Aviation Organization (ICAO)  
at UNFCCC SBSTA60**

**(Bonn, Germany, 3 June 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:

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

In 2023, the ICAO Framework to scale-up the Global production and use of sustainable aviation fuels (SAF), lower carbon fuels (LCAF) and other aviation clean energies.

The framework includes a vision to reduce 5% of international aviation CO<sub>2</sub> emissions through the use of these fuels by 2030. Cleaner energy offers the largest potential to reduce aviation's CO<sub>2</sub> emissions.

These important milestones provide the signals to the global fuel and financing communities to invest in the aviation clean energy transition. One that is Just and ensures a level plain field, with no country left behind.

The Framework establishes the regulatory foundations for a globally harmonized fuel sustainability certification and life cycle emissions assessment, by accepting the CORSIA criteria and provisions as the basis for the eligibility of aviation cleaner energies, while requesting further work on fuel accounting methodologies for international aviation.

To accelerate this transition in 2024, ICAO and its Member States have been focusing on a roadmap of actions, across its four Building Blocks of the adopted Global Framework, which are: policy and planning; regulatory frameworks; implementation support; and financing.

The ICAO's Assistance, Capacity-building and Training for SAF (or the ACT-SAF) programme, with more than 150 Partners, is facilitating States' actions to realize the full potential of aviation cleaner energy development, including the SAF feasibility studies and business cases. An unprecedented number of initiatives are taking place around the world and ICAO's Tracker tools are timely monitoring them and informing all SAF-related developments.

Alternative and cleaner energy for aviation is a reality and has a proven already technically, and sustainably robust framework ensuring the access to finance, which will be key for the acceleration of its deployment globally.

ICAO is diligently working on the operationalization of the ICAO *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. A study to explore the establishment of a climate finance initiative or funding mechanism under ICAO is being commissioned.

ICAO continues to support States in elaborating their decarbonization pathways throughout the ICAO State Action Plans initiative.

Still in 2024, ICAO is organizing a non-CO<sub>2</sub> symposium in September, and the 2024 Aviation LTAG Stocktaking event in October.

Last but not the least, on ICAO's CORSIA, we are pleased to inform that the robust and continued implementation of CORSIA is on track, with 126 States now voluntarily participating in the scheme, with almost 100%, yes, 100% coverage of CO<sub>2</sub> emissions reported annually, through the CORSIA MRV system, while ensuring that the eligible fuels and carbon credits

meet the ICAO sustainability and integrity criteria, including the avoidance of double counting. We are also pleased with the latest concrete steps taken by some governments on the host-country authorizations, showcasing that CORSIA is implemented in full harmony.

Mr. Chair. ICAO is committed in leading the sector's efforts on its journey towards our shared Net-Zero future. Aviation is essential for the connectivity of peoples and business, an essential driver for tourism, and a key enabler of development. Implementing all of these actions will be essential for a sustainable and decarbonized future for international aviation. Let me assure you that ICAO and its Member States are determined to make this clean energy transition a reality, but the States, and in particular developing countries will need access to funding for this cleaner future.

More information is contained in the ICAO submission to this Session of SBSTA. Thank you.