



**Statement from the International Civil Aviation Organization (ICAO)
to the thirty-fifth Session of the UNFCCC Subsidiary Body
for Scientific and Technological Advice (SBSTA35)**

(28 November to 3 December 2011 – Durban, South Africa)

The International Civil Aviation Organization (ICAO) appreciates this opportunity to update the SBSTA on recent developments with respect to international aviation and climate change.

Since the development of a solid policy framework at its 37th Assembly, ICAO has been making further progress, focusing on four key areas, namely 1) States' action plans and assistance to States, 2) sustainable alternative fuels for aviation, 3) market-based measures, and 4) global aspirational goals, in order to move international aviation closer to a sustainable future.

Regarding States' action plans, ICAO already developed guidance material and an interactive website, and convened 6 hands-on training workshops. These workshops trained more than 200 focal points of member States that represent over 90 per cent of global air traffic, for preparing their action plans and submitting them to ICAO by June next year. States' action plans will allow ICAO to assess the progress in achieving global aspirational goals of the sector. They will also enable ICAO to identify and address the assistance needs of implementing States' actions.

As part of its preparation for Rio+20 Conference, ICAO held the workshop on sustainable alternative fuels last month, a forum that exchanged information on more than 300 worldwide initiatives for the development and deployment of such fuels for aviation. Aviation is a real and concrete example of how much can be done, within a short timeframe to turn a dream into reality. Today, a number of airlines are already using sustainable drop-in biofuels in regular operations. Aviation alternative fuels are a win-win-win solution as they can contribute to all the three pillars of social, economic and environmental sustainability.

Achievement of the global aspirational goals requires adequate financial resources within the international aviation sector itself, enabling it to effectively respond to the climate change challenge. The ICAO Council recently agreed on the acceleration of its work on market-based measures to reach a global solution by the next Assembly in 2013. It also emphasized the need to ensure that work undertaken by other international organizations is consistent with the existing ICAO policies and agreements. It is of utmost importance that market-based measures for international aviation should be treated as one element of ICAO's comprehensive mitigation strategy to achieve the global aspirational goals, as part of global solutions for the sustainable future of international aviation, and not in isolation.

With a clear roadmap towards the development of global solutions on international aviation and climate change in these key areas by the end of 2012, ICAO will be ready for decision-making by its next Assembly.

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Note: All information related to the outcome from and further progress achieved since the 37th Session of the ICAO Assembly, including the full text of Resolution A37-19, is provided in the ICAO's submission to this SBSTA session (FCCC/SBSTA/2011/MISC.9).