

ICAO Council Declaration on International Aviation and Climate Change
(18 November 2015)

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;

Recalling the request for actions to the Council by the 38th Session of the Assembly in 2013, in the form of Assembly Resolution A38-18: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change*;

Recognizing that the 21st Session of the Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC COP21) is expected to adopt a protocol, another legal instrument or an agreed outcome with legal force on climate change applicable to all Parties for implementation from 2020;

The ICAO Council:

1. *Declares* that it will ensure continuous leadership of ICAO on environmental issues relating to international civil aviation, including greenhouse gas (GHG) emissions;
2. *Recalls* that the 37th and 38th Sessions of the Assembly in 2010 and 2013 resolved that ICAO and its Member States with relevant organizations would work together to achieve collective global aspirational goals for the international aviation sector;
3. *Welcomes* the fact that, as of November 2015, 83 Member States that represent more than 80 per cent of global international air traffic voluntarily prepared and submitted their Action Plans to reduce international aviation CO₂ emissions to ICAO;
4. *Welcomes* the actions, as reflected in States' Action Plans above, that ICAO Member States and the aviation industry have taken and intend to take to reduce aviation CO₂ emissions, including air traffic management modernization, acceleration of the use of fuel-efficient aircraft technologies, and the development and deployment of sustainable alternative fuels;
5. *Recalls* that the Assembly decided to develop a global market-based measure (MBM) scheme for international aviation, and *commits* to finalizing work on a global MBM scheme and making a recommendation that addresses key design elements and the mechanisms for implementation of the scheme from 2020, for decision by the 39th Session of the Assembly in 2016;
6. *Reaffirms* that the development of a global CO₂ Standard for aircraft is on track for adoption in 2016, and that the ICAO Global Framework for Aviation Alternative Fuels (GFAAF) continues to facilitate actions on sustainable alternative fuels for aviation;
7. *Emphasizes* that ICAO Member States require adequate capacity building and financial resources to address CO₂ emissions from international aviation and to effectively respond to the global climate change challenge; and
8. *Urges* ICAO and its Member States to 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, as requested by Assembly Resolution A38-18, paragraph 30.

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