

**Statement by the International Civil Aviation Organization (ICAO)
at UNFCCC SBSTA62
(Bonn, Germany, 16 June 2025)**

**Agenda item 13 (b):
*Emissions from fuel used for international aviation and maritime transport***

Thank you, Mr. Chair.

ICAO continues to lead and advance aviation decarbonization initiatives in the lead-up to the 42nd Session of the ICAO Assembly, which will be held from 23 September to 3 October 2025.

In 2022, the ICAO Assembly adopted the sector's long-term global aspirational goal (LTAG) of net-zero carbon emissions by 2050.

The ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and Other Aviation Cleaner Energies was also adopted in 2023, including a collective global aspirational Vision, to reduce international aviation CO₂ emissions by 5 per cent, by 2030, through the use of aviation cleaner energies.

In June 2024, the ICAO Council approved the Roadmap for the implementation of the LTAG and the Global Framework. Significant progress has been made in advancing the ICAO Roadmap.

The ICAO Committee on Aviation Environmental Protection (CAEP) has developed the LTAG Monitoring and Reporting (LMR) methodology, to provide a global monitoring framework for aviation emissions reductions toward net-zero by 2050. This will be considered by the Assembly.

The annual LTAG Stocktaking has been ongoing, most recently as part of the ICAO Aviation Climate Week in June 2025, which brought together over 500 delegates, and can be viewed on the ICAO TV.

The 2025 ICAO Environment Report was also recently launched and is available free of charge on ICAO's website.

The ICAO State Action Plans (SAP) initiative is advancing. 150 SAPs have been submitted to ICAO, representing more than 99% of global air traffic.

The Assistance, Capacity-building and Training for SAF (ACT-SAF) programme continues to progress. To date, 19 training sessions have been conducted. Seven SAF feasibility studies have been completed, with more than 20 additional studies either underway, or planned with contributions from various partners.

Progress in SAF worldwide is fully reflected, and regularly updated, in the ICAO Cleaner Energy Tracker Tools, available on ICAO's website.

Scaling up aviation cleaner energies require significant investment, around USD 3.2 trillion by 2050 by producers alone. To address this, ICAO is establishing the Finvest Hub, a platform to facilitate access to funding and investment for aviation decarbonization projects.

ICAO is partnering with the International Renewable Energy Agency (IRENA) to connect project developers with potential investors. A new web-based platform will be launched at the ICAO Assembly.

CORSIA implementation is on track and is proceeding as anticipated, with 129 volunteer States in 2025. More than 130 States are involved in capacity-building through the ACT-CORSIA Buddy Partnerships.

The 2025 CORSIA Periodic Review is ongoing. Based on the technical analysis, CORSIA is working as designed and anticipated. Offsetting requirements are expected for the 2024 emissions.

Member States has submitted data on their CO₂ emissions through the CORSIA Central Registry (CCR), representing an emissions coverage of 99%. This demonstrates strong global commitment towards the robust implementation of CORSIA.

ICAO welcomes the COP29 outcomes related to Article 6 of the Paris Agreement.

We encourage governments to facilitate the access and availability of CORSIA eligible emissions units, to aeroplane operators through the issuance of Letters of Authorization. These emissions units will need to meet the CORSIA Emissions Units Criteria and their eligibility is determined by the Council of ICAO.

Achieving the LTAG will require adequate financial resources within the international aviation sector.

As such, ICAO and its Member States have consistently expressed concerns regarding proposals to use international aviation as a potential source for the mobilization of revenue for climate finance in other sectors.

These proposals could impose disproportionate financial burdens on the sector, create regulatory fragmentation, and undermine socio-economic development, particularly in Small Island Developing States, and developing countries that rely heavily on tourism and trade.

ICAO remains firmly committed to leading global efforts to decarbonize international aviation, in close collaboration with its 193 Member States and stakeholders, to contribute to the achievement of the Paris Agreement's temperature goal. We will also continue to communicate the developments on international aviation and climate change.

Thank you.