



**Opening remarks by the  
President of the ICAO Council,  
Dr. Olumuyiwa Benard Aliu,  
to the 2016 High-level Meeting on a  
Global Market-based Measure (GMBM) Scheme**

*(ICAO HQ, 11 May 2016)*

*Honourable Minister of Transport of Canada, The Honourable Marc Garneau,  
ICAO Secretary General, Dr. Fang Liu,  
Distinguished Delegates,  
Ladies and gentlemen,*

It is my great pleasure to welcome you all to ICAO Headquarters in Montréal, where over the next three days we will conduct a critical High-level Meeting on a Global Market-based Measure Scheme for international aviation.

To help us understand the importance of these talks, let us first review what has brought us to where we are today.

In 2013, the 38th ICAO Assembly agreed on a landmark Resolution that demonstrated the determination of ICAO's Member States to maintain a leading role in all efforts to address the impacts of international aviation on the global climate.

That resolution included an annual fuel efficiency improvement target of two per cent per year, a medium-term aspirational goal of carbon-neutral growth from 2020, and a further commitment to explore longer-term environmental protection goals for international aviation.

Progress has been made in all of these areas.

In the first case, fuel efficiency for aviation continues to improve. Today's commercial aircraft are 80 percent less polluting and 75 percent quieter than the first passenger jets, largely as the result of technological innovations, more efficient air navigation management and refined operational procedures.

These types of improvements were specifically highlighted by the 38th Assembly as initiatives which ICAO should pursue as part of an environmental protection 'basket of measures'.

The basket also included the development and deployment of sustainable alternative fuels, as well as the application of market-based measures.

ICAO's work supporting improved global awareness and capacity-building for aviation emissions reduction have also proved very helpful, notably through the Action Plans we have assisted our Member States in developing.

As a result of all of this work, we are presently exceeding the two percent per year efficiency improvement goal set out in 2010.

The implementation of our Global Air Navigation Plan over the next decade will further enhance the efficiency of air traffic management systems and reduce emissions.

And significant progress was achieved with the recommendation of the first Global CO<sub>2</sub> certification Standard for aircraft by the ICAO Council Committee on Aviation Environmental Protection.

Our goal at this High-level Meeting is to help forge consensus on a global market-based measure, or global MBM, for international flight emissions. This will serve as an essential tool to help bridge any remaining gaps in meeting our environmental protection objectives.

As you recall, for the past two and a half years, the ICAO Council has been engaged in the development of the key design features of a global MBM. Its objective has been to provide the global civil aviation sector with a cost effective option to achieve carbon neutral growth in the medium term.

The analysis of the Council has included the MBM's technical aspects, its environmental and economic impacts, and associated considerations, all within the context of the related issues and concerns which ICAO has been proactively exploring with Member States.

To assist with this work, the Council established a dedicated Environment Advisory Group (EAG) in 2014, which ironed out the basic MBM design framework and a number of important details.

In addition, in February and April of this year, the Council convened a special High-level Group to facilitate a further convergence of viewpoints, and to determine the draft 39th Assembly Resolution text we will be considering over the next three days.

We have also consulted widely with all our Member States through Global Aviation Dialogues organized in all regions of the world.

The objective of this High-level Meeting is therefore to focus our deliberations on bridging any remaining points of contention in the draft MBM Assembly Resolution text.

These discussions will then permit us to bring forward recommendations aimed at assisting the Council in finalizing the draft Assembly Resolution during its upcoming 208th Session later this month.

I am optimistic, with your support, that the 39th ICAO Assembly will adopt a Resolution on a Global MBM scheme for international aviation.

Thereafter, a lot of work will still need to be done by ICAO and Member States for the scheme to become fully operational by 2020.

However, the critical impetus for moving forward starts firstly with agreeing on a draft Assembly Resolution text at this High-level Meeting.

So as you engage in this work, I would encourage everyone present to recall that all current efforts to minimize CO<sub>2</sub> and other greenhouse gas emissions, whether for aviation or any other area of human activity, are critical to the survival of our planet.

They are also critical not only to the sustainability of the air transport sector, but to civil society as we know it.

Humanity no longer has the luxury of policies which are hampered by short-term goals and narrow interests.

I am pleased that our intensively consultative process so far has helped us to get very close to our goal for a fair and effective Global MBM for international aviation.

As always, the international civil aviation community has relied on its historic strengths, cooperation and consensus, to reach this point, and we will need to preserve our highest respect for those values in the days and weeks ahead.

Only in this manner can we determine a concrete, and truly global MBM proposal for the 39th ICAO Assembly this September, and avoid a potentially confusing and acrimonious patchwork of uncoordinated national or regional measures.

Finally, I wish to recall that international aviation was not included in the UNFCCC Paris Agreement. I believe that this should be seen by all as a vote of confidence in the leadership and the progress being achieved by Member States and the industry through ICAO.

As UN Secretary-General Ban Ki-moon has also stressed during his visit to ICAO earlier this year, the peoples of the world are now looking to ICAO for environmental action to complement the success achieved at COP/21.

They are doing so with passionate hopes and firm expectations, and we must work together to ensure our shared success and common future. In this regard, I wish to thank you all for your full cooperation.

I now invite the Honourable Marc Garneau, Minister of Transport of Canada, to help set the stage further for our upcoming talks.

Excellency, you have the floor.