



**Summary and Closing Remarks
by the Secretary General of the
International Civil Aviation Organization (ICAO),
Dr. Fang Liu,
to the ICAO Seminar on CORSIA**

(11 May 2017 – ICAO HQ, Montréal, Canada)

1. Distinguished participants, ladies and gentlemen, it gives me great pleasure today to provide these closing remarks and to summarize your very productive Seminar on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).
2. This process is taking place at a very important moment for our sector and our planet, and ICAO is very grateful for your commitment and participation as we work to make the CORSIA a practical and successful emissions offsetting tool for international aviation.
3. Over the last two days, you were informed of the successful results achieved during ICAO's recent CORSIA Regional Seminars. Your subsequent and related discussions have covered detailed aspects of its design elements, the CORSIA Monitoring, Reporting and Verification (MRV) system, and the related flow of data and information in terms of CO₂ emissions and carbon credits.
4. The supporting guidance for an ICAO tool to realize simplified MRV procedures is presently under development by our Committee on Aviation Environmental Protection (CAEP). This will be made available to you at our earliest opportunity, consistent with the feedback we've received.
5. During the regional seminars, issues concerning possible aviation-related projects and the generation of carbon credits from them were discussed, with the principles of 'additionality' and 'no double-counting' being highlighted. While ICAO will ultimately decide on the carbon credits eligible to be purchased by operators under CORSIA, it is important to take into account the relevant developments under the UNFCCC and the Paris Agreement.
6. A key takeaway from your seminar has been that more information should be made available to States on the benefits of participating in CORSIA on a voluntary basis.

7. Also highlighted was the need for more training and information on the CORSIA requirements, though in this area we must be prudent not to pre-empt the Decision of the ICAO Council on CORSIA-related SARPs and guidance.
8. It was also suggested that outreach to States could be provided through regional conferences, and through the regional dialogues ICAO conducts with our States' Directors General of Civil Aviation (DGCAs).
9. Finally, it is important not to forget the significance of the ICAO State Action Plans programme, as well as the importance we must maintain on the non-MBM priorities in the ICAO basket of measures.
10. State Action Plans provide a very useful a platform from which to engage stakeholders and enable climate measure data collection. This represents a practical foundation from which to pursue CORSIA-related needs such as MRV implementation.
11. And the further contributions to be seen from technological innovations, more streamlined and efficient aircraft operations, and sustainable alternative fuels, will be nothing short of invaluable to our overall goals as we work to refine and implement the CORSIA in the coming years.
12. As was mentioned at the outset of this event, to-date 67 States, representing more than 87.5 per cent of international air traffic have volunteered to participate in CORSIA from its outset. Following on this seminar and the upcoming capacity building activities by ICAO, our hope is that these numbers will continue to grow, and its coverage expand.
13. Last but not least ladies and gentlemen, I would like to thank not only the panelists and experts who have shared their experience and information for our tremendous benefit during this event, but also all of you for being such active and engaged participants.
14. Your efforts have greatly contributed to the successful outcome of this seminar, and ultimately to the effective implementation of the CORSIA.
15. On behalf of ICAO, and the very helpful staff and leadership of our Environment Unit, I wish you all safe journeys home.
16. Thank you.