



**ICAO Seminar on CORSIA**  
**Opening Remarks by the President of the ICAO Council,**  
**Dr. Olumuyiwa Benard Aliu**

(10 May 2017 – Montreal, Canada)

- Distinguished participants, ladies and gentlemen, it gives me great pleasure to welcome you all to Montreal on the occasion of the ICAO Seminar on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).
- At the 39th ICAO Assembly, ICAO Member States adopted a landmark Resolution A39-3 on a global market-based measure scheme to reduce CO<sub>2</sub> emissions from international aviation, in the form of CORSIA.
- As of today, 67 States, representing more than 87.5 per cent of international air traffic, have already volunteered to participate in the scheme from its outset. I am pleased to inform that the latest State to announce its voluntary participation in CORSIA is the Kingdom of Saudi Arabia, which has communicated to ICAO its intention to voluntarily participate in CORSIA from 1 January 2021, and more States will be joining soon.
- The Assembly Resolution A39-3 signals the determination of ICAO and its Member States to implement the CORSIA, as a complementary measure to other elements of the ICAO basket of CO<sub>2</sub> mitigation measures, such as aircraft technology, operational improvements and sustainable alternative fuels, in order to achieve ICAO's aspirational goals.
- As many of you know, in March 2017, the first-ever global CO<sub>2</sub> Standard for aircraft was adopted by the ICAO Council. The Standard will ensure that, when the next generation of aircraft types enter into service from 2020, there will be guaranteed reductions in international aviation emissions.

- Also, operational improvements bear a significant CO<sub>2</sub> emissions reduction potential, including through ICAO's air traffic management modernization programme.
- Regarding aviation alternative fuels, the ICAO seminar in February 2017 exchanged information on the state of worldwide activities on the development of sustainable alternative fuels for aviation. The seminar's results will serve as a basis for the ICAO Conference on Aviation Alternative Fuels to be convened from 11 to 13 October 2017 in Mexico City, with a view to developing the ICAO global vision and policy framework on sustainable alternative fuels.
- ICAO and its Member States are taking efforts to ensure that necessary mechanisms are established for the timely implementation of CORSIA. For example, the ICAO Council's Committee on Aviation Environmental Protection (CAEP) is currently developing draft rules, guidance and an ICAO tool for a robust Monitoring, Reporting and Verification (MRV) system of CO<sub>2</sub> emissions from international aviation, to be implemented from 2019.
- As requested by Assembly Resolution A39-3, ICAO will also determine eligible emissions units, which airlines will purchase in order to meet the offsetting requirements under CORSIA.
- Another key priority of ICAO is to support Member States in the preparatory work required for CORSIA implementation. With this in mind, ICAO has initiated a capacity building and assistance programme, including a round of regional seminars held across 5 venues (Brazil, Germany, Kenya, Indonesia, Egypt) from 27 March to 20 April 2017. I thank our Member States for their support and hospitality. These seminars have provided the participants with an opportunity to understand the relationship between State Action Plans and CORSIA, and the design elements and implementation aspects of CORSIA, as well as to assess States' readiness and further assistance needs for CORSIA

implementation. Today and tomorrow, we will be presented with the results and the very fruitful discussions that were undertaken during these seminars.

- The CORSIA-related assistance activities build on the successful experience gained in the context of ICAO's State Action Plan initiative since 2010. To date, 103 States have voluntarily submitted their action plans to reduce CO<sub>2</sub> emissions from international aviation to ICAO. For example, the capacity building and assistance project financed by the European Union has allowed 14 States in Africa and in the Caribbean to develop and submit their Action Plans to ICAO. This project enabled the installation of the ICAO Aviation Environmental System (AES), supporting the collection, monitoring and reporting of aviation CO<sub>2</sub> emissions data.
- The growing commitment of our partners to support the ICAO capacity building and assistance efforts demonstrates how critical these activities are to the achievement of ICAO's aspirational goals.
- Ladies and gentlemen, the implementation of CORSIA requires a number of steps to be taken. The main objective of this seminar is to familiarize participants with the details of Assembly Resolution A39-3, and to provide an opportunity to discuss the outcome and lessons learned from the Regional Seminars, including the assessment of further assistance needs for CORSIA implementation.
- I would like to encourage the active participation of all of you during the Seminar, and to build upon the impressive amount of work that your States have done that led to agreement on CORSIA at the 39th ICAO Assembly.
- CORSIA is a historical achievement but it will be its timely and effective implementation coverage, and the wider possible, that will make it a historical accomplishment.

- With this, I wish you all a fruitful seminar.