

ICAO SEMINAR GLOBAL AVIATION PARTNERSHIP ON EMISSION REDUCTIONS

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Thank you.

I would like to thank the President of the Council and the Secretary General for their kind invitation to participate in the opening of this Seminar.

Ladies and Gentlemen, it is an immense pleasure for me to be back in Montreal and to ICAO, now in my role of ICAO Council Goodwill Ambassador. The theme of this seminar, to multiply action on the environment through partnerships, gets to the heart of ICAO's role. To facilitate bringing States together to take positive action for international civil aviation.

All ICAO States want to act on the environment. (pause)

Not all of them have the means to do it, but in my 16 years at ICAO, in different capacities, I have not heard from a single State that it did not want to act to protect the environment.

That is an important common thread because the question for us to address is not IF, the question is not SHALL WE? But rather **HOW, HOW MUCH, and WHEN...**

Let me start with **WHEN?** – and the answer is clear **WE NEED TO ACT NOW.** The 38th Session of the ICAO Assembly acknowledged the substantial progress achieved by the Organization in all areas of its environmental activities. In the field of aviation and climate change, the Assembly reaffirmed the collective global aspirational goals for the sector's CO₂ emissions reductions, and agreed on progressing all elements of a basket of mitigation measures, namely aircraft technology, operational improvements, sustainable alternative fuels and market-based measures (MBMs).

To achieve the goal of 2% annual efficiency improvement, **WE NEED TO ACT NOW** and, if we are to be ready for carbon neutral growth in 2020, **WE NEED TO ACT NOW.** Climate change science clearly tells us that **WE NEED TO ACT NOW.**

So I think you would agree with me that we have the answer for the first question.

Let's turn to **HOW MUCH?**

Aviation is responsible for 2% of global CO₂. International aviation, which is the mandate of this organization, is responsible for 1.2%.

CO₂ emissions from international aviation are projected to grow by more than 4 times over the next 30 years, unless we take ACTION by implementing all elements of the basket of measures.

Jet aircraft have become 80% more fuel efficient over the past 50 years, and tremendous improvements in new aircraft technologies are being made. New aircraft offer the potential to reduce emissions by 20 to 30%.

For ICAO, a key element of the Organization's overall strategy for environmental protection is the technical work undertaken by the Committee on Aviation Environmental Protection (CAEP).

CAEP is working on a CO₂ certification Standard for aircraft to ensure that these best technologies become the baseline for the future.

CAEP also develops guidance and tools to assess the environmental benefits of operational improvements, such as ASBUs strategy. Global aviation system efficiency is around 87%, meaning that there are opportunities for improvement. This is why the ASBU strategy is so important. If everyone implemented

ASBU Block 0 by 2018, that alone could deliver a 3% reduction in global aviation emissions.

On alternative fuels, CAEP is developing methodologies to account for life-cycle CO₂ benefits and projecting future use of alternative fuels. Alternative fuels offer the potential to reduce lifecycle CO₂ emissions by 50% or more.

ICAO will continue to be at the forefront in promoting and facilitating the development and deployment of sustainable alternative fuels for aviation and also in all other fields, as you will see during the various panels of this seminar...but some of the benefits of these measures will not be fully ready to be delivered by 2020.

The ICAO trends for international aviation CO₂ show that with the improvements from technology and operations expected, we would still have a gap of 500 Million tonnes of CO₂ emissions above 2020 levels.

So we have the will, we have the sense of urgency and we know how much CO₂ we have to address.

So let's talk about **HOW** –

The actions and of course some of the results I mentioned before were achieved due to ICAO's leadership on the issue. But we did not and cannot do it alone. And that is why the theme of this Seminar is of paramount importance.

Only through partnerships, will we be able to respond to our climate change challenges.

If the States want to act, ICAO needs to support them. This is the spirit of the *No Country Left Behind* campaign.

The ICAO's robust capacity building programme that was put forward since 2010 enabled the development and voluntary submission of Action Plans to Reduce Aviation Emissions by Member States, representing over 80 per cent of global international air traffic.

To further assist Member States, environment seminars were held in 2014 and 2015 in all ICAO regions. These sessions were more than just outreach on ICAO's environment-related activities, they also offered directly support to States in the development of their action plans. The result is that by the next Assembly we expect to have a 50% increase in the number of action plans submitted.

Moreover, in an effort to facilitate access to financing for the development and implementation of States' action plans, ICAO

has established partnerships with other international organizations.

Finally, the last Assembly was able to reach an agreement on the development of a global MBM scheme for international aviation, which reflects the strong support of Member States for a global solution for the international aviation industry.

Significant efforts need to be undertaken as the Organization moves forward in developing a recommendation for a global MBM scheme capable of being implemented from 2020, for decision by the 39th Session of the Assembly in 2016.

Following the last Assembly in 2013, the ICAO Council agreed on a clear process and roadmap, with expected milestones and necessary governance structure, including the establishment of the Environment Advisory Group to oversee the work related to the development of a global MBM scheme, under the direction of the Council and with the support of CAEP.

Again, only through resolve and strong partnerships among States, industry, NGOs, experts on the Carbon Markets and other stakeholders, ICAO will be able to achieve its goals.

In concluding, I would like to say that I have seen aviation experience many challenges. The environment, and climate change in particular, is a significant one.

ICAO has always lived up to its challenges and, with through your partnerships and cooperation, will not only face the climate change challenge, but overcome it together.

I want to finalize wishing to all participants a very productive and rewarding Seminar, which is one of many efforts of the Organization to address the aviation CO2 emissions.

To the President of the Council and the Secretary General and the secretariat, I wish all success in the process that has to be taken until the next Assembly. I know very well the challenges on this difficult issue, but I am confident that, with the traditional spirit of cooperation of this extraordinary Organization, ICAO working with the States and all stakeholders, will find the best possible compromise. Good luck my friends.

Thank you