



**Statement by the Council President
of the International Civil Aviation Organization (ICAO),
Dr. Olumuyiwa Benard Aliu,**

Plenary Meeting of the UNFCCC COP22 Conference

(9 November 2016 – Marrakech, Morocco)

Mr. President,
UNFCCC Executive Secretary,
Your Excellency,
Ladies and gentlemen,

Before discussing ICAO's developments with you today, let me please take a moment to congratulate Ms. Espinosa on her first Conference of the Parties as Executive Secretary of the UNFCCC, subsequent to her appointment last May.

Ms. Espinosa, I am confident that under your able leadership the international community will continue along the successful path set forth in Paris, and that COP 22 will deliver some very positive results.

It is my great honour today to address this distinguished audience, and to highlight that we are gathered here subsequent to two major new accomplishments in climate change governance.

The first of these was the milestone attainment of the ratification threshold for the entry into force of the Paris Agreement.

May I extend my most sincere congratulations to each of the Parties that made that ratification possible.

The second accomplishment regards the successful conclusion of the 39th Session of the ICAO Assembly, which it will be my privilege to discuss with you now in more detail.

Approximately one year ago, after the historic climate change agreement reached in Paris, ICAO was already well advanced on its own ambitious climate change goal for 2016 – namely achieving global consensus on the proposed Carbon Offsetting and Reduction Scheme for International Aviation, or ‘CORSIA’.

In my role as the President of the ICAO Council, I had the privilege of leading the somewhat intense negotiations which were undertaken since 2013 to achieve sufficient agreement on the CORSIA, which complements the extensive basket of measures already being pursued by States and industry to help meet our sector’s climate change aspirational goals.

These aspirational goals include a recurring two per cent annual fuel efficiency improvement, and carbon neutral growth for the international air transport sector from 2020.

ICAO’s Member States have been pursuing these aspirational goals since they were originally adopted at our 2010 Assembly. And for the most part we have already been exceeding the annual two per cent improvement goal.

The measures we're employing to meet our goals were also defined in 2010, and they included more innovative aircraft technologies, streamlined operations to decrease fuel burn, wider use of sustainable alternative jet fuels, and a market-based measure for international aviation emissions.

Our sector has spared no effort in meeting these objectives, and it has benefitted along the way from some very close cooperation among ICAO's Member States, the aviation industry, NGOs, and many international organizations.

With respect to innovative technology improvements, the Assembly this year welcomed the development of the first ever global certification CO₂ Standard for new aircraft, to be implemented in 2020.

Similar to our pioneering work on the CORSIA, this will be the first global Standard for CO₂ emissions for any industry sector.

Considerable progress has also been achieved with respect to operational improvements, for instance by realizing more efficient take-offs and landings using Performance-based Navigation (PBN), bringing increased flexibility in our approach to airspace use and route design, and by minimizing congestion around through improved Air Traffic Flow Management (ATFM).

In 2016, Oslo International Airport and Los Angeles International airport became "biofuel hubs", supplying sustainable alternative fuels to their airline customers. Alternative sources of energy are a game-changer in the aviation sector, and the Assembly invited ICAO and its Member States to further intensify these activities.

Last but not least, the Assembly adopted a landmark Resolution on the CORSIA – a global market-based measure for international aviation.

The CORSIA Resolution is the first global market-based measure that addresses CO₂ emissions from any industry sector.

Some had presumed that our States would agree to it only in principle, and not in practice, but ICAO was greatly encouraged at our 39th Assembly when States representing more than 86 per cent of international traffic volunteered to participate in the scheme from its earliest pilot phase.

By all accounts this was an unmitigated success, and I am very proud that ICAO responded to the climate change challenge with exemplary determination and responsibility.

But yet again, time has come to look forward.

Capacity building and assistance activities will continue to play a pivotal role in implementing all of international aviation's mitigation actions.

ICAO has demonstrated its ability to effectively mobilize and manage resources in the area of environmental protection, to the benefit of States and of the environment, and we are continuing to seek out new global partnerships for sustainable aviation development, for instance through our World Aviation Forums.

Indeed, 102 States, representing more than 90 per cent of global air traffic, have voluntarily prepared and submitted to us their respective Action Plans to address their international aviation CO₂ emissions.

This level of commitment and performance results from the combination of two primary factors: namely States' willingness to act to protect the environment, and the trust that our partners place in ICAO's capacity building strategy since the 2010 Assembly.

We look forward to further expanding these activities, for instance on robust Monitoring, Verification and Reporting systems as the CORSIA work proceeds, and also by continuing to explore new and more effective emissions mitigation across all categories in aviation's basket of measures.

All of these initiatives serve to exemplify the strong resolution of ICAO and its Member States to complement the ambition set forth by the Paris Agreement last year.

The international aviation community now faces a tight schedule to ensure the timely implementation of the CORSIA, and the need for cooperation to tackle the climate change challenge is stronger than ever.

It is in this context that ICAO assures its readiness to continue its cooperation with the UNFCCC, in the same positive spirit that has thus far guided the relationship between our organizations, and with a renewed and stronger mandate stemming from the 39th Session of ICAO's Assembly.

We are obliged to make this world a safer, more sustainable and resilient place to live, and more than ever ICAO is determined to play its part to continue to take the lead on all matters related to international civil aviation, including climate change.

Thank you, Mr. President, and may I wish you all a very engaging and productive COP/22.

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