

MESSAGE FROM TONY TYLER

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Partnership has always been at the heart of the air transport industry's strategy to manage and reduce its environment impact. Air transport is an interconnected industry which relies on cooperation across the value chain, and particularly with governments. Aviation needs smart regulations which can enhance the ability of the industry to drive social and economic growth.

Equally, the industry recognizes that its 'licence to grow' comes from being a good global corporate citizen. Strong, proactive voluntary action backed up by appropriate regulation is at the core of our sustainability agenda.

Accordingly, in 2009, the aviation industry set itself three global goals to address its climate impact: a short-term fuel-efficiency goal of 1.5% improvement per year to 2020; a mid-term goal to cap net CO₂ emissions through carbon-neutral growth from 2020; and a long-term goal to halve aviation CO₂ emissions by 2050.

Setting those goals was part of the industry's efforts to respond to the global challenge of climate change. A four-pillar strategy was developed to create a roadmap for delivering the goals. The pillars of new technology (including sustainable alternative fuels), better operations, improved infrastructure, and the implementation of a single global market-based measure have been recognized as providing a genuine roadmap towards a sustainable industry. For aviation, the most important thing is for the strategy to be applicable globally—because the efficient operation of the international aviation system is absolutely reliant on globally-agreed standards and systems.

Working in partnership with governments and across the whole aviation industry sector, there has been significant progress towards delivering on these commitments:

- Seven new, more efficient, aircraft types have entered service, with another three due to enter the fleet before 2020.
- Airlines have spent over \$1 trillion buying these more fuel-efficient aircraft and over 8,000 of them have entered the world's fleet.
- Over 100 airports have installed solar power generation on-site and 156 are now part of the Airport Carbon Accreditation programme, representing over 32% of global passenger traffic.

- Improvements in air traffic management are helping to reduce emissions through measures such as performance-based navigation, air traffic flow management, shortening of routes and more flexible routings.
- We have tested, certified and flown over 2,200 commercial flights on sustainable alternative fuels and will have flown over 5,500 such flights by the end of 2016. Lower-carbon fuels are now being used on regular flights from at least two international airports with more airports and routes to follow.

In parallel with these practical developments, governments have been engaged in unprecedented multilateral policymaking activity in the sustainable development field.

In September 2015, the United Nations adopted the Sustainable Development Goals, which will help set the global development agenda for the next 15 years. Then in December last year, the world's governments adopted the historic Paris Agreement at COP21, delivering a genuine plan for global climate action. The air transport industry recognizes and welcomes these achievements. They lend a powerful impetus to the aviation industry's own sustainability agenda, which is progressing through a momentous year in 2016.

In February, working through ICAO, governments agreed on the world's first CO₂ efficiency standard for aircraft, supported by industry and environmental experts.

In June, airlines at the IATA Annual General Meeting overwhelmingly endorsed a resolution reaffirming the industry's commitment to the climate goals, and the need for a global carbon-offset scheme to help deliver carbon-neutral growth from 2020.

At this year's ICAO Assembly in September, we hope that governments will continue that spirit of consensus and adopt a global, mandatory carbon offsetting scheme to address the growth in aviation's emissions from 2020 onwards. Industry is fully supportive of these efforts as we believe that such a scheme is the most cost effective way to deliver on our climate commitments. We now urge governments to progress these discussions in a positive manner and to make the most of the historic opportunity we all have.

What is the vision underpinning the cooperation which has helped us to achieve all this? A common interest in our planet's future, balanced with a recognition that aviation is a force for good in this world, providing significant economic and social benefits, helping economies to grow, creating and supporting employment, and bringing people closer to their families and friends.

Looking to the future, it is clear the global carbon offsetting scheme for international aviation is not an end in itself. It is intended to be simply one additional tool in the basket of measures available to the sector. It will not make fuel efficiency any less of a day-to-day priority for airlines. Indeed, carbon-offsetting is regarded as an interim measure until new technologies, alternative fuels and propulsion systems reach maturity. The delivery of the four-pillar strategy in its entirety—including, crucially, vital improvements to air traffic management and airport infrastructure efficiency—is the only way the 2050 target can be met.

Most importantly of all, we need to continue the spirit of cooperation that has brought us to where we are today. Governments have an essential role to play in setting the policy frameworks that can incentivise work on developing more efficient technology, the commercialization of sustainable alternative fuels, better operational measures and improved infrastructure. In all of these areas, I hope that industry can rely on the support of governments for the adoption of initiatives that are in line with smarter regulation principles.

I hope that when we look back in years to come, 2016 will be seen not as an end point but simply the start of a period when the aviation industry efforts to earn its licence to grow took flight. And by reducing its environmental impact and enhancing its ability to provide economic and social benefits the world over, commercial air transport demonstrated beyond doubt its role as a force for good in the world.