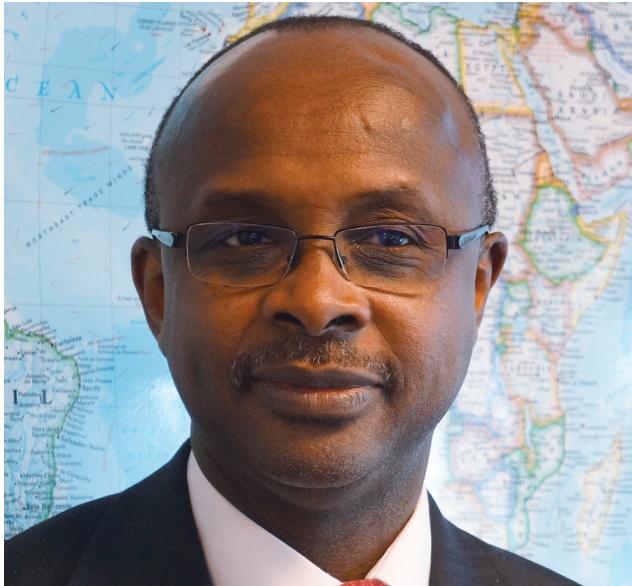


THE TRIENNUM IN REVIEW: TOWARDS ENVIRONMENTAL SUSTAINABILITY



The 38th Session of the ICAO Assembly raised expectations for the environmental work of the Organization, emphasizing “the importance of ICAO continuing to demonstrate its leadership role on all international civil aviation matters related to the environment”¹.

On climate change, the “basket of measures” is the pathway which was agreed by our Member States to meet our aspirational goals of a two per cent per annum fuel efficiency improvement, and carbon neutral growth from 2020. Significant progress has been achieved on the implementation of all the basket of measures elements during the past three years, namely innovative technologies, more efficient operational procedures, sustainable alternative fuels, and a global market-based measure suitable to international flight emissions.

A new CO₂ emissions Standard for aeroplanes was recommended earlier this year which should eventually promote a cleaner, more sustainable aviation sector. It will do so by preventing future backsliding and ensuring that enhancements in aircraft environmental performance are implemented by States and the aviation industry.

The new emissions Standard will be complemented by more efficient flight operations, and in this regard ICAO Member States adopted a Global Air Navigation Plan, which outlines a performance improvement and technology roadmap towards shorter routes and less emissions-intensive take offs and landings, through Performance-based Navigation (PBN) and the ICAO Aviation System Block Upgrades (ASBUs).

While technical and operational improvements are therefore well under way, cleaner and more sustainable energy sources could be

the real game-changer for aviation emissions reduction.

Alternative fuels are essential to ICAO’s environmental strategy and are an integral part of airlines’ environmental strategies. Indeed, sustainable alternative drop-in fuels are the only practical renewable energy option available for aircraft today. While the technical feasibility, environmental impacts and safety of biofuels have been well-demonstrated, integrated thinking is now required to accompany their large-scale deployment. But the realization of this potential tomorrow is highly dependent on the policies we put in place today.

Another important element of our environmental work involves the assistance and capacity-building we engage in on our Member States’ Action Plans outlining their aviation emissions mitigation actions. ICAO has implemented dedicated Action Plan assistance projects, in partnership with the European Union (EU), the United Nations Development Programme (UNDP) and Global Environment Facility (GEF). This has allowed, among other recent benefits, for the installation of solar panels at airports to supply international aviation gate operations with renewable energy.

In 2013, the 38th Session of the ICAO Assembly “decided to develop a global Market-Based Measure [MBM] scheme for international aviation”² which would be implemented from 2020.

A number of actions have been taken by ICAO in order to fulfill this mandate, including raising awareness of the key principles underpinning the functioning and design of a global MBM scheme. To achieve this objective, ICAO organized a series of Global Aviation Dialogues (GLADs) on MBMs in 2015 and 2016, which educated and informed States on the MBM issues and permitted well-informed deliberations on the global MBM’s design. An essential element of our work going forward will be to support States in building the necessary Monitoring, Reporting and Verification (MRV) capacities they will need to implement the Global MBM, should it be adopted by our 39th Assembly this autumn.

ICAO is working hard to be the next global climate success story, and to achieve carbon neutral growth from 2020, and we are striving to foster stronger cooperation with our partners in order to do so.



Mr. Boubacar Djibo
Director, Air Transport Bureau

1. Assembly Resolution A38-17

2. Assembly Resolution A38-18