



**Address by the President of the Council of the
International Civil Aviation Organization (ICAO),
Mr. Roberto Kobeh González,
to the 68th IATA Annual General Meeting and World Air Transport Summit**

(Beijing, China – 10 June 2012)

“Climate change – How ICAO is moving forward”

I am very pleased to be with you today and to have the opportunity to present ICAO's work with regard to the impact of international civil aviation on climate change. I chose this theme because a few days ago, on 5 June 2012, we celebrated World Environment Day.

While it is one of the most challenging issues for the future of aviation, ICAO's approach on environmental protection is no different than the one it applies when it comes to safety and security. It rests on the universally-recognized truth that it is a problem that requires global solutions.

At the last Session of the ICAO Assembly in 2010, our Member States set for themselves global aspirational goals. They recognized and support ICAO's leadership on this issue.

In addition, the Resolution called for the further development and implementation of a basket of mitigation measures. These consist of technological, operational and market-based measures, and a wider use of sustainable alternative fuels for aviation.

ICAO is currently working intensively on the development of a global CO₂ certification Standard for aircraft, with a target date of 2013. And we are also working on the global implementation of greener operations and relevant tools to quantify the environmental benefits.

States' Action Plans

A very important element also contained in the Resolution was the agreement on the voluntary submission of States' action plans to ICAO.

These action plans will allow States to identify how they can reduce CO₂ emissions from international aviation as well as any assistance they may need to carry out their plans.

Five regional workshops were held in 2011 as well as one at Headquarters to assist Member States in preparing their action plans. In total, States representing over 90 per cent of global international air traffic took part in these workshops.

I consider it a positive sign that a number of States have already submitted their plans. The next step is to compile the information, identify the needs for implementation support and assistance, and then share this information with States and other stakeholders during a seminar planned for October 2012.

Sustainable Alternative Fuels

One area which shows great promise in helping us address our common challenge on climate change is undoubtedly sustainable alternative fuels for aviation. Progress made in this area in just the last three years is impressive:

- today, approximately 300 alternative fuel initiatives are under way worldwide;
- over 10 commercial flights using biofuels from a variety of feedstocks operate regularly across different regions; and
- there has been a substantial increase in the number of international consortia working in this area, globally.

While technological aspects of biofuels for aviation have proven to be viable, ensuring the availability of such fuels for use in aviation remains a challenge.

The sixth Air Transport Action Group (ATAG) Summit, held in March 2012 in Geneva, adopted an industry declaration entitled *Towards Sustainable Aviation*, which (and I quote) “encouraged the use of alternative renewable energy by providing appropriate policies and incentives to facilitate the timely, cost-effective and sustainable development of aviation biofuels”.

Market-Based Measures

With respect to market-based measures for international aviation, I will repeat what I have said on many occasions: we must work together to develop a global solution to avoid uncoordinated measures by States or regions.

Since the last session of the ICAO Assembly, the Secretariat and Member States have been working diligently to develop a global solution.

In March 2012, I was pleased to announce that the Council of ICAO had agreed that further work be carried out on four options for global market-based measures as a matter of priority.

With the support of State Experts from all regions, industry, and other interested parties, these options are being analyzed against evaluation criteria which take into account the guiding principles listed in the Resolution. A report will be presented to the Council for consideration at its upcoming Session at the end of this month.

Without speculating on the outcome of the next Council Session, I can assure you that a lot still needs to be done before we report back to the 38th Session of the ICAO Assembly in 2013.

So, ladies and gentlemen, this is how ICAO is moving forward.

Our global air transport system can only work efficiently and effectively through total and sustained cooperation among all stakeholders. There is no way around it.

Through the years, powerful drivers of change demanded that we make good on our commitment to work together. And we did.

With the foreseeable growth of air transport in the coming years, the challenge of mitigating the impact of international civil aviation on climate change should not be underestimated.

ICAO and its Member States, in close collaboration with the aviation industry, must continue to work together to take concrete steps towards developing global solutions which will address greenhouse gas emissions and ensure a sustainable future.