



**Opening Remarks by the
President of the Council of the
International Civil Aviation Organization (ICAO),
Dr. Olumuyiwa Benard Aliu,
to the ICAO Seminar on the Carbon Offsetting
and Reduction Scheme for International Aviation (CORSIA)**

(Montreal, 2 July 2018)

Distinguished Council Members,

State Representatives,

Ladies and gentlemen,

It is an honor to open this ICAO Seminar on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), and to welcome you all to Montréal.

The agreement reached by ICAO member States on CORSIA at our 39th Assembly in October 2016 has been universally acclaimed as a historic landmark achievement towards combating climate change and a significant progress by the aviation sector in achieving the global aspirational goal of carbon neutral growth from 2020 onwards, under the leadership of ICAO.

Since that Assembly, ICAO and our member States and the industry have been at work to make CORSIA a reality. I am therefore very pleased to inform you that the Council last week adopted the new Standards and Recommended Practices, or SARPs, for the implementation of CORSIA as Volume IV of Annex 16 to the Convention on International Civil Aviation.

This important body of work outlines what has to be done by States and operators to implement CORSIA, including the Monitoring, Reporting and Verification requirements which will need to be implemented six months from now, on 1 January 2019.

In achieving this milestone, we must keep in mind that the development and adoption of international civil aviation SARPs is a process that usually takes about five years. The fact that these CORSIA SARPs have been produced on such an accelerated timeline should serve as a testament for all of us that the world sees this as a key climate change mitigation priority and that a great deal of consensus has been achieved not only among States, but industry and other stakeholders as well.

During the CORSIA SARP consultation period, which is an integral part of the standards development process, ICAO received approximately 570 comments from 101 States and four international organizations. This was a record high, and similarly exemplifies the level of global interest and concern which CORSIA is engendering.

I would also like to draw your attention to the fact that, in order to support their review process and increase confidence among Member States in their suitability, the CORSIA SARPs were tested before their adoption. This testing was accomplished by means of a partnership between ICAO and the Government of Germany, with the active contribution of six additional States, which included Burkina Faso, Canada, Japan, Kenya, Mexico and the United Arab Emirates. The voluntary participation of ten commercial airlines was also very instrumental to facilitating this testing process and validating the SARPs.

In addition to the adoption of the CORSIA SARPs, the recent Session of the ICAO Council has made significant progress on two of the five CORSIA Implementation Elements. It approved the 2018 version of the ICAO CORSIA CO₂ Estimation and Reporting Tool, or CERT, as well as the functional requirements of the CORSIA Central Registry, CCR, and more on these topics will be discussed over the course of this Seminar. Work on the remaining three Implementation Elements is ongoing, with clearly defined timelines to ensure their completion before their application date.

All of these accomplishments were made possible through the dedication and hard work of hundreds of experts from ICAO Member States, the aviation industry stakeholders, environmental NGOs, and international and UN organizations that participate in the Committee on Aviation Environmental Protection (CAEP). These experts devoted countless hours to this process, and I wish to extend ICAO's gratitude and deep appreciation to all of them.

I also would like to thank the Council Members for their enormous efforts, good spirit of cooperation and consensus building. Certainly all of these qualities were instrumental to ICAO achieving this impressive accomplishment in such a short period of time.

I wish to also extend my gratitude to the Secretary General, the Director of Air Transport Bureau (ATB) and other staff of the ICAO Secretariat for their efforts. In particular, I am sure that most of you are already fully aware of how committed our Deputy Director, Environment, Jane Hupe, and her team are and how much they have done to drive this truly global success.

Dear colleagues, a lot has been accomplished and we are proud of our achievements, but the ICAO Council still has a number of CORSIA items on its agenda, which you should all remain cognizant of. As a next step, its work will focus on ensuring that all other CORSIA Implementation Elements are put in place in a timely manner in order to ensure that States and operators have everything they need to implement all facets of CORSIA. This includes:

1. The development of a process to ensure that carbon market programmes and projects can be evaluated against a robust set of criteria.
2. A list of Eligible Emissions Units for CORSIA, and
3. The completion of ICAO's work on sustainable aviation fuels, including the development of life-cycle emissions values, robust certification frameworks and sustainability criteria.

I also want to emphasize that this is only the beginning. The adoption of the CORSIA SARPs signals the start of the implementation process. All participating States with operators performing international flights need to be ready to monitor fuel use and estimate their CO₂ emissions as of 1 January 2019. Accordingly, States will need to put in place the necessary national policy and regulatory frameworks.

This schedule is tight, but it is also do-able. ICAO is already working to ensure that all States are ready, and we are facilitating State preparedness further through capacity-building and regional training events. In support of these efforts, ICAO will also unveil a new capacity building initiative centered around the concept of 'buddy partnerships' during this Seminar.

Ladies and gentlemen, we all know that climate change is an urgent matter that requires resolute action. The impacts of climate change are becoming more and more evident, affecting a significant number of countries, but mainly the poorest and most vulnerable. For many of these countries, international aviation is a vital lifeline, and one which contributes to local economic growth, access to humanitarian aid, and many other socio-economic benefits.

Despite its relevance, we also need to remain mindful of the fact that CORSIA is a complementary tool, and one which has been designed to enhance the results being achieved through the basket of emissions mitigation measures, which the air transport sector has been pursuing for many years now. These other measures include the enhancement of air navigation efficiency, improvements in aircraft technology, and the use of sustainable aviation fuels.

In this regard, our Global Air Navigation Plan is regularly being updated. The Council has also adopted an aircraft CO₂ emission certification standard, the first of its kind for a global; sector, as well as a long term vision and policies to rapidly increase the use of sustainable aviation fuels.

It is, however, important that over the coming years and decades, aviation must continue to explore and innovate even more solutions in order to meaningfully address the environmental footprint of international air travel. All technological and operational options need to be evaluated and pursued in this regard.

Ladies and gentlemen, as you already know, today is a public holiday in Canada and I would congratulate our Host State on the anniversary of the enactment of the Constitution Act of 1867. Your presence here today illustrates to the world once again our collective commitment and the leadership of ICAO at the forefront of aviation environmental protection. With that in mind, I wish you all a very productive and successful seminar.

Thank you.