

**ICAO Global Aviation Partnerships on Emissions Reductions (E-GAP) Seminar  
Wrap-up by Jane Hupe DD/ENV**

Distinguished guests,

Our event is getting to a close and it has been a honor to have you here. I wish to thank all of you, panelists, moderators, participants, for your commitment in making this Seminar a successful event.

I would also like to extend my thanks to our speakers and the ICAO environment team who helped deliver a “state of the art” seminar.

Now, please allow me to draw your attention on some of the most striking and thought-provoking facts shared by our speakers in the past two days.

As highlighted in session 1, ICAO decisions are fact-driven. ICAO has a long-term commitment to and has been a pioneer in working together with scientific bodies, UN organisations and research institutes to better understand the science behind international aviation environmental impacts. However, scientific knowledge is evolving and we heard from speakers that we need to remain ahead of the curve to allow our States to take informed decisions. Beyond a possible update of the IPCC report on aviation and the global Atmosphere, substantial information was provided for the need to address adaptation to climate change impacts on aviation operations, and the need for partnerships between meteorological community and aviation community.

In the 2nd panel, aircraft manufacturer Boeing pin pointed the fact that environmental protection does not start when the aircraft operates, but already during the design and manufacturing phase.

Innovations such as advanced composites or 3-D printing can be real game changers for the sector. Bombardier told us that advanced composites can reduce the weight of a single aircraft by 2,000 pounds. Airbus shared the time, costs and waste savings linked to the use of 3-D printing: up to 95% less metal waste!

Waste savings are important but equally important is the ability of the sector to get its acts together to improve the re-use and recycling of aircraft parts. And we have a new partner to help us do this. ICAO and AFRA are moving towards a close cooperation on progressing aircraft “end of life” best practices under the work of CAEP. According to AFRA, 400 to 600 aircraft will be dismantled each year until 2017. As much as 90% of the weight of an A340 can be reused and recycled. This goes with a number of legal, environmental, safety and financial challenges. Questions on the lack of harmonized procedure and on liability issues were raised to ICAO. It is an area, where we want to progress together.

On the 3rd panel, a clear call was made to prevent that operational efficiency gains resulting from partnerships between airlines, airports, ANSPs and ground service providers are jeopardised by the inability of the sector to adapt to climate change. Let's not be shy in stating which gains we are talking about. If all States were to implement ASBU Block 0, no less than 3% fuel efficiency would be attained and "Perfect flights" can reduce the carbon footprint of a flight by up to 50%. The challenge is to make these "perfect flights" business as usual. This leads us to the scale up of sustainable biofuels and to our 4th panel.

Sustainable alternative fuels for aviation are necessary to reach our aspirational goal of carbon-neutral growth by 2020 onwards. We heard that GOL will reach CNG in 2022-2025 through sustainable alternative fuels.

Biofuel for aviation is a reality, with more than 1700 commercial flights operated since 2011. The sector is heavily investing, with United Airlines expecting a delivery of 90 million gallons of biofuels annually as of 2018-2021. States are developing a strong biojet fuel agenda. Sky NRG rightly outlined that we are reaching a momentum. So, what is needed from ICAO to unlock this potential?

One speaker called for recommendations to States to advance the commercialization of aviation biofuels and the need to have the right policy and regulatory framework. Let's sit together and see how this can be achieved.

From biofuel market to carbon markets...Our speakers did a really good job in lifting some questions around carbon markets through the use of live demonstrations on both voluntary and compliance-driven carbon markets. We are honored that the UNFCCC presented for the 1st time its own carbon offsetting platform. Here are some additional key points to be taken from this session:

- Carbon markets are not so different from other markets
- Offsetting programmes have already been adopted by airlines and we saw the example of Delta, which attained carbon neutral growth through the purchase of 1.7 million offsets. TAP has also been awarded for linking its booking system with voluntary carbon offsetting by passengers.
- ICAO carbon calculator is a robust and trusted tool to estimate the CO2 emissions to be offset. It is recognized worldwide and it is one of the most consulted tools on the ICAO website, with an average of 13,000 hits per month.

This session was instrumental in helping us understand better the functioning of carbon markets in the context of our own discussions on a Global MBM.

Last but certainly not least, sessions 6 and 7 were the opportunity to showcase another concrete example of ICAO partnership. I would like each one of you to realize the importance of State Action Plan assistance project. Not only does this project have a real added-value in enhancing the environmental capabilities of States but it also greatly contributes to the ICAO No Country Left Behind campaign. It is actually one of its most successful vehicles. By 2025, we want no country without an Action Plan. As per Mr Kobeh's own words, "only through partnerships, we will be able to respond to our climate change challenge".

This seminar has brought us a step forward on the way to a sustainable future for international aviation. It also demonstrates our clear and direct commitment to 10 out of the 17 Sustainable Development Goals adopted by the United Nations. ICAO Secretary General, Dr. Liu reminded yesterday which these goals are. SDG 17, "Providing States with essential information and tools to strengthen their

means of implementation of sustainable development” encompasses all our activities. It can only be achieved through partnerships.

Partnerships lead us to set a common goal.

Partnerships lead us to break the silos.

Partnerships do not only multiply environmental actions, they also multiply their effects.

This is the message we want to bring to COP21 in Paris at the end of the year.

We count on your support. Be assured of ours.

Have a safe journey home.

Thank you.