



ICAO

**Opening address
by the Secretary General of the
International Civil Aviation Organization (ICAO),
Dr. Fang Liu,
to the ICAO Global Aviation Partnerships
on Emissions Reductions (E-GAP) Seminar**

(Montréal, 16–17 September 2015)

1. Good morning Ladies and Gentlemen. It is my great pleasure to welcome you this morning to ICAO's *Global Aviation Partnerships on Emissions Reductions Seminar*.
2. For almost five decades now, ICAO has been at the forefront of aviation environmental issues. During this time we have worked cooperatively with a wide variety of stakeholders, driving positive progress on emissions reduction while emphasizing the importance of globally-harmonized approaches to address aviation's environmental impacts.
3. This, in part, is why today's passenger and cargo aircraft are more than 70 per cent more fuel efficient than the first commercial jets, an important fact when we consider that our global network currently moves 3.3 billion passengers annually and 35 per cent of world freight by value.
4. Civil aviation furthermore contributes to roughly 3.5 per cent of global GDP, and supports the employment of some 58 million people worldwide, figures which serve to underscore the importance of reliable air services to local and regional prosperity wherever aircraft fly.

5. From this standpoint, our environmental responsibility and action must be measured in the context of many other sustainable development considerations – factors which presume that world States and regions will not be unduly or unfairly hindered from gaining access to affordable and reliable air services.
6. As we are all by now aware, 2015 is a critical year with respect to the United Nations and Sustainable Development. In just a few short days in fact, I will have the great privilege of joining UN Secretary General Ban Ki-moon and over 150 world leaders at the United Nations Summit for the adoption of the post-2015 development agenda. There, 17 new post-2015 UN Sustainable Development Goals (SDGs) will be officially adopted.
7. ICAO's wide-ranging activities and actions effectively contribute to 14 of the SDGs, whether relating to poverty eradication, infrastructure development, or the ten SDGs which relate directly to global environmental and climate change mitigation objectives. SDG 17, for instance, specifically refers to strengthening implementation and revitalized partnerships for sustainable development, the main purpose of today's event, and all sessions of this E-GAP Seminar have been aligned to the SDGs where applicable.
8. With the expected growth of aviation traffic in the future, it is essential to ensure, through our actions today, that future generations can continue to enjoy the wide-ranging benefits of air transport tomorrow on an environmentally sustainable basis.

9. Through invaluable partnerships and determined cooperation between States and industry, the international aviation sector has been actively progressing a comprehensive strategy to address its CO₂ emissions. Our States have agreed to achieve ICAO's global aspirational goal of improving fuel efficiency by two per cent per year, and to stabilize sector-wide CO₂ emissions at 2020 levels.
10. This week is actually a very good example of the dynamic environmental programme we have been pursuing at ICAO, with the Council's Environment Advisory Group (EAG) having met here yesterday, this Seminar on partnerships taking place today, and the training sessions for State Action Plan focal points to follow shortly afterward.
11. Another important element of the progress being achieved is the technical work undertaken by ICAO's Committee on Aviation Environmental Protection, or CAEP, which is comprised of no less than 600 experts from governments, industry and other stakeholders.
12. The CAEP represents a very concrete and results-oriented example of how cooperation between the public and private sectors, through ICAO, can lead to important environmental progress. It is currently finalizing the first ever CO₂ emissions Standard for aircraft, work which is expected to be completed by February 2016 and which supports SDG 3 on health and well-being, and it has also developed new tools and guidance to assess the environmental benefits of air transport operational improvements, as well as the methodologies to account for life-cycle CO₂ benefits and future projections for alternative fuels.

13. These developments provide States with essential information and tools to strengthen their means of implementation of sustainable development, again fully in-line with SDG 17.
14. This E-GAP Seminar is a first-of-its-kind for ICAO. It will be exploring unprecedented topics such as carbon markets to help support State policy decisions on a global market-based measure for international aviation, supporting SDG 13 on climate change, and it will also be considering the full aircraft life-cycle from an environmental perspective. Thousands of aircraft are expected to retire in the near future and we must be prepared to effectively manage the environmental implications.
15. Finally, the Seminar will be exploring the future of aviation regarding both its impact on the environment and the adaptation measures required to address climate change. Financing opportunities for environmental initiatives and assistance for Member States to implement their Action Plans will also be showcased, as well as two successful and inspirational Assistance Projects which are presently on-going.
16. New partners, of course, are always welcome where our efforts to achieve environmentally sustainable aviation are concerned. A good example that we can envisage would be in conjunction with the Aircraft Fleet Recycling Association (AFRA), and we have begun discussing the possibility of moving towards a close collaboration with them on progressing aircraft end-of-life best practices under the work of ICAO. This work would directly support the SDG 12 objective on fostering sustainable consumption and production patterns.

17. We must also acknowledge new technologies that reduce aircraft weight and emissions, such as the use of Additive Manufacturing, better known as 3-D printing, to produce component parts of aircraft.
18. Likewise, the challenge of deploying sustainable alternative fuels on a commercial scale will be showcased through a number of promising projects. These international efforts contribute directly to the realization of SDG 7 on access to an affordable and modern energy for all, as well as SDG 15 on the sustainable use of terrestrial ecosystems.
19. Operational improvements and environmental management at airports have also been important factors in the reduction of aviation's carbon footprint. In this regard, ground operations, fuel efficiency monitoring and airports reaching carbon neutrality will be highlighted.
20. Ladies and gentlemen, we now find ourselves on a shared journey toward achieving carbon neutral growth from 2020. I strongly believe that this can be achieved by continuing to work together and actively pursuing further partnerships.
21. Under SDG 13, we must all be taking urgent action to tackle climate change and its impacts, and ICAO's capacity building and active engagement of States in their development and implementation of voluntary action plans for aviation emissions reductions is a good and practical example of our commitment.

22. This work presently benefits from a number of joint efforts and partnerships which we will be showcasing at the UNFCCC Conference of the Parties (COP 21) in Paris later this year.
23. Cooperation, partnerships and innovation are the keys to our successful future, and to the eventual realization of the UN SDGs. ICAO is proud to be playing an important part in this endeavour, and through your active participation and contributions at this first-ever E-GAP Seminar our objectives and activities will only be refined and improved.
24. I wish you all a very engaging and productive meeting.
25. Thank you.

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