



**PRESENTATION BY
DIRECTOR, AIR TRANSPORT BUREAU (D/ATB)
OF THE
INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO),
MRS. FOLASADE ODUTOLA,
TO THE COLLOQUIUM ON AVIATION EMISSIONS**

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Good morning ladies and gentlemen.

May I join the Dean of Council in welcoming you to Montréal and to this event, the 3rd of its kind. It gives me great pleasure to address this Colloquium and share with you my vision of the role of ICAO in addressing environmental impact of aviation in general and of greenhouse gas emissions of aircraft affecting climate change, in particular.

Over the years, ICAO has made remarkable achievements in tackling complex environmental issues. Today, however, I would like to focus not on what we have achieved in the past, but where we must go in the future. The starting point for such a discussion is the three interdependent environmental goals set by ICAO: limit or reduce the number of people affected by significant aircraft noise; limit or reduce the impact of aircraft engine emissions on local air quality; and limit or reduce the impact of aviation greenhouse gas emissions on the global climate. In order to meet these goals, ICAO must continue to follow an information-based decision making process. This is in line with the concept of having environmental impacts of aviation properly identified and reasonably quantified so that appropriate measures can be applied to limit or reduce them.

Information is the key to meeting the environmental challenges of today. Scientific and technical data which is as accurate as possible as well as agreed, is essential to developing forward-looking solutions. Such technical information on aviation emissions and their impact on local air quality and global climate must therefore form the basis of all measures. We must ensure that the latest developments, findings and trends are considered in our deliberations on how best to address aviation's environmental impacts. As we move forward, we must emphasize this role of ICAO and provide information and guidance in order to facilitate actions by States and the aviation industry.

Furthermore, we must continue to enhance ICAO statistical and methodological capabilities and establish the necessary agreements so that data published by ICAO is recognized and globally accepted as **THE** authoritative information on all aspects of aviation including its emissions, to the benefit of its 190 Member States, and all others requiring such information. Accurate methods and mechanisms of monitoring, reporting and verification of data will be essential and the cooperation of ICAO member States is of utmost importance in this endeavour.

With the support of the Committee on Aviation Environmental Protection (CAEP), we must continue to pursue concrete measures to address environmental concerns, emphasizing the use of technological solutions while continuing to explore other options. In that regard, ICAO must continue to adopt Standards and develop technological and operational guidance on aviation environmental issues in general and those related to climate change in particular.

We must continue to challenge aviation by setting goals on GHG, similar to those that have enabled the tremendous progress made with respect to Nitrogen Oxides (NO_x) and noise, and we should therefore expect the same in relation to fuel burn technology. With the progress made so far in this area, I also envisage aviation leading the transport sector in the deployment of alternative fuels that would produce a reduced lifecycle impact on the atmosphere.

Together with technology, operational measures are imperative to achieving our objectives. ICAO must take the lead in ensuring the environmental benefits of CNS/ATM systems implementation at the global and regional level are obtained, and continue to develop and promote the use of improved operational practices. Advancements in this area are already being made, yet we must better structure this activity by developing better quantification methods including specific environmental goals and timelines.

In addition to the technological and operational measures to attain our environmental goals above, ICAO has been exploring possible market-based measures that could be used. CAEP/8 resulted in publication of several documents exploring market-based measures to mitigate aviation emissions and the issue concerning such measures will be reviewed further at the upcoming ICAO Assembly in September. Further work in this area will require working with

other organizations within the aviation sector as well as with the wider array of stakeholders including financial and energy sectors. Even more international cooperation will be essential to ensure ICAO remains responsive to its member States' evolving needs in this area.

As the global forum for pursuing aviation environmental issues, ICAO brings together the best technical expertise, viewpoints of member States, representatives from the aviation and aerospace industries and other international organizations. We must reconcile differing viewpoints from States under a harmonized global approach. We must also coordinate our efforts with other UN sister organizations such as the IPCC, UNFCCC, UNEP, and WMO to further develop our understanding of aviation emissions environmental impact and to define the most appropriate mitigation measures.

I have highlighted only a few options being considered by ICAO to mitigate the environmental impact of aviation emissions. To reach our goals, we must continue to explore **ALL** possible environmental mitigation measures and focus particularly on the global climate change challenge.

The vision I have shared with you this morning is only possible through global cooperation. As the director of Air Transport Bureau, within which the Environmental Branch is located, I can assure you of ICAO Secretariat's commitment to provide the support required to facilitate this global cooperation. Only by working together, through ICAO, with States, international organizations and the scientific community and with the necessary resources, can we transform this vision into reality.

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