

## **ENV Statement – Aurora Torres – 24-Oct-12**

Reviewing the activities undertaken by ICAO, we believe their best influence have been done by raising awareness of the importance of the impact of emissions on the environment. Any sustainable development has to ensure an environmentally friendly system. Respect of this the Latin America States have shown interest from government actions and the aeronautical authorities' involved on in each of them providing regulations and procedures to reduce the impact of emissions from international air transport.

International air transport for a developing region such is the Latin American region, is very important. Definitely, air transport remains as a catalyst of the economy and at the same time as a driver of economic development both emphasizes its importance, especially for our developing countries.

Desire of growth and development is natural human behaviour as well as the protection of the place where live so our growth and development have to avoid spoil our habitat. With a similar inspiring thought, the states in the region have taken national actions related to the reduction and mitigation of adverse effects on the environment, such as regulations on deforestation, reforestation incentives and the use of clean energy in industry.

Civil aviation has accompanied these policies under ICAO guidelines. In this regard, the administrations have included in their organizational structures Environmental Departments and have adopted regulations that are reflected in the renewed fleet for their airlines, with aircraft technology improvements and engine more efficient in terms of noise and burned fuel.

Regionally efforts have also been made in terms of efficient air traffic management such as Performance Based Navigation (PBN), Continuous Descent Operations (CDO) and Continuous Climb Operations (CCO). With similar actions, the airlines have implemented measures to improve operational efficiency of their aircraft fleet.

The Latin American region has worked, is working and will continue to work under the guidelines of ICAO, adopting measures to enable the development of air transport with the least impact on the environment and climate change.

The efforts made to improve in the Climate Change area have never been as solid as ever before. Most of us are working on the final details to present the Action Plan, while others have already submitted it.

Having the Action Plan ready is not the end of this path. Furthermore it will require a closer cooperation between ICAO and the States not only for the plan optimization on each specific case but to support the State in case the Action Plan perceives any weakness during its application.

States have found very useful the technical support that ICAO has developed. In regard of the web based tools, we are very grateful to use this tools and I am sure their further development in other languages will increase their potential and optimize each State results'.

In this regard, the Environment Department from the Civil Aviation Authority in Paraguay (DINAC) had the initiative to translate the basket of measures provided by ICAO's Environment Branch and with their assistance; DINAC was able to obtain the best translation possible. This is just an example of

the potential and value for the optimization of the task with faster and detailed outcomes.

Looking numbers of the regional air transport development I will read a report dated:

Miami, July 6, 2012 – The Latin American and Caribbean Air Transport Association (ALTA) announced that its member airlines carried 11.5 million passengers in May, up 2.7% from the previous year.

Traffic- Revenue Passenger Kilometers -(RPK) grew 5.6% and capacity- Available Seat Kilometers -(ASK) increased 5.1%, bringing up the load factor to 73.7%, 0.4 percentage points higher than in May 2011.

The number of passengers carried year-to-date increased 5.2% versus the same period of the previous year, reaching 59.7 million passengers.

During the aforementioned period, traffic - Revenue Passenger Kilometers- (RPK) rose 7.2%, capacity - Available Seat Kilometers- (ASK) increased 7.7%, and the passenger load factor reached 75.1%, 0.3 percentage points lower than the previous year.

Freight ton kilometers increased 7.7% in May and 8.3% year-to-date.

Reporting airlines: Aerolíneas Argentinas (includes Austral), Aeromexico, Avianca, COPA Airlines, GOL, LAN Group, PLUNA, TACA Group, TAM, TAM Mercosur, and Volaris.

We could observe that the air transport services is keeping growing in the region and we believe that the activities of ICAO so far, as I said in the beginning, have achieved their initial goal, which has a high importance creating awareness about the impact of international air transport on climate change and the necessity to take action, which has a very positive responses from the countries of the region, but from now and in advance will be more important then ever to study and analyse the technical aspects, environmental benefits and economic impacts of any other measures to apply.

We remind, the necessity from ICAO, to initiate specific measures to assist developing states in order to facilitate access to financial resources, technology transfer and capacity building.

We reassure our full confidence in ICAO as the leader to reach global solutions and to indicate the path to move forward in terms of actions to reduce and mitigate the impact of the international air transport development on climate change to achieve the global aspirational goals recurrently mentioned during the previous sessions.

Thank you.