

Message from the President of the International Civil Aviation Organization (ICAO) Council

In 2010, ICAO Member States gave a strong mandate and a roadmap to the Organization to act on climate change. International aviation became the first global sector to adopt global aspirational goals for CO₂ emissions – two per cent fuel efficiency improvement annually, and carbon neutral growth from 2020 - and a “basket of measures” to progress towards these goals. In 2013, during the following session of the ICAO Assembly, commitment towards this climate change strategy was reaffirmed and enabled ICAO to take the necessary actions to realize the ambition set, through incentivizing innovative aircraft technologies, implementing more efficient operations, facilitating the use of sustainable alternative fuels, and creating a global market-based measure, the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

These achievements have required the increased involvement of ICAO’s traditional partners, and the cooperation with new governmental and non-governmental organizations, industry bodies and research institutes. True to its reputation as an innovative sector, international aviation, through ICAO, is creating new rules and new forms of engagement for the implementation of CORSIA that will set a precedent globally. Indeed, the discussions on the sustainability criteria for the production of sustainable aviation fuels and the capacity-building efforts leveraged by ACT CORSIA will durably seal ICAO’s leadership role in limiting and reducing emissions from international civil aviation. As President of the ICAO Council, I express my sincere appreciation for the intense work conducted by ICAO and its Member States to enhance our collective preparedness for the entry into force of CORSIA requirements.



However, such ambition should not falter. As preparations for the 40th Session of the Assembly intensify, a series of landmark events are being held to remind us that international aviation has a key role to play in complementing the objectives set out in the Paris Agreement. Accordingly, ICAO’s 193 Member States should consider how to further articulate the long-term aviation environmental journey. A number of seeds have been sown to make this journey greener, on a door-to-door basis, with green

mobility concepts being developed for accessing the airports. Airports themselves are multiplying initiatives to reduce their environmental impacts and help others on the airport site contribute to this collective effort. Last but not least, a holistic approach to greener aircraft operations is emerging, on a life-cycle basis. All of these aspects are embedded in the 2019 edition of the ICAO Environmental Report.

This approach demonstrates the ability of international aviation, under the leadership of ICAO to think of a green future and put it in motion. Going forward, our success will rely heavily on ICAO’s ability to evolve as an agile Organization and integrate in its work the major changes affecting international aviation. This will be essential for ICAO and its Member States to adopt the global Standards and Policies international aviation needs to grow sustainably and to support all ICAO Member States in achieving a long-term vision of sustainable development, to the wider benefit of society.



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