

UNFCCC Facilitative Dialogue on Enhancing Ambition and Support
(Marrakech, Morocco, 16 November 2016)



**Statement by the
Secretary General of the
International Civil Aviation Organization
Dr. Fang Liu**

Ladies and gentlemen, friends and colleagues, thank you for inviting me to highlight today what was recently achieved at the 39th Session of ICAO Assembly, which took place in September and October of this year.

As you know, international aviation is a driver for social and economic development, providing in 2015 the global economy with 63.7 million jobs, 2.7 trillion US dollars to the global GDP and 35 per cent of global trade by value and carrying more than half a billion tourists per year around the world.

International aviation presently contributes 1.3% of global CO₂ emissions, but we also recognize that our sector continues to grow rapidly given aviation's much appreciated contributions to global trade and the socio-economic objectives of many States and Regions. ICAO is focused on delivering safe, secure and reliable air transport, while supporting States maximize its associated economic and social benefits and limit its environmental impacts. Thus, ICAO's work contributes to 13 of the UN Sustainable Development Goals or SDGs.

I would begin by the significant progress aviation has been making under the “Basket of Measures” which our States agreed to pursue at our 37th Assembly, in 2010, in order to limit aviation-related emissions.

This set of measures includes four elements, namely new and innovative aircraft technologies, operational improvements to reduce aircraft fuel burn, the development and wider deployment and use of sustainable alternative fuels, and the recently-agreed Global Market-Based Measure (GMBM), which will now complement the progress being made in all other areas.

These measures were seen as the primary means by which the international air transport sector would seek to achieve its aspirational goals, also agreed through ICAO, of a recurring two per cent annual fuel efficiency improvement, and carbon neutral growth from 2020.

Each category of measures has already made important contributions which are helping aviation to surpass its two per cent annual target, while still holding out potential for further emissions reductions in the years ahead.

ICAO will therefore be building on our recent achievements and promoting new advances in all of these areas to help mitigate the impacts of projected air transport growth, and we will also be responding to our States call for greater acceleration more generally toward renewable energy sources for aviation.

In early 2016, ICAO developed and recommended the first ever global certification CO₂ Standard for aircraft. It is the first CO₂ emissions Standard for any industry sector, and with this we may look forward to a greener generation of aircraft entering service as of 2020.

The topic of sustainable alternative fuels for aviation will be explored at length through a high-level ICAO conference in October 2017.

ICAO's 39th Assembly forged a historic and pragmatic consensus on the landmark Global Market-Based Measure (GMBM) for international flight emissions, the Carbon Offsetting and Reduction Scheme for International Aviation, or 'CORSIA'.

The CORSIA is a world first for any industry sector. It will be introduced through a phased approach consisting of the pilot phase in 2021, a first phase in 2024, and a second phase in 2027 by which point it will become mandatory for all States responsible for at least 0.5% of international air traffic.

ICAO has been greatly encouraged, however, that 66 States representing more than 86 per cent of international aviation traffic have already proactively volunteered to fully participate in CORSIA even from its earliest pilot phase in 2021.

To ensure the successful implementation of this new market-based instrument, ICAO is developing the necessary Standards and Recommended Practices supporting a robust monitoring, reporting and verification (MRV) system, eligibility criteria for emissions units to be purchased by airlines, and the registries which are required.

We will also be working to coordinate or furnish the capacity building and assistance our Member States may need to participate in the CORSIA, including regional seminars and training, and support for necessary infrastructure development.

To undertake these capacity building and assistance activities, ICAO will build on the successful experience gained in the context of its 'States' Action Plan' initiative.

We have assisted, since 2010, some 102 States, representing more than 90 per cent of international aviation traffic, to prepare and submit specific Action Plans which help guide their local efforts to reduce aviation-related CO₂ emissions.

Just one related capacity building and assistance project, financed by the European Union, has permitted 14 States in Africa and the Caribbean to develop and submit their Action Plans to ICAO.

This same project also enabled the installation of Aviation Environmental Systems (AES) supporting the collection and monitoring of aviation emissions data.

But we must also not lose sight of the fact that adequate financial resources are paramount to the realization of ICAO's aspirational goals of 2 per cent annual fuel efficiency improvement and carbon neutral growth from 2020.

In this regard, the ICAO Member States reiterated that:

"ICAO and its Member States express a clear concern, through the UNFCCC process, on the use of international aviation as a potential source for the mobilization of revenue for climate finance to the other sectors".

With the increasing engagement of Member States and in close cooperation with the aviation industry and other international organizations, ICAO will continue to take the lead in the efforts to reduce CO₂ emissions from international aviation.

In this age of very imminent climate change challenges, it has been a great privilege for ICAO to demonstrate how the aviation sector can complement the visionary and urgent objectives set out under the Paris Agreement and how humanity can take meaningful and practical environmental action by working together through multilateral approaches.

Thank you.

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