



**Welcome Address by the Secretary General
of the International Civil Aviation Organization (ICAO)
Dr. Fang Liu,
to the Ibero-American Symposium
on Environment, Civil Aviation and Climate Change**

(Guatemala City, 17 July 2017)

1. Distinguished participants, ladies and gentlemen, it's indeed my great pleasure to welcome you all to the opening of this Ibero-American Symposium on Environment, Civil Aviation and Climate Change, here in the lovely and welcoming Guatemala City.
2. I would like to start by first thanking our very generous hosts from the Government of Guatemala, and by sharing with you the recent environmental protection progress made by ICAO and its Member States in the aviation sector.
3. The 39th Session of the ICAO Assembly last October made a series of important decisions as a result of several years of intensive work within the environmental field. In particular I would highlight its adoption of:
 - Resolution A39-1 on noise and local air quality;
 - Resolution A39-2 on climate change;
 - And most importantly on Resolution A39-3, on the Carbon Offsetting and Reduction Scheme for International Aviation – or 'CORSIA'.
4. CORSIA is an historic achievement and the first of its kind in addressing the emissions of a major industry sector at the global level. Its agreement reflected not only the concrete commitments and actions of ICAO and its Member States, but also international aviation's clear determination to achieve its aspirational goal of carbon neutral growth from 2020.
5. CORSIA complements the other elements of the ICAO basket of CO₂ mitigation measures, which include aircraft innovations, streamlined operations, and the intensified deployment of sustainable alternative fuels.
6. A good example of ICAO's work in the area of aircraft technology was the March 2017 adoption by the ICAO Council of the first-ever CO₂ emissions Standard for aircraft, which will now allow the world to look forward to a greener generation of new aircraft type designs.
7. Considerable progress has also been achieved with respect to operational improvements to minimize fuel and CO₂ emissions, as reflected in the recently-revised Fifth edition of the ICAO Global Air Navigation Plan, which was also endorsed by the Assembly.
8. The Assembly further encouraged ICAO and its Member States to intensify efforts to support the development and deployment of sustainable alternative fuels for aviation, and we promptly

actioned this directive with a special seminar in February. This event provided a forum for information exchange on the state of worldwide alternative fuels activities, and will serve as an important basis for the ICAO Conference on Aviation Alternative Fuels this October in Mexico City.

9. Regarding the CORSIA, ICAO and its Member States have been prioritizing the preparatory activities needed to ensure its timely and effective implementation.
10. To date, 71 States representing 87.7 per cent of international air traffic have already announced their voluntary participation in CORSIA as of its pilot phase in 2021. Of these, I would like to take this opportunity to recognize and commend our hosts here in Guatemala, in addition to your neighbours in El Salvador and Costa Rica.
11. I am also very pleased to share with you that Dominican Republic has also signalled its intention to participate, bringing our total now to 72 States.
12. Many other States, including some from Central and South America, have been giving further consideration to participate in CORSIA. The ICAO Secretariat has been supporting their decision makers with complimentary information, and we stand ready to support your States as well in this process.
13. Implementing CORSIA in the short time available to us is a challenge we will have to face together. As part of the preparatory work, ICAO's Committee on Aviation Environmental Protection (CAEP) is presently developing the Standards and Recommended Practices, or SARPs, and related guidance. These are currently expected to be reviewed and adopted by the ICAO Council by 2018.
14. The CORSIA SARPs will provide States with standardized ICAO rules, templates, guidance and tools for the implementation of a robust Monitoring, Reporting and Verification (MRV) system of international aviation CO₂ emissions.
15. This will be implemented by Member States from 2019 in order to accurately calculate the baseline emissions from that year, and subsequently the offsetting requirements for individual airlines as of 2021.
16. As requested by the Assembly, ICAO will also determine eligible emissions units, or carbon credits, for use by airlines to meet the offsetting requirements under CORSIA.
17. While ICAO will ultimately decide on the eligible carbon credits for use by CORSIA, it is important to take into account the relevant developments in the UNFCCC and the Paris Agreement, as the outcomes of those discussions will also inform ICAO's decisions on eligible CORSIA emissions units.
18. To ensure the successful implementation of CORSIA by Member States, ICAO has launched its capacity building and assistance programme. Activities under the programme have thus far included the organization of five regional seminars and a global seminar in Montréal, which we held from March to May of this year.

19. The CORSIA-related assistance activities build on the successful experience gained in the context of ICAO's "State Action Plan" initiative, which we have been pursuing since 2010. To date, 103 States, representing more than 90 per cent of global aviation traffic, have voluntarily prepared and submitted their action plans to reduce aviation CO₂ emissions, and many of these have been working to update their plans with a more robust quantification of the expected emissions reduction.
20. State Action Plans provide a very useful platform from which to engage stakeholders and enable data collection on aviation-related CO₂ emissions. For example those which contain a robust and effective data collection, monitoring and reporting mechanism could provide a good basis from which the CORSIA MRV can be derived.
21. I certainly recognize the tremendous value of providing continued capacity building and assistance of this nature so that ICAO can continue to encourage more Member States to join the CORSIA and do their part to further mitigate their international aviation emissions.
22. ICAO and its Member States, with close cooperation from our industry colleagues and other stakeholders, will continue to lead the sector-wide efforts to address the environmental impacts of international aviation, including the CORSIA's successful implementation.
23. Ladies and gentlemen, in closing now I would like to stress that this is a very important moment for our planet, and for the air transport sector as it seeks to address and decrease its climate change impacts.
24. This is a time for concrete and bold commitments. And I believe that by continuing to take small steps in the right direction, we are all playing a very important part in our planet's future.
25. With this in mind, let me please wish you all a very productive and engaging event.
26. Thank you.

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