



**PRESENTATION BY THE SECRETARY GENERAL OF THE  
INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO),  
DR. TAÏEB CHÉRIF,  
TO THE COLLOQUIUM ON AVIATION EMISSIONS**

16 May 2007

Good afternoon ladies and gentlemen.

It gives me great pleasure to address this Colloquium and share with you my vision of the role of ICAO in addressing aviation emissions. My presentation this afternoon will be brief and to the point as there are still several insightful presentations to follow.

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.

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 environmental Non-Governmental Organizations (NGOs). We also cooperate with relevant bodies on scientific, technological, economic and policy issues.

This valuable process ensures 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 ICAO role and provide information and guidance in order to facilitate actions by States and the aviation industry.

Minimizing the adverse effects of global civil aviation on the environment is one of our primary Strategic Objectives. If we are to attain this objective, we must find an appropriate balance between the future growth of air transport and the quality of the environment. We must also reconcile differing viewpoints from States under a harmonized global approach.

Information is key to meeting this environmental challenge. Agreed and accurately characterized scientific and technical data is essential to developing forward-looking solutions. Precise technical information on aviation emissions and their impact on local air quality and global climate must form the basis of all measures.

ICAO, as the main source of information on aviation emissions, must continue to cooperate with the IPCC, UNFCCC, UNEP, WMO and other relevant bodies to further develop its understanding of aviation emissions environmental impact and must disseminate this information in a timely manner.

Furthermore, we must 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 aviation emissions, to the benefit of its 190 Member States, other international bodies and the aviation community at large.

With the Committee on Aviation Environmental Protection (CAEP) as the focal point of the ICAO environmental programme, we must assess and evaluate ICAO environmental goals on an ongoing basis. We must cooperate with the relevant organizations on the models and databases, as necessary, and participate in the IPCC work on emissions scenarios.

The last Assembly requested that ICAO pursue concrete measures to address emissions, emphasizing the use of technological solutions while continuing to explore other options. Technological and operational measures remain the primary means of mitigating international aviation emissions. ICAO must adopt Standards and develop technological and operational guidance on emissions. Work in this area is already under way.

We must continue to challenge aviation by setting goals, similar to the tremendous progress made with Nitrogen Oxides (NO<sub>x</sub>) and we should expect the same in relation to fuel burn by 2010. In the longer term, I also envisage ICAO regulating new engines with alternative fuel sources that would produce a reduced impact on the atmosphere.

Together with technology, operational measures are also imperative to reaching such objectives. ICAO must take the lead in addressing the environmental benefits of CNS/ATM systems implementation at the global and regional level, 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 including specific environmental goals and timelines.

My vision for ICAO, thus far, is for this Organization to be capable of providing information on the status of aviation emissions and of assessing the reduction achieved through technological and

operational means. This will enable us to determine whether additional measures are necessary or appropriate.

In addition to the technological and operational measures outlined above, ICAO has been exploring possible market-based measures that could be used. In 2004, ICAO developed a template agreement for voluntary measures to reduce aviation emissions.

Several Member States have adopted the ICAO agreement as the model for their policy on emissions. Such initiatives are now available on the ICAO website so that other States may benefit from their experiences. I encourage all States and the various industry parties to share their experience through ICAO.

Initiatives for offsetting the carbon footprint of an individual passenger travelling by air have been initiated by airlines and other organizations. However, there is currently a lack of harmonization of the methods used to calculate emissions generated from a flight. With the assistance of CAEP, ICAO is developing a common methodology for use in Carbon offset programmes to estimate international aviation emissions. This will enable the calculation of the total emissions reduction generated by programmes that are in line with the ICAO methodology.

ICAO is currently considering integrating international civil aviation emissions into existing carbon trading schemes. Draft guidelines were recently developed and the issue will be reviewed further at the upcoming ICAO Assembly in September.

In addition, ICAO is exploring the use of other flexible mechanisms of the Kyoto Protocol, such as clean development mechanisms or CDMs. Consultation with the UNFCCC Secretariat on the possibility of using CDMs in aviation-related projects is under way.

This afternoon 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 local air quality and global climate aviation mitigation measures. Such measures must be made available under a clear framework – a framework that provides States with the flexibility to select alternatives in the most cost-effective manner. The ICAO Emissions Plan can be instrumental in this regard.

As we make our way forward, we must consider the role of ICAO in a post-Kyoto period. In its preparations for the Assembly, ICAO will review various policy options to reduce emissions and in light

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of Assembly deliberations, ICAO shall be prepared to contribute to the post-Kyoto discussions on how to address international aviation emissions.

The vision I have shared with you this afternoon is only possible through 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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