



HIGH-LEVEL MEETING ON THE FEASIBILITY OF A LONG-TERM ASPIRATIONAL GOAL FOR INTERNATIONAL AVIATION CO₂ EMISSIONS REDUCTIONS

19-22 July 2022

STATEMENT BY AIRPORTS COUNCIL INTERNATIONAL (ACI)

(Presented by ACI World Director General, Mr. Luis Felipe de Oliveira)

President of the Meeting, President of the ICAO Council, Mr Salvatore Sciacchitano, Secretary General of the ICAO, Mr Juan Carlos Salazar, Distinguished Council Members, Delegates, colleagues:

Good morning – it is a great pleasure to be here today, in this historic moment for the aviation industry in which its future is being defined. I am honoured to be given the opportunity to provide the airport perspective—ACI represents nearly 2,000 airports globally in all regions of the world. Our members are the backbone of regional economies and enablers of collaboration, innovation, and industry energy transformation. I am proud to say that airports have been at the forefront of sustainability. In fact, the airport community made the first aviation-sector commitment at the global level, based on a robust long-term goal feasibility study.

The airport community has been developing and implementing environmental and social initiatives for many years. This has included action to reduce aircraft noise, limit emissions that affect local air quality, and working closely with surrounding communities on social and environmental impacts, as well as providing employment for millions of people. Airports deliver leadership through clear sustainability strategies and decarbonization roadmaps. Incorporating sustainability at the core of business is essential not only for airports, but for the entire aviation ecosystem, if we want to reach net zero and broader sustainability outcomes in line with the UN SDGs.

ACI has a long-running programme to measure and map carbon emissions and to recognise airports that take action to reduce emissions through the Airport Carbon

Accreditation programme. Globally, we have 403 airports at all levels of the programme in 79 countries across the world. Of these 51 airports are carbon neutral, and 11 have already reached net zero.

Our subject matter experts also develop timely guidance, such as the latest Research Report on introducing SAF at airports. This is a first of its kind research done in collaboration with the Aerospace Technology Institute. It has become ACI's top downloaded publication in a very short time, highlighting the relevancy of the resource to the aviation community.

Indeed, ACI's efforts reflect the needs of our members: many airports are preparing to adapt their operations and infrastructure for sustainable energy sources. Several are engaging in research, developing pilot projects for new technologies, implementing cooperation agreements, engaging in circular economy, and protecting biodiversity. Some are looking beyond the airport boundaries and evolving to much broader concepts such as energy hubs. Airports are ambitious drivers of new initiatives and work closely with their communities making real, tangible, and measurable progress.

And where there is ambition, there is progress. The challenge of net zero aviation presents unique opportunities. The cost of failure is immense for our industry. The transition to net zero will require reciprocal, flexible and smart policies that can release the necessary funding for long-term commitments, such as investment in infrastructure development and significant amounts of renewable energy.

In order to achieve that, airports globally ask for regulatory support in their decarbonization efforts. What the world and aviation need are policy certainty with robust frameworks that can facilitate access to green finance, de-risk investment in sustainable energy, and enable its integration into operational and infrastructure requirements.

When it comes to SAF and other sustainable energy sources—which are critical enablers of the transition—we need consistent policies creating level playing field and proper incentives to avoid unintended consequences. We need to ensure that the right feedstocks and renewable energy are available and achieve true reductions.

Cooperation of aviation stakeholders and consideration of enabling mechanisms which could accelerate renewables deployment globally is key. For example: power purchase agreements and book and claim systems will be fundamental for the decarbonization of the sector.

Airports need regulators' support for global electricity grid decarbonization, and the facilitation of partnerships for other available emissions reduction measures. We need governments to create conditions which enable investments in energy transition, such as the further development and scale up of SAF, electrification of airport infrastructure,

hydrogen fuelled ground support equipment, multimodality, and innovative ground access to airports.

Delaying action will increase risks and costs.

Urgent execution, on the other hand, will allow us to take advantage of the opportunity that a net zero goal presents, including ensuring attractiveness of the industry for the current and future generations to come. In addition, unlocking the potential of capacity building and technology transfer are some of the co-benefits which would be realized through global commitment.

The ICAO long-term aspirational goal report provides a robust framework around which the success of the industry can be built and enables all parts of the industry to move together in a timely manner. This is entirely consistent with the work being done in other forums, such as by ATAG and WEF. This is the direction we must follow.

The agreement on an ambitious LTAG for international civil aviation at the upcoming ICAO Assembly is essential to grant the demand certainty, the consistent international policy framework, and the private sector investment in sustainable energy sources that we need.

I would like to thank ICAO, States, and industry colleagues for the ongoing dedication to work on this issue.

I am positive that this meeting will be a successful one and consequently will allow for the success of the aviation industry in the future.

Thank you for your attention.