



**Closing Remarks
by the Secretary General of ICAO,
Mr. Juan Carlos Salazar
to the 2022 ATAG Aviation Net-Zero Dialogue**

(Montréal, 26 May 2022)

1. First and foremost, I would like to express my appreciation to ATAG and the organizers and speakers of this event for their valuable contributions to this afternoon's proceedings.
2. I understand that this is the first face-to-face ATAG event for 3 years. I'm sure you're all delighted to be together again with colleagues and it's a pleasure for ICAO to have you here in our home city of Montréal. The timing of this meeting could not be better in this crucial year for ICAO's work on climate action. I don't need to explain to you – as industry stakeholders – the devastating impacts that the pandemic has had on our sector but I think our in-person presence here together is a very tangible sign that we are emerging from the worst of COVID-19, and ICAO and its partnering agencies in the United Nations are doing their utmost to support to accelerate and complete that process.
3. Since I was appointed as Secretary General of ICAO last year, I have made it my key priority to support the sector's pandemic recovery and reconnect the world, while keeping vigilant on our long-term strategies to support the development of safe, secure and – crucially - sustainable air transport.
4. While air transport has been widely recognized in the past as a 'hard-to-decarbonize' sector, it really feels to me like the conversation has shifted. We're focusing much less on the percentage of global emissions that aviation contributes – the "only 2% of global emissions" message is just not good enough anymore. So it's great to see that the focus is much more on what we can and must do about it.
5. This clearly underscores the complementary importance of States adopting a long-term decarbonization goal for international aviation at our upcoming Assembly this September, which is both ambitious and achievable. And on that note, I would like to extend our congratulations to ATAG and the broad industry coalition that it represents on the adoption in October 2021 of a net zero 2050 goal.

6. At the outset, allow me to recognize the excellent work by the ICAO Committee on Aviation Environmental Protection (CAEP) represented in the report on the feasibility of a Long Term Aspirational Goal (LTAG) for international civil aviation CO2 emission reductions which we have made available on the ICAO LTAG website, and to emphasize here that this document will be critical to States upcoming deliberations in ICAO's LTAG high level meeting and the 41st Assembly.
7. Much of our sector's near-term response to the climate challenge will rely on lower-carbon and Sustainable Aviation Fuels (SAF), more efficient operations and flow management, improved and innovative aircraft technology, and the global offsetting to be managed under the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).
8. We've been greatly encouraged that the number of CORSIA volunteer States continues to steadily increase (now reaching to 110 states), and ICAO is being very active in encouraging other States to join as soon as possible.
9. But in terms of the key priorities we're now facing, very clearly our near-term attention needs to be the promotion of increased production and improved availability of Sustainable Aviation Fuels.
10. Beyond the near-term, however, air transport will need to decarbonize entirely, and that means zero emissions aircraft and a new reliance on cleaner energy.
11. ICAO continues to encourage aviation and cleaner energy innovators to come together to discuss and share their progress, and we are actively encouraging increased investment in electric and hydrogen-powered technologies and sustainable aviation fuels.
12. We've also taken the lead on many important aviation emissions capacity-building initiatives and partnerships, recognizing that many States, who are determined to take action need both technical and financial support in order to succeed. We are proud of the success of the ACT CORSIA initiative and we are also preparing to launch a similar ACT SAF capacity-building initiative.
13. I wish to therefore assure you that ICAO will continue to fulfil its important role in supporting and optimizing the capacities and consensus of States toward increasingly ambitious environmental targets.

14. SAF presents an opportunity for ICAO to also act as the interface between governments and industry in this area, and in leveraging the opportunities this presents for increased public- and private-sector partnerships, efficiencies, and results.
15. ICAO has therefore been pursuing an ambitious series of outreach initiatives in advance of the upcoming ICAO High-level meeting on the new long term global aspirational goal for International Aviation CO2 Emissions Reductions to be held this July.
16. This event will also be preceded by the next ICAO Stocktaking event on aviation in-sector CO2 emissions reductions, exploring the latest innovation updates.
17. ATAG too will be playing a fundamental role in this process as the platform for collaborative industry progress on sustainability, as this latest Aviation Net-Zero Dialogue has very clearly demonstrated. And again, we greatly appreciate the contribution that your Waypoint 2050 report has made to the progress made in ICAO on the long term aspirational goal work. We are all moving in the same direction in identifying the potential routes to a decarbonized future.
18. As I mentioned, this meeting is coming at a key point in time and 2022 is a key year in our journey. So please, continue to bring your positive contributions to the High-level LTAG meeting in July, and our 41st Assembly in September. Those events will be key upcoming steps in this global process where we will be seeking your commitments and very active engagement.
19. And in concluding – let me ask you all to trust in the robust governance process that we have in place. It will ensure that the different perspectives of States and industry are heard and taken into account. The Secretariat is committed to making that process work to deliver what we all want – a successful outcome at the 41st session of the Assembly.
20. Collaboration, and a unified global approach, are fundamental to the overall objectives we share to mitigate, decrease, and eventually eliminate air transport emissions.
21. We owe it to our passengers today, and to future generations to work together – let’s all raise the ambition and accelerate our sector’s emissions reduction objectives. We know we have the green solutions in place to meet or surpass their expectations – please, let’s not let them down.
22. Thank you.