



**Remarks by the Secretary General  
of the International Civil Aviation Organization (ICAO)  
Mr. Juan Carlos Salazar  
to the RAAC/17 Seminar on the LTAG and SAF**

*(10 April 2023, Santiago, Chile)*

*Good morning everyone,*

1. It's an honour to be joining you today, and to be kicking-off this week's meetings with this special seminar on the Long-Term Global Aspirational Goal (LTAG) and Sustainable Aviation Fuels (SAF) and the role they will play in aviation's long-term goals for carbon neutrality.
2. Before we dive into those topics, however, please let me express our warmest and deepest thanks to our Chilean hosts for the exceptional hospitality and facilities we've been provided with here in beautiful Santiago.
3. And I would also wish to thank our colleagues in the Latin American Civil Aviation Commission (LACAC) for partnering with ICAO's South American Regional Office to make today's seminar possible.
4. While air transport has been widely recognized in the past as a 'hard-to-decarbonize' sector, today airline and airport operators and the rest of our sector are focusing much less on the "only 2%" that air transport contributes to global CO<sub>2</sub> annually, and much more on what can and must be done to reduce it.
5. To attain the Long-term Global Aspirational Goal (LTAG) of carbon neutral or 'NetZero' international flight by 2050, which countries adopted at ICAO's 41st Assembly last October, we will be relying on four key areas to drive the needed CO<sub>2</sub> emissions reductions.

6. Lower-carbon and Sustainable Aviation Fuels (SAF), which we will be focusing on intensively here today, are a cornerstone of this carbon-neutral ambition for our sector.
7. But additional, and perhaps just-as-important contributions, are also expected to arise in the next decades due to:
  - Cutting edge innovations in aeronautical, propulsion, energy storage, and related technologies;
  - More efficient operations and flow management reducing sectoral fuel burn;
  - And, global emissions offsetting, notably as is now being managed and encouraged under the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) framework which countries have negotiated and adopted through ICAO.
8. ICAO continues to encourage aviation and clean energy innovators to come together to discuss and share their progress, through dedicated events we've established for that purpose.
9. The next of these Stocktaking events takes place this coming July and I encourage everyone to attend virtually. There is always much to learn about.
10. We're also actively encouraging increased investment globally in sustainable aviation fuels, and have taken the lead on many important aviation emissions capacity-building initiatives and partnerships.
11. These activities recognize first and foremost that many States, now determined to take action on sustainability, need both technical and financial support in order to succeed.
12. South American States can contribute to these aviation environmental objectives by:
  - signing on to our CORSIA global emissions offsetting program as soon as possible;
  - developing their concrete national Action Plans on aviation CO2 reduction initiatives;
  - and by investing in modernized infrastructure to help mitigate and eventually eliminate CO2 emissions at airports,
  - and achieve much more efficient and direct flight operations.
13. Your region has also been identified as having very high biomass potential for the development of certain types of SAF, and based on latest reports there should be several new project announcements here this year, totaling many billions of dollars.

14. To put this overall market potential into further perspective, in 2022 there were 36 new deals announced globally representing more than 19 million new liters of SAF production capacity.
15. This one-year total exceeds what earlier SAF agreements had amounted to over the previous ten years combined.
16. An important part of ICAO's message here this week is that your countries are not alone in considering how to take advantage of these important opportunities; it's vital to assess and address the economic, legal, and sociocultural barriers that hinder related progress.
17. We have a programme called Assistance Capacity building and Training (ACT)-SAF which provides tailored support for States in various stages of SAF development and deployment, facilitates partnerships and cooperation on SAF initiatives under ICAO coordination, and which serves as a platform to facilitate knowledge sharing, feasibility studies, support to certification and policy implementation, and facilitating financing on SAF initiatives around the world. Six South American States and numerous entities around the world have already joined the programme, and I invite you to take this step in a very promising support mechanism we are building together.
18. The ICAO Council's Committee on Aviation Environmental Protection (CAEP) has also published its SAF 'Rules of Thumb' that can be utilized for estimating related costs, investment needs, and production potential, and our Secretariat has produced a companion guidance document on policies and approaches for SAF deployment.
19. All of these resources are available on our website.
20. Another very important source of exchange of experiences and information are our Regional Environmental Seminars. Among the 5 sessions we will hold this year, the session for the Americas will be on 24 and 25 April in the Dominican Republic, where the focus will be on cleaner sources of energy and SAF, in preparation for our Conference on Aviation Alternative fuels, to be held in Dubai in November of this year. We hope to have all our South American States present in both events!
21. The ICAO Council's Committee on Aviation Environmental Protection produced a feasibility study on NetZero 2050 before the last Assembly, and among its many other findings, it highlighted that direct substitution SAF can significantly impact residual CO2 emissions, driving important global reductions between now and 2050.

22. Very recently the Council has directed us to align all of our LTAG-related initiatives, and to assure an effective and holistic approach to addressing carbon neutrality through the variety of measures I mentioned earlier.
23. These developments clearly underscore that this is a high global priority, and they also illustrate why the time is now for us to be discussing and exploring solutions to broaden the global production and distribution of lower-carbon and sustainable aviation fuels.
24. This message was also underscored a few weeks ago at ICAO, when I participated with the ICAO Council in a special meeting on the potential of sustainable aviation fuels and financing its development with the Air Transport Action Group (ATAG) and several prominent global and regional multilateral development banks.
25. This discussions focused on the actions and outcomes now needed to achieve NetZero' international air transport by 2050, with the key takeaways being that
  - The transition towards lower carbon and sustainable aviation fuels (SAF) will be fundamental to achieving NetZero2050.
  - Both private and public sector financing will be critical to aviation's successful SAF transition in all world regions.
  - Blended public-private financing models can serve as an important catalyst for early-stage investment into the SAF production facilities now urgently needed.
  - A more detailed classification of SAF financing types and tools should be developed to support international financing institutions in taking the next steps.
  - The predictability of SAF offtake agreements\*, and the reliability of the international regulatory landscape, are essential to SAF project investor confidence given the global nature of the sector and its NetZero challenge.
26. Accordingly we will be hearing today from authorities and regulators from diverse world regions, as well as leading aircraft manufacturers and industry operators and fuel producers, in order to establish a clear global vision concerning SAF legislation, regulation, production, and deployment.
27. This vision must comprise our most urgent SAF challenges as well, in terms of the certification of new fuel production pathways and the accreditation of new engines and aircraft.

28. And lastly it should outline how we support and promote related purchase contracts to accelerate the timely evolutions required for airport infrastructure and energy supply.
29. I look forward to addressing all of these topics with you here today, and wish everyone a very productive seminar.
30. Thank you for your attention.