



**Speaking points  
by Secretary General, ICAO  
Mr. Juan Carlos Salazar,  
to the Sustainable Aerospace Together Forum**

*(16-17 May 2023)*

1. I'd like to commend Boeing and the Financial Times for organizing this important and timely forum today, and to recognize governments and industry for their recent and respective commitments to carbon neutral air transport by 2050.
2. The solidarity this exemplifies reflects a very long and results-based history of public- private consensus informing long-term and sustainable progress in this sector.
3. However, it's not the sustainability of our progress that's most important today, but rather the sustainability of our planet and its diverse cultures and economies, in the face of climate change impacts that are already upon us.
4. The science is clear, that we must quickly and collectively address our increasing green house gas emissions, and international air transport must do its part.
5. A critical factor informing countries' new long-term global aspirational emissions reduction goal adopted through ICAO was the detailed report prepared for them to assess its feasibility.
6. This analysis was produced by the over 300 experts on the ICAO Council's Committee on Aviation Environmental Protection, and it also clearly underscored that sustainable aviation fuels now demonstrate the highest potential to achieve meaningful near-term reductions in international aviation carbon emissions.

7. The new agreements being forged to support the global ramp up in production and availability of sustainable aviation fuels point to an exponential increase in future capacity.
8. To help achieve that growth sooner rather than later, ICAO is encouraging governments to set out policy frameworks to incentivize the urgently needed capital investments in infrastructure and distribution capacity.
9. This policy landscape for now is still a diverse one, with developments over the last few years giving rise to increased subsidies, sustainable fuel blend mandates, green lanes, and pre-defined production targets.
10. We also encourage countries to adopt quantitative targets for sustainable fuel use, and we will be doing this again this November at our third global Conference on Aviation and Alternative Fuels, while undertaking significant education and capacity-building initiatives to help countries understand and optimize their SAF potential.
11. Lastly, we're engaging with development banks and private equity entities regionally and bilaterally. This includes a recent briefing among the ICAO Council and several global development banks, and further sessions with investors and fuel and energy providers are scheduled for next month.
12. Airlines are now busy securing multi-year sustainable fuels off-take contracts, driven by corporate sustainability goals and policy incentives, but also growing consumer demand for green travel.
13. Some have gone the route of securing equity investments in SAF production facilities, and I'd emphasize that these arrangements in particular can deliver an important message to institutional investors considering SAF additions to their portfolios.
14. The fuel sector has meanwhile transited from pilot and small batch production to commercial production at scale, while leveraging drop-in solutions supported by early integration with the conventional jet fuel supply chain.
15. Major manufacturers, including our Boeing hosts today, have committed to producing 100% SAF-capable aircraft by 2030, and taken together all of these commitments demonstrate our sector's clear understanding of the challenge, and our high motivation to meaningfully address it.

16. It's clear, however, that we need a significant early push on SAF all around the world. That is vital to get the sector to where we need to be by 2050. And in making that push, let's not forget the potential in the developing world. We should focus not just on the big markets but the small ones as well. The ICAO *No Country Left Behind* initiative should mean exactly that in the field of SAF deployment. And I think we will find that SAF may come from some surprising places.
17. An important focus at this forum concerns how we can collectively decarbonize air transport and aerospace while preserving the sector's societal and economic benefits.
18. In the first place it's clear enough that we need to start taking serious and concrete actions to assure that – and I think everything just noted establishes that we are.
19. Secondly, we need to innovate, and not only in terms of the new types of aircraft, propulsion, or operations that are arising at such an incredible pace today.
20. For technological and process advancements to be leveraged as quickly as needed by operators and civil societies alike, aviation needs to realize much more efficient enabling frameworks for the certification and standardization of cutting edge developments.
21. ICAO and the national regulators it works closely with have a key role to play in that process, and both the Secretariat and Council are now fully engaged in transforming our Organization to achieve that result.
22. Thirdly, we need to continue to re-assert how important international air connectivity is to so many of humanity's objectives for peace, prosperity, and global sustainable development.
23. The tourism and international trade enabled by air transport serves to redistribute global income and give many more countries the opportunity to develop robust tax bases, permitting local sustainable investment and development.
24. But in addition to this, I think we regularly and significantly underestimate the net results of the part that international aviation plays in making us all feel part of the same world.
25. A concluding point I'd leave you with today concerns something I mentioned earlier about airlines being motivated by increasing consumer demand for green travel.

26. We can sometimes lose ourselves in the perspective that air transport is a complex global system, and forget that it's a business which needs customers wanting what it has to offer.
27. Going green is not only a matter of doing what's right for the planet. It's also about doing what's right if the industry doesn't want to lose touch with its customer base.
28. In the meantime, sustainable aviation fuels and offsetting through the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) will both have important near-term roles to play, and ICAO will continue to encourage their increased global adoption.
29. Thank you.