



**Recorded Remarks by the  
Secretary General of the  
International Civil Aviation Organization (ICAO)  
Mr. Juan Carlos Salazar  
to the Global Sustainable Transport Forum 2023  
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**Keynote Speech on the Theme of the Forum: *Sustainable Transport: Working Together to Promote Global Development***

1. As Secretary General of the International Civil Aviation Organization (ICAO), it is my honour to have this opportunity to address the 2023 Global Sustainable Transport Forum, and provide you with international civil aviation's vision.
2. I would like to express my sincere gratitude to the organizers of this important event for the opportunity to participate remotely.
3. ICAO serves as a multilateral platform for cooperation on environmental protection in aviation and is piloting an ambitious environmental agenda, with the objective of making aviation more sustainable and environmentally responsible.
4. ICAO's work in this area contributes to 14 of the 17 United Nations Sustainable Development Goals, including SDG 13 which calls for urgent climate action. These United Nations SDGs, adopted under the ambitious and transformative Agenda 2030 for Sustainable Development, are our common roadmap toward a sustainable future for the aviation sector.
5. However, this road to a sustainable, *decarbonized* future for aviation will require close cooperation amongst all Member States, together with industry, civil society and other stakeholders.

6. Indeed, global cooperation remains key to take full advantage of the available innovations that will be needed to realize the sector's cleaner energy transition over the coming decades.
7. To make this green transition a reality, the aviation community will need broader and deeper international cooperation in various areas, such as supportive policies, investments, certification, and multi-stakeholder partnerships.
8. Under the leadership of ICAO, the sector has strongly committed to address its impact on the global climate.
9. In October 2022, during the 41<sup>st</sup> session of the ICAO Assembly, Member States agreed on a collective global Long-term Aspirational Goal (LTAG) for international aviation of Net Zero carbon emissions by 2050, in support of the Paris Agreement's temperature goal.
10. This historic decision was supported by ICAO's landmark technical work on the feasibility of an LTAG, which evaluated the timing, readiness, attainability, and costs of aviation in-sector CO<sub>2</sub> emissions reductions, comprising the accelerated adoption of innovative aircraft technologies, the implementation of more efficient flight operations, and the increased production and use of cleaner energies for aviation.
11. Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF), and other aviation cleaner energies are expected to have the largest contribution to CO<sub>2</sub> emissions reduction by 2050.
12. This tremendous potential to contribute to achieving the global long-term aspirational goal is counter-balanced by the enormous challenge to finance a scale up of the production and distribution of these fuels.
13. ICAO is fostering international partnerships and cooperation, by actively engaging with Member States, industry stakeholders, fuel producers, and financial institutions in order to accelerate the necessary investments to unleash the full potential of these cleaner energy sources.

14. Governments clearly understand the need for greater partnerships and engagement between the aviation and finance communities. ICAO has been reaching out to public and private financial institutions and investors to raise awareness and discuss actions needed to achieve Net Zero carbon emissions by 2050.
15. In this regard, we are now exploring the possibility of establishing an 'ICAO Finvest Hub' to facilitate enhanced access to public and private investment capacities and funding from financial institutions. It will have a focus on developing countries and States with particular needs.
16. In addition, ICAO is leading the way through its Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme, which provides tailored implementation support for States, including through the conduct of SAF feasibility studies, policy development, and project implementation.
17. ACT-SAF is already a significant success and is delivering tangible results.
18. To date, more than 130 States and International Organizations have joined the ACT-SAF programme, and are actively contributing to, as well as receiving support, under this programme, in line with ICAO's *No Country Left Behind* initiative.
19. I encourage more stakeholders and organizations to join and be part of this growing movement.
20. Moving forward, the third ICAO High Level Conference on Aviation and Alternative Fuels (CAAF/3), will be held later this year from 20 to 24 November, in Dubai, in the United Arab Emirates.
21. The high-level conference is expected to agree on an ICAO global framework toward aviation's cleaner energy transition.
22. Our expectation is that CAAF/3's outcomes can accelerate the development of the regulatory and policy frameworks needed to boost investors' confidence to scale up the global SAF production.

23. The ICAO Stocktaking and preparatory consultation events held this year are setting the stage for States' policy recommendations at CAAF/3.
24. During these events, States, industry leaders, and innovators share information on their ambitious plans, solutions, and policies for decarbonizing international aviation.
25. This information sharing also feeds the ICAO Tracker Tools, providing a wealth of information on in-sector measures to reduce the environmental footprint of aviation.
26. Regarding the ICAO Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), which is the first global market based measure a sector has ever adopted, I am pleased to acknowledge that as of today, 125 ICAO Member States have expressed their intention to voluntarily participate in the scheme.
27. Following the CORSIA agreement in 2016, ICAO completed all the necessary steps for the start of the pilot phase since 2021, despite the extreme challenges caused by the pandemic.
28. Likewise, we have completed preparations for the start of the first phase of CORSIA, from 2024, including the adjustments to CORSIA design elements agreed upon by the ICAO Assembly last year.
29. This means that CORSIA is fully operational, for both the use of eligible carbon credits and the use of sustainable fuels, in order to address airlines' offsetting requirements.
30. Before concluding, I would also like to mention one of the most visible examples of stakeholders' collaboration on environment, namely the ICAO Global Coalition for Sustainable Aviation.
31. This ICAO Coalition is a forum of stakeholders that aims to facilitate the development of new ideas, and accelerate the implementation of innovative solutions that will further reduce emissions at the source, both on the ground and in the air.

32. The main objective of the Coalition is to promote a sustainable international civil aviation by close collaboration among global coalition partners – which are the Member States, aviation industry and other stakeholders, toward the sustainable future for aviation system.
33. ICAO is proud to fulfil its important multilateral and global coordination role and will continue its efforts, in cooperation with its stakeholders, to achieve the International Aviation's 2050 Net Zero carbon emissions goal.
34. While aviation continues to play a pivotal role in global connectivity and economic growth, ICAO will continue to foster international cooperation and collaboration to drive positive change in the sustainability of the aviation sector.
35. I wish you all a great event and I look forward to working with you in implementing policies, strategies and initiatives that will transform aviation into a more sustainable and resilient sector.
36. Thank you.