



**Opening keynote address by the
Secretary General of the
International Civil Aviation Organization (ICAO)
Mr. Juan Carlos Salazar
to the IATA World Sustainability Symposium
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Recorded Remarks**

1. As the Secretary General of the International Civil Aviation Organization, ICAO, I am honoured to address this inaugural and timely IATA World Sustainability Symposium.
2. I regret not being able to join you in person today. I would like to express my gratitude to the organizers for accommodating my remote participation, enabling me to deliver my keynote address.
3. ICAO serves as a multilateral platform for cooperation on environmental protection for international aviation. Obviously, limiting and reducing aviation greenhouse gas emissions and their impact on the global climate is a core focus of this work.
4. The climate emergency is one of the most pressing issues faced globally today.
5. Human induced global warming of 1.1 degrees Celsius has spurred changes to the earth's climate, according to the Intergovernmental Panel on Climate Change (IPCC) Synthesis Report. This brings more widespread and severe impacts on people and ecosystems.
6. It is imperative that aviation plays its part by taking on strong climate action, with decarbonization as our key objective. Only then will we ensure that our sector can continue to grow in a sustainable manner.
7. Through the leadership of ICAO, along with its Member States, industry and civil society partners, we were successful in reaching a historic agreement at the 41st Session of the ICAO Assembly just a year ago. This is the collective long-term global aspirational goal of net-zero carbon emissions from international aviation by 2050, known as the LTAG.

8. The LTAG is a significant milestone for the international aviation sector, as it is consistent with and supports the temperature target of the Paris Agreement.
9. While recognizing that the LTAG is a collective global aspirational goal, that does not attribute specific obligations or commitments in the form of CO₂ emissions reduction goals to individual States, the Assembly urges each State to contribute to achieving the goal in a socially, economically, and environmentally sustainable manner, and in accordance with national circumstances.
10. I wish to reiterate that the decision on LTAG has its grounds on a strong technical basis. An in-depth LTAG report, after more than two years of work, developed several integrated scenarios to cover a range of readiness, attainability, and aspirations for aviation in-sector CO₂ emissions reduction measures.
11. Achieving our net-zero target will require the accelerated adoption of new and innovative aircraft technologies, streamlined flight operations, and the increased production and deployment of sustainable aviation fuels.
12. This calls for close collaboration between States, industry, civil society, and other stakeholders. And the IATA World Sustainability Symposium embodies just that.
13. Another major part of achieving LTAG lies with how progress is tracked, and what plans are in place to make this a reality.
14. I see that both days of the Symposium will have sessions devoted to this.
15. Now, as industry sets out its roadmaps to net-zero, ICAO is likewise working directly with Member States to support the development and update of their State Action Plans to reduce CO₂ emissions from international aviation. This comprises outlining their innovations in technology and cleaner energy, their policies, actions and roadmaps, including their long-term projections, and ensuring their use of the best available data, supported by ICAO Guidance and Tools.

16. As we leverage LTAG integration into these State Action Plans, States are expected to develop a clear roadmap for plans and investments in supporting new technologies and infrastructure, for the years ahead.
17. We expect these fully quantified action plans to be used to monitor the achievement of the LTAG, and it will also enable ICAO to assess States' needs, and tailor appropriate capacity building and implementation support measures.
18. To date, 140 States, representing more than 98% of international aviation traffic have submitted such action plans to ICAO. I would like to take this opportunity to thank all of you, the local industry stakeholders, who have worked closely, hand-in-hand with State authorities, to support this effort.
19. Decarbonizing aviation presents a massive financial undertaking.
20. I am therefore pleased to see that the Symposium has not only brought together airlines, OEMs, airports, policy makers and regulatory authorities, but also has an expanded reach to include banking and financial institutions.
21. The Symposium has also dedicated sessions on the role of finance in the sustainability transition, and I look forward to the discussions and insights shared in these sessions.
22. ICAO is also actively fostering international partnerships and cooperations in relation to financing, in order to accelerate the investments needed to bring about the full potential of aviation decarbonization efforts.
23. Earlier this year, the ICAO Council held three high-level exchanges with multilateral development banks, private and investment banks, and energy companies to discuss the challenges and opportunities on aviation decarbonization.
24. They were instrumental in advocating for the importance of the deployment and scaling up of SAF, Lower Carbon Aviation Fuel (LCAF), and other cleaner energies for aviation, to achieve the LTAG, and the consequent need to unlock investments and exchange financing and partnership opportunities.

25. ICAO is also currently exploring the possibility of establishing an 'ICAO Finvest Hub'. This hub is intended to facilitate enhanced access to public and private investment capacities and funding from financial institutions, with a focus on developing countries and States with particular needs.
26. ICAO has already launched the Assistance, Capacity Building and Training on SAF (ACT-SAF) Programme.
27. This programme supports States in the development and deployment of SAF and cleaner energy sources for aviation by providing tailored assistance. This assistance may include feasibility studies, policy and regulatory development, and specific SAF implementation projects, where potential green funding may be sought.
28. I am thankful that IATA has lent its support as an ACT-SAF Partner, together with a growing list of more than 130 States and Organizations that have joined since the launch in June last year.
29. ACT-SAF is already delivering tangible results.
30. With support from our ACT-SAF partners, ICAO has delivered a series of comprehensive training sessions, targeted for States on an array of important SAF-related topics, ranging from sustainability, to production, certification, and policy.
31. Several feasibility studies are also underway, as a first step to kick-start SAF development and deployment. A dashboard of implementation support initiatives of various organizations has been introduced to provide States and other partners on important SAF updates, and projects that they could be involved in.
32. Looking forward, the third ICAO High Level Conference on Aviation and Alternative Fuels (CAAF/3), will convene in Dubai, United Arab Emirates next month. It is expected to agree on a Global SAF Policy Framework, and update the 2050 ICAO Vision for the cleaner energy transition.
33. Our expectation is that these outcomes will accelerate the development of the regulatory and policy frameworks needed to support the global scale up of SAF production.

34. On this point, I am pleased to see that IATA, and its partner airlines, are heavily involved in the SAF value chain, entering into offtake agreements, investing and financing upstream into production, into novel conversion technologies, delivering even greater sustainability benefits.
35. Some have also worked with OEMs on test flights which will accelerate the elimination of blend limits for SAF.
36. Others are expanding the aviation energy demand market through book and claim pilots, system design, and working out the necessary considerations.
37. Finally, airlines are expected to show strong leadership in this cleaner energy transition and announce clearly to the world their mission and roadmap to reach net zero CO2 emissions by 2050.
38. All of this will help ICAO's process towards an ambitious result at CAAF/3.
39. Speaking of ambitious outcomes, I would now like to return to the subject of this IATA World Sustainability Symposium, and its inauguration.
40. I would like to wish you all a very successful event.
41. I am sure this will be a forum of enriching insights on decarbonization from various perspectives, ever cognizant of the challenges and opportunities, and the collaborative nature of the sector, as we work to make our net-zero ambition a reality.
42. Thank you.