



**Keynote address by
the Council President of the
International Civil Aviation Organization (ICAO)
Mr. Salvatore Sciacchitano,
to the 2022 ATAG Aviation Net-Zero Dialogue**

(Montreal, 26 May 2022)

*Distinguished guests and colleagues,
Ladies and Gentlemen,*

Let me first congratulate the aviation industry's net-zero ambitions which are an excellent example of how civil aviation is building back better in the post-COVID environment.

This demonstrates that the aviation sector is fully cognizant of the environmental impact of its growth and ATAG's Waypoint 2050 Report has mapped out some helpful scenarios and roadmaps for progress.

This subsequently culminated in the *Net-zero 2050 Declaration* last October, on behalf of the world's major aviation industry associations and its largest aircraft and engine makers.

The significance of a net-zero ambition cannot be emphasized enough, but achieving that goal is not without its challenges. Notwithstanding the incredible progress of technology, the route to reduce Aviation emissions is still a long one. COVID-19 has without doubt created substantial challenges for the Industry, also impacting investments and Research and Development (R&D) which are critically needed.

Additionally, we know that there are concerns regarding risks of market distortions and unfair competition in connection with the implementation of policy in support of decarbonization goals. These concerns must be considered but they should not prevent the adoption of ambitious decarbonisation policies.

With respect to Sustainable Aviation Fuels (SAF), and we know how relevant SAFs are for aviation decarbonisation, we have seen over the past decade an exponential increase in production facilities, and advancements moving beyond crop-based feedstock towards synthetic fuel production pathways.

We also see significant developments supporting the SAF market, such as airline-producer offtake agreements, buyers alliances, and novel accounting frameworks.

As I just mentioned, technology has made tremendous progress and we look forward to seeing further innovation such as advanced tube-wing aircraft and alternative and much greener modes of propulsion that could already be a reality in the 2030s as the energy transition evolves.

Collaborations across all stakeholders in the aviation ecosystem will be critical for a successful aviation decarbonisation process and I am pleased to see that this afternoon's Dialogue will be discussing this topic in further detail.

We know that the commitment of the Industry to aviation decarbonisation is not sufficient. ICAO has a responsibility and an important role to play supporting industry's net-zero ambition.

This is undertaken primarily through the development of standards, and by forging the complex consensus amongst States on key environmental deliverables and targets, while ensuring that no country is left behind.

Earlier this year, ICAO's Committee on Aviation Environmental Protection (CAEP) concluded its 12th meeting, agreeing on amendments to life-cycle emissions reduction for SAFs, and its sustainability certification framework applicable to CORSIA.

A landmark agreement on the Low Carbon Aviation Fuels (LCAF) methodology was also recommended for consideration to the ICAO Council, forming the basis for calculating life-cycle emissions reduction values, together with guidance for LCAF sustainability criteria under CORSIA.

In addition, progress was also made by the CAEP on technical recommendations to SARP amendments on engine emissions and aircraft CO₂ emissions. These developments provide greater certainty to the industry, supporting and incentivizing decarbonization efforts.

An ICAO Industry Consultative Forum (ICF) has also been established, to provide strategic insights to the ICAO Council on the aviation potential of latest innovations. Just this past March, the second meeting of the ICF was convened so that industry leaders could share their perspectives regarding lower-carbon and Sustainable Aviation Fuels.

Since the historical agreement on CORSIA at the 2016 ICAO Assembly, its implementation has been fully on track despite COVID-19.

The related coverage of CO₂ emissions being reported annually to ICAO has been very high thus far, and we continue to encourage remaining States to join the many countries which have already volunteered to participate in CORSIA.

Industry support continues to be essential to the continuous and robust implementation of CORSIA, and to help the sector avoid becoming subject to a patchwork of duplicative and market-distorting requirements.

Industry perspectives and voices will be critical to driving greater ambition and results among national governments on their new Long-term Aspirational Goal for international aviation emissions reduction, which is a key priority as we head to the 41st Assembly in September.

We look forward to the active engagement of industry bodies on this topic, in their roles as official observers, and to your similar contributions to the high-level preparatory meeting on the LTAG this July at ICAO. I can assure you that ICAO is working tirelessly not solely to prepare these two major events, but to set the context for understanding of divergent views in order to reach a global consensus.

In concluding today I wish to recall that UN Secretary General Guterres has called for all means of transport to realize net-zero emissions by 2050.

Through its ambitious Net-zero commitments, I think we can agree that aviation operators have now answered this call, and with detailed plans and firm commitments.

This ATAG Aviation Net-Zero Dialogue provides a very timely and helpful opportunity to further define how operators, manufacturers, and governments can work together to achieve this success, and I look forward to its very informative and productive discussions.

Thank you.