



**Remarks by
the Council President of the
International Civil Aviation Organization (ICAO),
Mr. Salvatore Sciacchitano,
to the 2022 Bali G20 Aviation Dialogue**

(Bali, Indonesia, 18 October 2022)

*Your Excellencies, Honourable Ministers,
Distinguished participants in the G20 Aviation Dialogue,*

First, I wish to congratulate the Government of the Republic of Indonesia for organizing the 2022 Bali G20 Aviation Dialogue.

Considering the forthcoming G20 Summit taking place here in Bali in approximately one month's time, I can't help but see a certain connection and continuity with the previous G20 Summit held in Rome in October last year - particularly with regard to the engagement that the G20 Leaders expressed in the final Declaration to "restart international travel in a safe and orderly manner, consistent with the work of relevant international organizations such as the WHO, ICAO, IMO and OECD."

A lot has been done this year to support the restart and recovery of international air transport during this post-pandemic phase. I am certain that the relevant conclusions of this G20 Aviation Dialogue will inspire G20 Leaders to renew and strengthen their engagement towards full international aviation recovery and resilience.

We know perfectly well that air transport is a fundamental enabler of global economic and social development. Well over a billion tourists travel internationally each year and more than half of these travellers arrive at their destinations by air.

Air transport activities globally contributed directly and indirectly USD 3.5 trillion, equivalent to 4.1% of world gross domestic product (GDP). If aviation was a country, it would rank 6th in size by GDP, which equates closely to the GDP of Germany or France.

These are pre-pandemic figures but we are confident that they will be confirmed, if not enhanced in the post-pandemic era.

Aviation is also a major global employer, and supported a total of 88 million jobs worldwide. It provided over 11 million jobs directly through airlines, airports, air navigation service providers, civil aviation manufacturers, and other aviation businesses.

This does not include other economic benefits of aviation, such as the jobs or economic activity that occur when companies or industries exist because air travel makes them possible, the intrinsic

value that the speed and connectivity of air travel provides, or domestic tourism and trade. Including these, the employment and global economic impact numbers would increase several-fold.

Aviation is also a driver of global trade and e-commerce. Though representing 1% of all international trade in terms of volume, the total value of goods transported by air accounted for 35% of the trade in value, amounting at USD 6.5 trillion.

From the social point view, international air transport is an incredible tool to enhance mobility which connects people and nations as we can easily see here in Bali.

The contributions, which I have just outlined, are especially critical to the viability and sustainability of Least Developed Countries, Small Island Developing States, and Landlocked Developing Countries.

Yet in a world of increasingly complex supply chains and international tourism flows, in essence they have become essential to all countries no matter their geographic or economic status.

Since the adoption of the United Nations' 2030 Agenda for Sustainable Development, ICAO has been illustrating how international air connectivity serves as a key enabler for 15 of the Agenda's 17 Sustainable Development Goals (SDGs).

These positive impacts are realized in part due to air transport's diverse contributions to the rapid global transport of food and medical supplies, and its STEM-related education and career paths for young women and men in all world regions.

They are also being achieved in light of aviation's many direct and indirect influences on infrastructure modernization, and on the associated capability of national and municipal governments to develop more resilient tax bases, which in turn support the investments now needed for long-term sustainable development.

A key priority today, as governments and industry continue working together to reconnect the world and its travellers and businesses, is to reduce air transport emissions even as the global network recovers the many flights and routes which were lost due to the pandemic.

While countries have been making important progress on emissions reduction through ICAO for many years now, at our just-concluded 41st Assembly they took this ambition still further by adopting a Net-Zero 2050 target for all international flight operations.

They have also agreed that achieving this objective will rely on the combined effect of multiple CO₂ emissions reduction measures, including: innovative aircraft technologies; streamlined flight operations reducing fuel burn; offsetting via CORSIA; and the increased production and deployment of sustainable aviation fuels (SAF).

While this goal was negotiated among States on an aspirational basis, we should not discount the serious dedication and intent toward this NetZero objective on behalf of the world's most advanced industrial economies, including many in the G20.

The practical considerations informing these commitments and ambitions are largely based on the current pace of technological and process innovation taking place all over the world, and ICAO is adapting and transforming itself today to help support and accelerate their standardization and adoption.

These discoveries and advances in aeronautics, materials sciences, renewable energy storage and propulsion, and many other related disciplines, provide us with not merely a hope, but rather a very realistic expectation that emissions free powered flight can become a practical reality in just the next few decades.

Another important factor if enabling these innovations will be the investment and regulatory climate they need to be fostered within.

From this standpoint, I think that one of the most important implications of the new NetZero target is that it will help assure a harmonized regulatory and policy framework globally which is both supportive and dependable.

Air transport system resilience in the post-COVID era was another important focus at this year's ICAO Assembly. The outcomes of ICAO's 2021 High Level Conference on COVID-19 and the Ministerial Declaration it adopted, which provided inputs to the 2021 G20 Summit, as I just mentioned a few moments ago, factored importantly into the ICAO 41st Assembly decisions in this area.

Whether with respect to its consideration of the primacy of national public health policies, or its focus on matters regarding testing, vaccination, and the need for mutually recognizable digital applications to certify health status across borders, the G20 priorities on restarting international travel closely parallel ICAO's unified vision for aviation recovery, resilience, and sustainability beyond the global pandemic.

At the 41st Assembly, countries agreed on the need for a contactless digital passenger experience which is closely informed by new public health related ICAO provisions. They also agreed to promote the global adoption of internationally interoperable health certificates featuring ICAO Visible Digital Seal verification features, and they also voiced their support for the ICAO Health Master List, which aids both States and aviation stakeholders in achieving efficient and secure authentication of traveller vaccination status and test result certificates.

States further endorsed that ICAO must develop a new strategy to better prepare the world for future public health emergencies.

They instructed us to do so through our CAPSCA Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation, and to establish a comprehensive crisis management framework.

I would like to emphasize in this context that ICAO has been proud to support the related efforts of the G20 Health Working Group throughout 2022, bringing our technical tools, know-how, and experience to the forefront of the international conversation on safe and expedited international travel.

This year's Assembly was the largest in ICAO's history, and its significant in-person attendance was a reassuring sign of the success of our ongoing efforts to reconnect the world post pandemic.

Besides the key decisions States concluded on these highest priorities for air transport today, many more endorsements were received for our ICAO global planning strategies for safety, security and air navigation, our policies for the liberalized and sustainable economic development of air transport, and for our expanding implementation support and capacity-building efforts.

G20 countries continue to play a very important role in driving global progress in all of these areas, whether through leadership, commitments, or subsidies and key investments to assist developing States.

In aviation today, this leadership is needed more than ever to realize a sustainable future for tourism and trade, and to keep our world and its diverse peoples connected and united in the face of climate change and other risks which are threatening the international order.

ICAO therefore looks forward to G20 leadership remaining at the forefront of the new solutions and transformations now urgently needed so that countries, peoples, and businesses continue to benefit and prosper from being better connected by air.

Thank you for your attention.