



**Speech by the President of the ICAO Council
Mr. Salvatore Sciacchitano
to the “Aviation Summit” on Prospects at ICAO**

(Toulouse, France, 3-4 February 2022)

Dear Excellencies,
Dear Aviation Leaders,
Dear Participants,

I would like to begin by congratulating the French Presidency of the European Union and in particular Mr. Jean-Baptiste Djebbari, Minister delegate to the Minister of Ecological Transition, in charge of transport for having organized, with the support of the European Commission, this European Aviation Summit.

Indeed, a meeting of Ministers of Transport, also bringing together Representatives of the aviation Industry and international organizations, is a testimony to the strong commitment to continue to work on the basis of the Declaration adopted by Ministers at the end of the ICAO High Level Conference on COVID-19. Despite the challenges brought by the Omicron variant, international air transport must continue to recover, although more slowly than expected a few months ago, for the benefit of global economic recovery.

ICAO is closely monitoring the economic impacts of the crisis on the aviation industry and has been regularly publishing updated reports and forecasts.

At the close of the year 2020, the ICAO Economic Impact Analysis indicated a downturn of 50 per cent in seat offerings, compared to 2019, and a decrease in passenger numbers by 60 per cent or 2.7 billion, compared to 4.5 billion in 2019. This resulted in passenger traffic back to 2003 levels.

While figures for the close of 2021 are still preliminary, they indicate only a very slight improvement. Compared to 2019, seat capacity was reduced by 40 per cent, with 49 per cent less passengers flying in the air. This translated into approximately USD 324 billion of loss in airlines' gross passenger operating revenues. Meanwhile preliminary numbers for 2022 indicate a reduction in international air travel by 35 per cent to 39 per cent of seat offering compared to 2019.

In spite of the COVID-19 pandemic, governments and aviation Industry have taken ambitious decisions on implementing concrete actions towards the decarbonization of international aviation. In this context, I wish to highlight the recent launch promoted by the UK Government of the International Aviation Climate Ambition Coalition during the UNFCCC COP26 event in Glasgow. ICAO appreciates the commitment and cooperation of States towards aviation decarbonization and is grateful to the UK government for its efforts in promoting this much welcomed initiative.

Cooperation is critical to our progress in this area and the Coalition is well placed to play a pivotal role in building momentum among all ICAO member States ahead of our Assembly later this year.

As we have seen during today's event, the pandemic has given us the opportunity to embark on a more sustainable path. In that regard, I commend all participants for their strong engagement to greening the aviation sector.

To achieve the aviation sector's medium-term goal of carbon neutral growth, States are currently implementing a basket of measures including green technologies, sustainable fuels, operational improvements, and CORSIA – the first global market-based measure for an industry sector.

With regard to operational improvements, ICAO was very pleased to take part in Airbus' fello fly' (Airbus' Automated Formation Flight) live flight over the North Atlantic Region last November. Such innovative programmes, like 'fello fly' contribute positively towards reaching the levels of decarbonisation that our sector aspires to and should be encouraged.

Regarding CORSIA, I would like to emphasize that ICAO completed all the necessary steps for the start of the pilot phase on 1 January 2021. In advance of the mandatory phase, 107 States are now participating, and more are encouraged to join. CORSIA implementation is therefore fully on track.

Airlines and Governments are now reporting their verified CO₂ emissions data to ICAO annually, and the compensation under CORSIA is operational for both eligible carbon credits, and the use of Sustainable Aviation Fuels (SAF) to reduce operator offsetting requirements.

I know that CORSIA, as a market based mechanism, doesn't fully satisfy certain European expectations. I want to stress, once more, that CORSIA is a global market-based measure to be applied to a sector, aviation, which is global by definition. Consequently, let me take the opportunity to recommend to continue to work "globally" on market-based measures aiming at CO₂ aviation emissions reduction.

The ICAO Council continues to prioritize innovation as a key enabler of our sustainable future, and it is central to our work on a long-term aspirational goal, which States are expected to deliberate on at the 41st Session of the ICAO Assembly later this year.

This work has been advanced throughout the pandemic, including through ICAO Stocktaking events which brought many stakeholders together to share information and updates on cutting edge solutions and ambitious green policy-making. Industry was a key player during these interactive sessions, and its example and commitments have inspired other stakeholders and promoted important synergies going forward. Once again, I wish to express ICAO's appreciation for the several studies conducted, particularly by Airbus, on the use of hydrogen in aviation. We also look with interest to synthetic Power to Liquid fuels using green hydrogen and CO₂ captured from the atmosphere.

Since 2020, the momentum to net-Zero aviation has grown significantly, as part of a sector-wide push to aviation decarbonization, and it's encouraging to see those initial commitments now evolving into concrete strategies and roadmaps. ICAO's tracking tools, and its Global Coalition for Sustainable Aviation, can be important mechanisms in assisting this progress, contributing to the

development of new ideas, the dissemination of information, and the measurement of progress in the implementation of CO₂ mitigation measures.

Looking ahead, ICAO will be leading a second round of Global Aviation Dialogues (GLADs) beginning in March of this year, to help Member States prepare for their Assembly discussions on the long-term aspirational goal for aviation emissions reduction.

In addition, the Organization will convene a High-level Meeting in July to facilitate the convergence of views on this objective.

At the same time, I wish to underline that the focus on a Global Long Term Aspirational Goal must not reduce our efforts to pursue the medium-term carbon neutral goal. In this regard, we have to focus on Sustainable Alternative Fuels. As I mentioned earlier, ICAO has adopted the criteria for the use SAF. This is an incentive to use SAF. The real challenge is its commercial suitability. This will require engagement by all stakeholders and I can assure you that ICAO is doing everything possible to create awareness and promote the use of SAF.

In closing, I wish to once again thank the European Presidency and the European Commission for the organization of this important event and all participants for their commitment to achieve a more sustainable future for aviation.

Thank you.

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