



**Opening remarks  
by the President of the Council  
of the International Civil Aviation Organization (ICAO),  
Mr. Salvatore Sciacchitano,  
to the 12th Meeting of the ICAO  
Committee on Aviation Environmental Protection (CAEP/12)**

*(Virtual, Montréal, 7-18 February 2022)*

Good morning, good afternoon and good evening ladies and gentlemen,

It is my pleasure to welcome you to this Twelfth Meeting of ICAO's Committee on Aviation Environmental Protection.

Since the previous CAEP meeting, the public focus on environmental protection, and particularly addressing climate, change has grown dramatically, and with this the relevance of ICAO's work on environment.

This year is an extremely important one – with many expectations, challenges, and policy deliberations ahead, where CAEP technical results will help support decision making.

As you surely know, the latest 2021 Climate Report from the Intergovernmental Panel on Climate Change (IPCC) revealed that climate change is growing at an alarming rate, demanding more attention by the global community including ICAO. As highlighted by the United Nations Secretary-General, the latest IPCC Climate Report is a 'Code Red for Humanity', stressing the 'Irrefutable' evidence of human influence. The only way to stop this climate crisis is to follow the science and to act now.

The findings of this report permeate our work on Climate Change, and represent a clear call from the scientific community for zero carbon for 2050 from all sectors to keep the impacts of climate change in check.

For the aviation sector, it is therefore very important to ensure that we address possible scenarios and means of implementation as we work to define a scientifically driven long-term goal in terms of technologies, operations, fuels and clean energy.

Since the last Assembly, ICAO has been working on the feasibility of a Long Term Aspirational Goal (LTAG) and CAEP has carried out a comprehensive technical analysis through a cooperative, inclusive and transparent process. The LTAG feasibility analysis results, with the roadmap options, will be considered by the Council upon your recommendation and are expected to be delivered to the 41st Session of the ICAO Assembly, later this year.

Now, with the firm scientific basis on climate change and the results of your comprehensive technical study, ICAO will elaborate further on a plan to move towards sustainable aviation, including the means of implementation and necessary future steps for a global goal.

To accelerate the efforts on the LTAG, ICAO has been organizing a series of events since 2020 to share information on new technologies and the latest innovations with the potential to facilitate the green transition. This includes our Green Recovery Seminar, and of course, the 2020 and 2021 ICAO Stocktaking events which are a cornerstone of ICAO's open and inclusive LTAG work.

During these ICAO virtual events, numerous presentations and announcements were made on the latest innovative environmental solutions and increased ambitions. These include novel aircraft and airframe designs, electric and hydrogen-powered propulsion, hybrid aircraft, and many other innovations which will play an important role in pursuing much needed CO<sub>2</sub> reduction goals for aviation.

Continuing to understand the environmental benefits of these projects, and laying the foundations for their future certification requirements, will be an important task for the CAEP in its next cycle.

We know that international aviation will need access to clean energy if a sustainable future is to be realized. In this regard, States will need to promote its availability with forward-looking policies.

To create awareness, it is fundamental to work cooperatively. In line with the ICAO principle of *No Country Left Behind*, ICAO organized the first round of online LTAG Global Aviation Dialogues for all regions worldwide to increase awareness and broaden States' involvement. We have received very constructive feedback from these engagements, as well as indications of increasing ambitions to address climate change.

In response to numerous requests, a second round of LTAG GLADs are to be held in March-April of this year. These will share LTAG study results and corresponding implementation measures for States', including with respect to their capacity building needs.

I am also pleased to share that, following its 10<sup>th</sup> anniversary, the ICAO State Action Plan initiative continues to thrive, showcasing the best practices being implemented by States. This is a crucial part of ICAO's capacity building and assistance on climate change, and it will continue to increase relevance by allowing States to demonstrate their latest green innovations and longer-term low-carbon strategies in a more robust, quantitative, and forward-looking manner.

In the context of the implementation a global long-term aspirational goal, the State Action Plans will also help serve as 'dynamic communication tools' by which countries can present their coordinated aviation and climate change plans and facilitate green financing.

While we must aim to make in-sector CO<sub>2</sub> emissions reductions, I am very pleased to say that CORSIA implementation is also on track. It remains the only global market based measure for international aviation, meaning that CO<sub>2</sub> emissions from aviation are accounted for just once. CORSIA is crucial to the ambitions of this sector in dealing with its impact on the global climate. This implementation was enabled by the ACT-CORSIA capacity-building initiative, and this is yet another great example of States cooperating to implement global and robust ICAO policies.

I would like to take this opportunity to commend CAEP for the delivery of its analysis of potential impacts of COVID-19 on CORSIA on such short notice. This contribution facilitated important

CORSIA-related decisions made by the Council in June 2020, safeguarding aircraft operators against inappropriate economic burdens during a period already characterized by excessive financial hardship.

CAEP's contributions have also been of great relevance with respect to other recent CORSIA developments, starting with the approval of the Terms of Reference for the 2022 CORSIA periodic review in March 2021, and the technical inputs at each of the subsequent Council sessions. This work will continue to be crucial to underpinning the implementation of CORSIA and the ambitions of ICAO Member States.

Looking to aviation fuels, many new developments have occurred in the last three years. New sustainability criteria for Sustainable Aviation Fuels have recently been approved by the Council, based on the outstanding technical work performed by CAEP. This is the first-ever internationally-harmonized SAF sustainability criteria for aviation fuels.

I would also like to highlight the important discussions that will occur during this CAEP meeting regarding lower carbon aviation fuels, which will allow the completion of the CORSIA framework related to CORSIA Eligible fuels.

It's clear that lower carbon and other aviation fuels are a very effective measure to reduce CO<sub>2</sub> emissions, and that they will drive further sustainability advances as their market availability increases. And along with advances in technology and operations and other aviation innovations, they'll be an important aspect of the LTAG work leading up to the 41st Session of the ICAO Assembly.

Additional results we'll be looking forward to from this meeting concern aircraft noise and emissions, including the restructuring of Annex 16, Volume II, the completion of the Exploratory Study on the introduction of Supersonic Transport Aircraft, and the very important work on the updated trends assessment on greenhouse gas emissions, noise, and local air quality.

Before concluding, I would like to welcome new CAEP Members and Observers who have joined the Committee during this cycle. These changes in CAEP membership, in accordance with the updates to the CAEP Directives by the ICAO Council in February 2019, have improved geographical representation. It is therefore my great pleasure to see the increased interest and expert participation from developing States and under-represented regions.

CAEP's excellent work and technical expertise are crucial to ICAO endeavours in the area of environmental protection, especially at this unique moment of green transition and transformation to a new normal. With your support, and through our mutual efforts, we will drive important progress toward sustainable international aviation.

Twenty-twenty-two and the 41<sup>st</sup> Assembly will be a defining moment for our sector. While celebrating 50 years of the birth of the concept of sustainability, we also stand at the threshold of a much more sustainable aviation future which will pose significant challenges and require unprecedented cooperation.

On that note, let me thank you once again for all of your efforts, technical excellence, support, and dedication. I wish you all a very productive and fruitful meeting and the Council eagerly awaits the outcomes of your deliberations.

Thank you.