



**Keynote remarks by
the Council President of the
International Civil Aviation Organization (ICAO)
Mr. Salvatore Sciacchitano,
to the Farnborough Sustainable Skies World Summit**

(Recorded remarks at ICAO HQ, 13 April)

Distinguished participants to the Farnborough Sustainable Skies World Summit,

Please accept my regrets for not being able to deliver these remarks in person with you today, and my sincere thanks to the organizers of this *Summit* for the opportunity to contribute to this important topic.

The goal of net zero carbon emissions by 2050 for international aviation, which has now been adopted by both aviation industry and world governments, is a significant journey that is only just beginning.

Its achievement will rely on multiple CO₂ emissions reduction measures, with governments for their part agreeing through ICAO to focus on and encourage:

- advances in aircraft and related technologies;
- more efficient flight operations and routes to reduce fuel burn; and
- the increased production and deployment of sustainable aviation fuels (SAF).

How quickly the aviation community can innovate to achieve these objectives, and how reliably we will be able to assure access to the much needed financing needed to support them, will be the most critical factors impacting our success.

And as things proceed we will be complementing related reductions with the global aviation emissions offsetting to be achieved under the landmark CORSIA agreement, which countries have also adopted at ICAO.

When countries adopted their NetZero2050 target at last year's ICAO Assembly, they also formally recognized that the largest potential impact on aviation CO₂ emissions reduction will come in the near-term from sustainable and lower carbon aviation fuels (LCAF), and cleaner energy sources.

This was on the basis of the conclusions of an earlier feasibility study produced by the ICAO Council's Committee on Aviation Environmental Protection (CAEP), which highlighted among its many other findings that direct substitution SAF can significantly impact residual CO₂ emissions, driving important global reductions between now and 2050.

The tremendous potential of SAF to contribute to achieving countries' long term aspirational goal is counter-balanced, however, by the enormous challenge we face to scale up its development and distribution.

ICAO is therefore fostering international partnerships and cooperation actively engaging with financial institutions such as development banks, private equity entities and fuel producers through ICAO Council briefings, regional meetings, and bilateral exchanges.

ICAO Member States clearly understand the need for greater partnership and engagement between the air transport and finance communities, and just weeks ago we had an in depth briefing on the actions and outcomes now needed to achieve NetZero2050 together with six international development banks, including the World Bank, and the Air Transport Action Group.

There is some tremendous potential inherent in this closer collaboration between ICAO and the international finance community, and both ICAO and the governments who cooperate through it have a critical role to play in developing harmonized international policy frameworks and a level global playing field to accelerate much needed investment.

Additionally, ICAO has launched a program called 'ACT-SAF' which provides tailored SAF support and capacity-building for States in areas such as SAF feasibility studies and certification, policy development, and project implementation.

To date, more than 100 States and International Organizations have joined this initiative, and I would encourage your companies and organizations to do so as well.

I would also invite you to attend the ICAO third High Level Conference on Aviation and Alternative Fuels (CAAF/3), which will be held later this year in Dubai from 21 to 24 November, and which we'll be very active laying the groundwork in the years ahead.

We expect these combined initiatives and events to raise important awareness among national decision makers, and to accelerate the development of the regulatory and policy frameworks needed to assure investor confidence and scale up global SAF development and deployment.

While SAF production and deployment will be an important near-term priority for the greening of international aviation, in the mid-to-longer term we should begin to see some very substantial emissions reduction contributions arising from the cutting edge innovations now taking place in aeronautics, propulsion and energy storage, materials sciences, and many other areas of science and technology.

ICAO continues to encourage aviation and clean energy innovators to come together to discuss and share their progress, through dedicated events we've established for that purpose. The next of these Stocktaking events takes place this coming July and I encourage everyone to participate.

Further important reductions progress will be derived from infrastructure and aeronautical modernization to optimize the latest advances in satellite navigation, and to promote the increased adoption of efficiency solutions such as Air Traffic Flow Management and Performance-based Navigation (PBN).

These and many more forward looking developments in the area of air navigation capacity and efficiency will be explored at the ICAO 'Air Navigation World' event taking place at the end of August later this year.

Where offsetting under CORSIA is concerned, and notably to ensure that operators and participating States were able to accurately measure and report their CO₂ emissions, ICAO developed extensive rules and procedures which States have since adopted to govern a robust CO₂ emissions monitoring, reporting and verification (MRV) system.

Some 97% of global international aviation CO₂ is now being annually reported under this framework, through the CORSIA Central Registry, and for the first ever such measure designed to regulate emissions on a global basis this represents a significant achievement.

I mentioned at the onset of these remarks that innovation and financing priorities would be fundamental to all of our current objectives and ambitions toward the decarbonization of international aviation.

As we have just explored briefly, there is no shortage of innovation today in any area of aviation sustainability, and as a standards developing agency, ICAO recognizes that it has a significant role to play in making its own assessment and review processes much more efficient so that they don't impede the progress which is so urgently needed.

In concluding now I would like to emphasize that while air transport has been widely recognized in the past as a 'hard-to-decarbonize' sector, it's been very encouraging to see that we're focusing much less today on calculating our global emissions percentage, and much more on what we are doing and must do about it.

Collaboration, and a unified global approach, are fundamental to the overall objectives we share to mitigate, decrease, and eventually eliminate air transport emissions.

I wish to therefore assure you that ICAO will continue to fulfil its important role in supporting and optimizing the capacities and consensus of States toward increasingly ambitious environmental targets.

We will also be much more active in bringing together governments and industry in this area, and in leveraging the opportunities this presents for increased public- and private-sector partnerships, efficiencies, and results.

Simply put, the full engagement of the entire aviation ecosystem must now be brought to bear on this very urgent and important priority. We must work together toward agreed

and common goals, to achieve the success of net zero carbon emissions by 2050 that the world is demanding from us.

Thank you.