



**Opening address by
the Council President of the
International Civil Aviation Organization (ICAO)
Mr. Salvatore Sciacchitano,
to the ICAO High-level Meeting on the feasibility of a long-term aspirational goal for international
aviation CO₂ emissions reduction (HLM-LTAG)**

(ICAO Headquarters – 19 July 2022)

I wish to welcome you all to this High-level Meeting on the feasibility of a long-term aspirational goal for international aviation CO₂ emissions reductions (HLM-LTAG).

You will recall that at the 40th Session of the ICAO Assembly, Resolution A40-18 requested the Council to explore the feasibility of LTAG, and to report the outcome of the work to the 41st Session of the ICAO Assembly.

Much work has been done since then, and significant progress has been achieved.

The ICAO Committee on Aviation Environmental Protection (CAEP), has completed its technical work, with the LTAG report published, outlining three integrated aviation in-sector CO₂ reduction scenarios, covering a range of readiness, attainability, and aspiration.

This technical report involved around 300 of your best experts from all regions of the world, over more than two years of dedication and hard work.

The annual ICAO Stocktaking on aviation in-sector CO₂ emissions reductions, one of which just took place yesterday, have also allowed the international aviation sector to explore novel innovations to reduce emissions, and how they may be integrated into long-term decarbonisation roadmaps.

A series of Global Aviation Dialogues have also been held in 2021 and 2022, at all ICAO regions, to share information on the LTAG, and exchange views on relevant building blocks.

ICAO recently launched the ACT-SAF – Assistance, Capacity-building and Training programme for Sustainable Aviation Fuel, to facilitate partnerships and cooperation among States, industry and other stakeholders, as one of concrete means toward the global implementation of SAF.

Over the next four days, we will have the opportunity to translate all these work and progress into tangible ambition and action.

This High-level Meeting can demonstrate our collective determination to build a sustainable future for international aviation.

It must be an expression of strong political will on the part of States to work together through ICAO with each other and with the aviation industry to deliver outcomes for an ambitious LTAG.

This must be delivered together with concrete and practical means of support for implementation and for monitoring progress, as agreement of a “balanced package” for all.

It is imperative that ICAO takes leadership through strong climate action in a post-COVID world.

Only then will international aviation retain the license to grow in a sustainable manner.

There are clear Agenda Items, as approved by the Council, that this High-level Meeting intends to fulfil:

1. CO₂ emissions reduction scenarios and options for an LTAG;
2. Means of implementation;
3. Means of monitoring progress;
4. Conclusions and Recommendations.

These are major deliverables, but the international aviation sector has never shied away from our responsibilities.

We have an enviable track record when it comes to aviation environmental action. Over the years, collectively, we have achieved remarkable results, for example:

1. CO₂ performance and certification standards for aircraft that mandate improvements in fuel efficiency;
2. The Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), the first global market-based measure for any industry sector; and
3. Sustainability criteria for Sustainable Aviation Fuels (SAF), and the list goes on.

I am confident that this Meeting will mark another milestone in providing concrete outcomes to the Council’s further work and for ICAO’s sustainable aviation journey.

I would like to inform some recent work of the Council and its Small Group.

Last year, the Council agreed to establish a Small ad hoc Group comprising of Council Representatives, which was tasked specifically with facilitating the drafting of recommendations and expected outcomes of the High-level Meeting.

Since its establishment in January this year, the Small Group held numerous meetings, in order to find points of convergence on possible outcome text. While good advancement in the discussions was made, the Small Group has not found a consensual agreement on a possible outcome of the High-level Meeting.

Nevertheless, I have decided to share such possible outcome text of the High-level Meeting, as a proposal by the Chairperson of the Council’s Small Group. While it is the Chair’s proposal and does not constitute an agreement by the Council group, it should provide a good basis for further discussions at the High-level Meeting. The proposal will be posted on the Documentation page of the meeting website soon.

We have in this hall, and all others who are participating virtually, the experience, the expertise, and the political will to direct efforts towards an ambitious LTAG for the international aviation sector.

The international aviation sector needs to do its part, and an ambitious LTAG will empower ICAO to be part of the global solution in addressing climate change.

I look forward to robust discussions, in the spirit of ambition and consensus building, such that the Council can present good recommendations to the 41st Session of the ICAO Assembly.

Let's be united in our efforts to build a better aviation environment for our future generations.

Thank you.