



**Opening address by
the Council President of the
International Civil Aviation Organization (ICAO)
Mr. Salvatore Sciacchitano,
to the Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3)**

(Dubai, United Arab Emirates – Monday, 20 November 1400 hours)

Honorable Ministers,

Distinguished Directors General of Civil Aviation,

Distinguished Chief Delegates and Delegates,

Ladies and Gentlemen,

I wish to extend a very warm welcome to this *Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3)*.

Allow me to begin today by thanking and expressing ICAO's deepest appreciation to the Government of the United Arab Emirates for hosting this conference, which is the most important ICAO event this year, here in the wonderful city of Dubai.

Your generosity and the assistance in providing us with such excellent facilities is truly appreciated.

This event was convened as a response to the ICAO Assembly last year, which requested the ICAO Council to continue to assess progress on the development and deployment of Sustainable Aviation Fuels - SAF, Lower Carbon Aviation Fuels - LCAF and other cleaner energy sources for aviation.

But let me take the opportunity to recall that ICAO started preparing the terrain for introduction of alternative fuels in aviation in 2009, with the first Conference on Aviation and Alternative Fuels held in Brazil, which was followed by the second conference in 2017 in Mexico.

The third Conference on Aviation and Alternative Fuels convened this year will have to review the 2050 ICAO Vision and to define the global framework for aviation and sustainable aviation fuels development in line with ICAO's *No Country Left Behind* initiative and taking into account national circumstances and capabilities.

CAAF/3 convenes just over a year after ICAO States' landmark decision on the long-term global aspirational goal (LTAG) of net-zero carbon emissions by 2050.

This agreement is a testament to our ever-progressive efforts to bring about coordinated action on aviation cleaner fuels and energies, which form the greatest contribution to our decarbonization efforts. It also underscores the priorities we must maintain.

It has only been a year since these decisions were taken, but we can already see some concrete transformative progress from this global sector in its transition to a cleaner energy future.

I am therefore greatly heartened to see so many representatives joining us here from States and International Organizations, and that many of them are empowered to make the important policy-related decisions now needed in order to focus and align stakeholders within this new framework.

We must urgently scale up the development and deployment of sustainable, lower-carbon, and other aviation cleaner energies in order to meet the sustainability expectations of both the world and our stakeholders, and I eagerly look forward to your statements, working papers, and other contributions to the important discussions we'll be undertaking this week.

ICAO has played its part in getting us to this point, and I know that many States and stakeholders have been grateful for the Regional Seminars, Stocktaking event, and two pre-CAAF/3 consultations we have been conducting in the lead up to this event.

I also wish to acknowledge the invaluable support we've received from the ICAO Council's Committee on Aviation Environmental Protection (CAEP), which has once again provided its important technical inputs supporting our work here, and of course, my appreciation for the substantial engagement, dedication and leadership of the Council's Climate and Environment Committee (CEC) and its designated group in preparing for CAAF/3. It has been working diligently to help us consider the feedback from our consultations and lay out the structure and key concepts for the ICAO Global Framework.

We have a massive task at hand this week as we deliberate on the ICAO global framework for aviation's cleaner energy transition, a key step toward the sustainable development of air transport.

Our commitment for action can only be commensurate to our level of ambition, and I wish to remind all that ICAO's main priority is in the implementation and achievement of the LTAG.

To do that, we need to take collective action now, and CAAF/3 can be instrumental to laying the building blocks in terms of policy and planning, regulatory framework adjustments, implementation support, and financing.

This is also an opportunity for States to demonstrate strong leadership through ICAO in their addressing of international aviation emissions, most notably with CAAF/3 taking place just before the UN Climate Change Conference (COP28) which is also taking place here in the UAE.

A successful, robust, and ambitious global framework can only serve to shine a brighter spotlight on our shared efforts and commitment to decarbonizing the sector.

We have a great opportunity this week. To show and communicate to the world, with concrete and evident steps, that aviation is seriously and strongly committed to decarbonize by 2050.

With these priorities and ambitions front of mind, I encourage your very active engagement in the substantial opportunities ahead during the official Conference programme, and also during the informal sideline discussions.

As we recognize our different views and positions, let us do so in a spirit of cooperation, goodwill, and consensus building.

Let us all be united in our goal to deliver the best possible outcome, enshrined with the sustainable development spirit to:

*meet the needs of the present without compromising
the ability of future generations to meet their own needs.*

On that note, I wish everyone a very successful event.

Thank you for your attention.

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