

On behalf of the Brazilian government, I would like to greet all the fellow representatives participating in this High Level Meeting, in which we will be discussing how aviation can contribute for the global climate agenda.

First of all, we should celebrate that the air transport sector is fully committed to promoting sustainable development, and that ICAO has taken the lead in establishing very ambitious goals. Since 2010, ICAO member states have agreed on carbon neutral growth beyond 2020 and on annual fuel efficiency improvement of 2%. Those are important signals and have set the ground for the implementation of measures in the last decade that have resulted in more efficiency and less emissions and, therefore, have reduced the impact of aviation in the environment.

More importantly, these goals have set incentives for the decarbonization of our industry. In this context, SAFs are key for this energy transition, and we are witnessing a clear movement from governments all around the globe to put in place the right regulatory framework to provide the means so that the private investment can flow.

It goes without saying that Brazil has an enormous potential for producing SAF in large scale, in strict compliance with the sustainable development criteria that has already been developed by ICAO. Just to illustrate how Brazil is already committed to sustainable development, our energy mix is mostly based on renewable sources, and we have a long tradition of producing biofuels for ground transportation.

But our sector can do more, and we are gathered here to discuss the feasibility of a long term aspirational goal. Although we all agree aviation needs to contribute for the global climate efforts set by the Paris Agreement, we must also recognize the specific features of our sector and, more importantly, the different realities of our member states. As for the technical study provided by CAEP on the LTAG Report, which is the basis of any discussion we may have during this week, it is clear that we have three possible scenarios of CO₂ reduction, and none of them will come without major costs.

Those costs differ for each region, as well as the capability of states to contribute for a LTAG. We must bear in mind that the recent crisis caused by the COVID pandemic has impacted each country differently. And in this context the capacity of developing countries to deal with the crisis, and to assist their industry, was very limited. While some regions have fully recovered their international traffic from 2019-levels, others are still legging behind.

This means that any LTAG has to consider the different circumstances and capacities of countries, and also needs to take into consideration their historic responsibilities. ICAO should refrain from creating barriers or market distortions that hamper the development of the aviation sector in regions where this sector is not yet consolidated. Hence, any LTAG should be based on the concept of sustainable development with a sound focus on its three pillars - economic, social and environmental.

The LTAG Report acknowledges both regional variations on the possibility of contributing to an LTAG and the related costs, and those variations stem from the different capabilities of countries to implement measures to decarbonize their aviation sector.

Brazil understands that the level of ambition of any goal, if any goal is agreed, depends directly and inherently on the level of ambition of the means of implementation made available for developing countries. Therefore, we must make sure that all countries will be in the same position and will share similar conditions to implement any goal, allowing them to fully develop their industry. Without proper means of implementation, an LTAG risks not being fully and effectively implemented,. A dedicated fund to assist developing countries is essential for any LTAG to work for everyone. Brazil presented a proposal to be assessed during this meeting and we are more than willing to discuss it with interested countries.

May we have a sound and fruitful discussion in the following days. Hopefully we will be able to come to a compromise that fully reflects the different capacities and special circumstances of states to develop their industry in a sustainable manner.

Thank you very much.