

OPENING REMARKS (INTRODUCTION)
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28th edition of the **Conference of Montreal**, the flagship event
organized by the International Economic Forum of the Americas (IEFA)

2022 general Conference theme: "*Leading the Net Zero Transition*"
General theme of the forum: "*Decarbonizing the Aviation Industry*"

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1. I would like to express my gratitude to the International Economic Forum of the Americas (IEFA) for this opportunity. This illustrious Conference is taking place at a critical moment. As the UN Secretary General has many times said: the science is clear, and to keep the 1.5°C limit agreed in Paris within reach, we need to cut global emissions by 45 per cent this decade.
2. The pandemic recovery must therefore go hand-in-hand with combatting climate change. As a global sector, aviation has in fact a golden opportunity to show leadership as we “build back better”, aiming towards a sustainable decarbonized future.
3. Governments have given ICAO the mandate to help them achieve this.
4. Significant progress has already been made. We can point to the adoption of the first global CO₂ emissions standard for aircraft, the brokering of the Carbon Offsetting and Reduction Scheme for International Aviation, or CORSIA, which is the first global market-based measure scheme for any sector, as well as the realization of global standards for the sustainability of aviation fuels as examples.
5. But more must be done.
6. The first key priority is for governments to adopt a global Long-Term Aspirational Goal for international aviation CO₂ emissions reductions at the ICAO Assembly in September. This is a paramount objective for ICAO and for international civil aviation.
7. ICAO has facilitated the involvement of stakeholders from outside the aviation sector in order to collect all the information needed to explore of the feasibility of this aspiration goal, known as LTAG, and we have followed a transparent and inclusive process when consulting with States.

8. I must also stress today the key role Sustainable Aviation Fuels, or SAF, can play in decreasing the environmental impact of air transport. Recognizing this and the transformative economic development potential of these fuels for States, ICAO launched the Assistance, Capacity-building and Training for Sustainable Aviation Fuel (ACT-SAF) programme in early June this year.
9. It enables ICAO to coordinate and bring in support from States, industry, international organizations and financial institutions, establish partnerships and collaboration initiatives to support SAF development and deployment, through bilateral or multilateral agreements.
10. As ACT-SAF scales up, it will create positive ripple effects globally, and help unlock feedstock potentials for nascent SAF markets over the coming decades, supporting the sustainable development of States.
11. In tandem, we are continuing to support the global implementation of the CORSIA offsetting scheme I mentioned earlier, which is a crucial element in the strategy to reduce in-sector emissions. Implementation is on track despite the extreme impacts of the pandemic on the global aviation sector, and helping this is the successful ICAO Assistance, Capacity-building and Training (ACT-CORSIA) programme. It currently involves 16 donor States and 118 recipient States.
12. All of this points to the fact that ICAO is ready to promote, facilitate, lead and assist this green transition of the sector.
13. However, to achieve these ambitious goals, we will need means of implementation and substantial financing, and we will need more than ever the cooperation and involvement of all. *All States* – with no State left behind – and all industry and other stakeholders, from both inside and outside the aviation sector. I would like to close on this point, encouraging you and all stakeholders to join our ACT-SAF and ACT-CORSIA activities in particular as a high priority.
14. Thank you