



Closing remarks by the
ICAO Secretary-General
Mr. Juan Carlos Salazar
to the 2024 ICAO LTAG Stocktaking Event

10 October 2024

1. It is my pleasure to share with you some final words as the *2024 ICAO LTAG Stocktaking Event* draws to a close.
2. First, I would like to express my sincere gratitude to all our speakers and moderators who have generously shared their experience and expertise throughout the past four days.
3. The high-level panel on the first day sent a very clear message about the need for a coordinated and inclusive approach among all stakeholders, including government, aviation, energy, finance, and civil society. Your work here confirms that we are on the right path towards achieving this.
4. The discussions over the past four days have covered a wide range of interconnected topics. We have seen innovations in technology, fuels, and operations. We have also explored State policies, goals, and implementation support, including financing. These diverse yet interrelated areas clearly demonstrate the complex nature of our journey towards sustainability. These elements collectively support our sector's trajectory towards our net-zero ambitions and the implementation of the Global Framework for Sustainable Aviation Fuel, Lower Carbon Aviation Fuel, and other cleaner aviation energy sources.
5. I am glad we had the opportunity to engage in these discussions among all the Building Blocks of the Global Framework across the four days. The ideas and perspectives shared have inspired fresh thinking and fostered new partnerships and collaborations.

6. The in-person nature of this Stocktaking event has afforded me the pleasure of engaging with many of you, not only during the formal sessions but also during the informal interactions, and bilateral meetings. These personal connections are invaluable, and I look forward to further opportunities for us to collaborate soon.
7. Across the board, I have been impressed by the depth of our dialogues, pointing to aviation's continued momentum in the clean energy transition. You have reinvigorated our collective commitment to net zero.
8. Stocktaking is crucial for assessing our progress towards net-zero goals and ensuring sustainable sector growth. It also provides critical insights into innovation and partnerships driving the achievement of the LTAG.
9. The technology sessions provided us with a compelling vision of the progressive efforts towards a net-zero future, including the introduction of hybrid electric options, fuel-flexible propulsion systems, and hydrogen use.
10. Sessions covering operations, airports, and infrastructure brought us fruitful discussions of innovations in avionics, airspace modernization, industrial roadmaps aligned with technology, and preparations to ensure our airports of tomorrow are equipped and ready for the future.
11. Fuels and other energies offer, by far, the most significant opportunities for decarbonizing aviation. That is why we dedicated significant time to these topics. We addressed the ICAO Global Framework, explored the growing number of feedstock and approved production pathways, and gained a deeper appreciation of the challenges faced by producers.
12. We must focus on scaling up production in both mature biojet pathways, to satisfy the immediate demand, and in synthetic jet pathways to achieve even greater life cycle CO₂ emissions reductions. The future is just around the corner. With one hundred percent SAF test flights already underway, we anticipate the aviation sector will be capable of commercial operations using 100% SAF by 2030.
13. We also emphasized the importance of harmonizing fuel sustainability criteria and certification, building upon those already developed under CORSIA-eligible fuels.

14. Our discussions on accounting methodologies, as well as book and claim systems, highlighted ICAO's crucial role. We need to analyze further and build consensus for a globally recognized, harmonized accounting approach. This work will build upon and complement the established CORSIA framework.
15. Much has been said on the need for harmonization of the SAF registries, and on the economic incentives that book and claim can bring to the table. We are seeing some proliferation of methodologies for assessment, and numerous tools, and some concerns with the potential confusion this may bring.
16. We had a similar situation with the ICAO aviation CO2 emissions calculator in the past. We took action and the ICAO Carbon Calculator has evolved into being the main official reference, including use by main reservation systems such as AMADEUS, and the United Nations.
17. The mandate to ICAO from its Member States at the last Assembly and CAAF/3 is clear: To develop THE harmonized methodology, and we are doing so. With the right partners we will have THE global registry, that will support the monitoring of progress and achievement of LTAG, and the 5% goal. I invite all interested organizations to join efforts with us. This will give us the necessary transparency, environmental integrity, and accountability in the results.
18. Now, let's turn to a critical aspect of our efforts, namely implementation support. This is a key pillar in ICAO's Global Framework. To address this, we've established the ACT-SAF programme—that is, Assistance, Capacity-Building, and Training on Sustainable Aviation Fuels. This programme supports States at all stages of SAF development and deployment. We had in-depth discussions on its importance and the work done to date. Looking ahead, we plan to expand the scope to provide broader implementation support for net zero.
19. Let me take this opportunity to highlight that a half-day ICAO ACT-SAF side event will convene tomorrow. There will be three dedicated sessions focusing on the programme's main workstreams for training, feasibility studies, and onward support towards SAF production. I invite all of you to join as we discuss and obtain feedback on how the programme can be structured and developed further to provide even greater support to our stakeholders.

20. I would like to conclude by addressing the biggest challenge of them all, financing. As I highlighted in our highly rewarding session dedicated to this topic, this aspect is crucial. Our work revealed that we must understand and appreciate the scale and complexity of financing major capital-intensive projects for SAF production, the key challenges involved, and the role that governments and policymakers can play in supporting this effort.
21. As its name suggests, financing is the motivation behind ICAO's Finvest Hub programme. Our new agreement with IRENA, the International Renewable Energy Agency, has brought it a step closer to fruition. And our ongoing discussions with a whole range of other stakeholders who can contribute to the success of the Finvest Hub will continue that journey. While much remains to be done, we are well-positioned to accelerate our progress along this path. Very soon ICAO will be advertising a vacancy for a Chief to lead the Finvest Hub continued establishment and operations. Please look out for this opportunity if you, or someone you know, would be interested in this exciting, challenging and rewarding new senior role in the ICAO Secretariat. I had the privilege of representing ICAO last week at the G20 Clean Energy and Mission Innovation Ministerial meetings. We worked on an action-focused agenda to accelerate the global clean energy transition, and the Ministers adopted a Joint Ministerial Statement.
22. I was impressed with the worldwide recognition of the value of ICAO's work on the aviation clean energy transition. ICAO's Global Framework for Clean Fuels has become a reference for other sectors.
23. It was also an excellent opportunity to highlight the aviation sector's ambitions and the steps we are taking to achieve them.
24. Our work at this stocktaking event is contributing to that momentum, and I want to thank each and every one of you sincerely for your contributions.
25. I invite you to join us in amplifying outreach about our efforts and successes. Help us position aviation as a sector with concrete pathways towards net-zero. Raise awareness of our needs, and help ICAO prioritize aviation in the minds of policy and decision makers at all levels of government.
26. Our commitment is to strengthen and enhance collaboration within the sector and beyond. We aim to ensure our success towards net-zero while leaving no country behind.

27. I look forward to seeing you at the next 2025 ICAO Stocktaking, indeed to engaging with you in the coming weeks and months, and I would like to take this opportunity to wish you all safe travels, after your valuable committed efforts to the success of this meeting.
28. Thank you.