



**HIGH-LEVEL MEETING  
ON THE FEASIBILITY OF A LONG-TERM ASPIRATIONAL GOAL FOR  
INTERNATIONAL AVIATION CO2 EMISSIONS REDUCTIONS (HLM-LTAG)**

Montréal, 19 to 22 July 2022

**INDUSTRY VIEWS ON DELIVERING A LONG-TERM CLIMATE GOAL FOR AVIATION**

INTERVENTION BY **HALDANE DODD, EXECUTIVE DIRECTOR, ATAG**

Thank you Mr President.

Honourable Ministers, Directors General, President of the Council, Council Members, Secretary General and colleagues.

I am proud to be here today representing the collective voice of the air transport industry and my colleagues from

- ACI for airports,
- CANSO for air traffic management,
- IATA for airlines,
- IBAC for business operators and
- ICCAIA for the manufacturing community.

Over 13 years ago, aviation became one of the first global industries to set a long-term climate ambition. This built upon some of the key principles we hold dear in aviation – long-term thinking, stability of trajectory and global application to raise ambition everywhere.

In October last year, our industry took a further important step on our climate journey. We committed to net-zero carbon emissions by 2050. This was not a decision we took lightly. It was based on rigorous analysis of the technical feasibility of such a goal and an understanding of the factors at play in our operating environment. It also came during the height of the Covid-19 crisis, reminding us that we should not let short-term disruptions be an excuse for inaction over the decades ahead.

The pressure we are under to address our long-term climate impact is coming from our customers, from the public at large, from our investors and employees and, most importantly, from the science which is telling us net-zero is the key to tackling this challenge.

Our *Waypoint 2050* analysis shows how net-zero is possible by 2050. We believe this is an important goal and today we urge governments to also support the development of a goal here at ICAO which is aligned with that thinking and with the Paris Agreement to which all governments have already committed.

Further information is available in Working Paper 20 which the industry has submitted and is available on the High Level Meeting website.

There remain many questions and concerns of course. How can we ensure all countries are given the means to implement such a goal considering the different levels of readiness around the world? Are we able to ramp-up the supply of sustainable fuels to meet our objectives? How much will it cost to transition?

These are all important questions and the discussions this week and in the months ahead will help resolve them and provide us a pathway forward. Industry stands ready to help the deliberations and the all-important implementation work following the ICAO Assembly, including questions of accessing financing and capacity building.

But we are also clear that although the cost of transition looks high, it is manageable and will not impact the growth in our sector. The cost of inaction, on the other hand, is likely even higher.

Industry needs the certainty of direction and policy that comes with an ICAO goal which will help to unlock investment in many of the decarbonisation options we have been discussing.

Yesterday we launched an initiative highlighting the views of young aviation professionals around the world. They are starting out in their aviation careers. They will still be working in our sector in 2050 and they are united in their views that a truly sustainable industry is vital for their own futures as well as the future of connectivity provided by aviation.

It's our mission to ensure that the ICAO Assembly this year can make good on their demands and deliver an ambitious long-term climate goal for air transport.

Thank you.