



Remarks of

**Haldane Dodd**

**Executive Director, Air Transport Action Group**

to introduce WP/33 to the

**ICAO Third Conference on Aviation and Alternative Fuels (CAAF/3)**

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Thank you Chair and good morning colleagues.

In our cross-industry working papers – introduced by colleagues from IATA, ICCAIA, IBAC and ACI over the last couple of days – we have identified how industry views the energy transition and the fact that SAF development should be available to all States.

WP/33 outlines our thoughts on an ICAO Vision. Put simply, we will need to shift almost completely away from fossil fuels by 2050 if we are to live up to our net zero promise. Our preferred metric is the carbon intensity of the fuels we use and we would like to see that be reduced by an average of 80% in 2050 compared to today's fossil fuel. A regular review process will ensure we are on track and can adapt to changing circumstances.

By using carbon intensity as a metric we take into account both SAF and the transitional use of LCAF.

A global Vision will help build a global market, where almost every country can become a source not only for feedstock of various types... but more importantly where value-added SAF production can take place everywhere as well, creating jobs and economic activity.

An ICAO Vision adopted here this week, alongside a robust and purposeful Global Framework of implementation will help make that happen. It will also show how aviation can get things done – and be an important signal to the COP28 meeting taking place just down the road next week.

We will not get many chances at this. Every year of delay will make the transition harder. The decisions we take must be robust and based on the best analysis. But if we simply ask for more study and more analysis and more time we will find ourselves in 2049 with nothing achieved.

Leaders are those who don't let the perfect be the enemy of the good and are willing to adapt to changing circumstances. We all need to be those leaders now.

I have been listening carefully to the voices of States over the last couple of days and in the months leading up to this meeting. There are several themes which have come out of many interventions.

- There is concern that some countries are not as advanced in the SAF journey as others.
- There is concern that SAF production is very low today.

- There is fear that this is a difficult challenge.

All those are true. But all those themes are exactly why we are here. Our meeting and our work here can provide the very catalyst to help boost supply, secure the investment case and formalise the capacity building and financing that is so vital to making SAF production happen all over the world.

Industry colleagues are here because we know how important this is to get right with a result based on science, equity and ambition. We are determined to come out of CAAF/3 with a strong and united voice of aviation to the energy and finance community and to the world: **help us fly net zero by 2050.**

We need a vision and a global framework to make that happen.

Actions are included in the paragraph 4.

Thank you.

I am happy to recommend to you Working Paper 33, Delivering an ICAO Vision: an Industry View.

As we approached our historic agreement of net zero carbon by 2050 at last year's ICAO Assembly, much work was done to identify the ways in which we can get there. Clearly, SAF is the most important element we need to deal with now. It will require some major heavy lifting over the coming 26 years to ensure we can move to low carbon energy.

I think it is fitting that we are here in Dubai, inextricably linked with both energy and transition. We are often daunted by the task ahead of us when we look at aviation's decarbonisation pathway and yet you only need look outside this conference venue for evidence of what can be achieved in 26 years when humans put their mind to it.

But it can also tell another story. The average daily temperature at Dubai International Airport in August 1997 was 34°C. This year, that same average was 37.8°C. Individual years don't tell us the story by themselves, but the trend lines do. And those trends are going the wrong way.