

## **ICAO CAAF/3**

**20 – 24 NOVEMBER 2023**

### **MINISTERIAL PLENARY**

#### **STATEMENT BY THE BRAZILIAN HEAD OF DELEGATION**

Thank you for giving me the floor, Mr. President. First of all, and on behalf of the Brazilian Government, I would like to greet all participants in this event of paramount importance for the international air transport. I would like also to thank the United Arab Emirates for hosting this Conference and for warmly and nicely welcoming us.

It has been a little more than one year since ICAO member states have agreed on a milestone agreement that set the long-term aspirational goal for international aviation. The LTAG is evidence of the strong commitment of aviation towards decarbonization, and for that, joint and collaborative efforts will be needed from both public and private sectors in our countries.

CAAF/3 is built upon the commitments made in the last Assembly. The goal is already set by Resolution A41-21; now states and the industry need to establish a way forward on how we are going to achieve this goal. And the answer should be through cleaner energies, including SAF and LCAF.

Brazil has a long tradition of producing biofuels using cutting-edge technologies and meeting the highest sustainability requirements and criteria. Our energy mix is mainly based on renewable and clean energy, whereas 80% of our electricity comes also from green sources. The unique characteristics of our country places Brazil as one of the major players in the world that can contribute for the energy transition not only in our economy, but also internationally.

Brazil strongly believes that this CAAF/3 needs to deliver a strong message to the international community that the aviation sector is doing its part in the global efforts of the climate regime. Therefore, we should recognize that this CAAF is

part of the global climate regime and that the results achieved should be aligned with the Paris agreement commitments, especially because in a few days COP will take place in Dubai, and the world will have its eyes on the outcomes of this Conference.

Let me share with you some other considerations about Brazil's stance.

On the renewed Vision for SAF and LCAF, Brazil is willing to discuss a Vision that signals that aviation will be decarbonized through the extensive use of cleaner energy sources. It is equally important that the Vision also take into account the very early stage of SAF and LCAF production worldwide as well as the maturity period of those investments. Consequently, the Vision should provide a strong signal and at the same time be feasible and realistic, in order to allow for airlines to have access to SAF without hampering the economic development of aviation, especially in such regions as Latin America and Africa.

On the regulatory framework, we should bear in mind that the challenge ahead of us is considerable. Air transport is a hard sector to decarbonize through in-sector measures. Therefore, aviation will need all available cleaner energy sources to meet this challenge. We need to take a pragmatic and neutral approach – one that ensures the acceptance of a variety of feedstocks and pathways as long as the production meets the sustainability requirements and criteria that are multilaterally agreed.

Brazil is glad that the draft Global Framework already recognizes the principle of technological neutrality. My country also appreciates the fact that the draft Global Framework reflects the objective of avoiding market distortions and does not endorse any policy or practice that is not in line with the principles and concepts contained in the Draft Framework.

Perhaps the most important result of CAAF/3 is defining how a truly global market for these cleaner energy sources can be established, to which all countries and regions have the same opportunities to contribute. Nowadays, not only is there a shortage of production, but also it is highly concentrated in a few countries. Our challenge is providing all countries, especially developing ones, with the necessary and effective means of implementation to build up expertise and capacity to participate in all stages of the supply chain. Moreover, we should allow that their airlines can also have access to this product in an economically viable way.

ICAO has a major role to play in providing capacity-building establishing partnerships among Members States, and in helping countries develop projects that can attract investors.

CAAF/3 will be central to the establishment of the right framework so that investments can flow and the SAF and LCAF production can scale up worldwide. Private investments will be vital and will play a major role. Development banks and blended funding will also be needed. When neither the private sector nor the blending mechanisms are enough, we should consider other mechanisms that could play a role in fostering new, additional, and predictable funding.

This Conference is a great opportunity to establish a clear roadmap on how we can decarbonize aviation and achieve the LTAG within the concept of sustainable development. May we have an excellent and fruitful debate in the coming days and achieve, at the end of this CAAF, results that are up to the challenge of the decarbonization of our sector in an equitable and feasible way. Rest assured that Brazil will do its part in this joint effort to produce meaningful and balanced outcomes in CAAF/3.

Thank you very much.