

HIGH-LEVEL ORAL STATEMENT BY SWITZERLAND

(CAAF/3, Dubai, 20 November 2023)

First and foremost, I would like to extend my gratitude to the UAE, which made this conference possible in this outstanding setting, and very timely in the lead up to COP28.

Sincere thanks and commendations to the minds behind the preparation of this event: Council, the CEC, the small group as well as Secretariat whose impressive work laid the groundwork for our discussions.

The six years since the second conference on aviation and alternative fuels have seen significant progress in the journey towards aviation cleaner energies. Most prominently, the 41st ICAO Assembly committed to the long-term global aspirational goal for international aviation of net-zero carbon emissions by 2050.

Therefore, it is of utmost importance that the discussions of this conference do not fall short of these ambitions. The pre-CAAF meeting in Montreal has shown that there is a positive and optimistic spirit for this event.

The coming days will be spent refining the ICAO vision for sustainable aviation fuels. In this context, it is crucial to have a common understanding of what we mean by vision. As we understand it, the aim is to outline an aspiration. The aspiration must be credible, yet ambitious. It should not assign responsibilities to individual countries or assess policies to achieve said ambition. It should however send a clear signal. In our experience, there is a distinct need from the industry and especially the financial sector that we clearly mark our ambition.

To this end, Switzerland would like to highlight its support for the position of the International Aviation Climate Ambition Coalition (IACAC) and its 62 member states. In particular, we are of the view that the refined vision should

- Build on Assembly Resolution A41-21 and recognize its parts relevant to the LTAG and aviation cleaner energies
- Endorse a key contribution of aviation cleaner energies to the LTAG by quantifying a goal in line with the scenarios and results of the LTAG report and in particular the integrated scenario IS3
- Enable to track the progress of international aviation towards this ambition, using a metric identified by the environmental committee of the Council of ICAO (CAEP) as most suitable, (metric 6 or 7)
- Take advantage of the fundamental work done for CORSIA by establishing globally recognized sustainability criteria and expand these for aviation cleaner energies
- Similarly, continue the assessment of book & claim systems and their potential role in facilitating an efficient transition to aviation cleaner energies
- Following the No Country Left Behind principle: Continue the spirit of global support by building on the established instruments of ICAO for assistance and capacity building, chief among which ACT SAF
- Recognize financing by private and public entities as a core need for a timely ramping up of aviation cleaner energy production and contribute by facilitation, especially with the discussed FINVEST initiative

Ultimately, we must not forget that aviation cleaner energies are not only a matter of expense, but most importantly a unique opportunity. A chance to tackle the environmental footprint of aviation. Their production brings economic prospects for all States. And thus, enabling aviation to keep bringing its social benefits around the globe.

With this in mind, I am looking forward to fruitful discussions in the coming days.