



IATA Statement on the Belém 4X Pledge

The International Air Transport Association (IATA) welcomes the ambition of the Belém 4X Pledge to accelerate the global scale-up of sustainable fuels. The air transport industry fully supports the goal of increasing the availability and use of sustainable aviation fuels (SAF), which are essential for achieving net-zero carbon emissions in aviation. Nevertheless, the airline industry underscores that the pace of adoption of SAF is dictated by the scale of production of SAF, which indeed requires "high-level political and collective action to accelerate the scaling up of sustainable fuels", as per the Pledge.

IATA emphasizes that the success of this initiative depends on coherent, globally harmonized policies. It is critical that the implementation of the Belém 4X Pledge aligns with the internationally agreed frameworks established by the International Civil Aviation Organization (ICAO), particularly the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). Consistent carbon accounting, sustainability certification, and transparent reporting are vital to avoid market fragmentation, double-counting of emissions reductions, and unnecessary cost increases for operators.

IATA cautions against the introduction of unilateral mandates, charges, or policies that could distort the global market for SAF. Instead, IATA calls on governments to coordinate fiscal incentives and policy support through international mechanisms, ensuring a level playing field and investment certainty for all stakeholders.

IATA underscores the importance of recognizing that ICAO, the UN Special Agency that oversees global civil aviation, through its 193 member States have agreed upon a mechanism to address CO₂ emissions from international flight at the global level. ICAO created its global market-based climate mechanism, CORSIA, as the preferred and only instance for this purpose, explicitly eschewing other solutions, including taxes, that risk policy fragmentation. All and any new policies must reinforce—not undermine—this system. National frameworks must be interoperable with ICAO standards and maintain transparency and credibility in emissions reporting. This must include aircraft operators' ability to claim the environmental attributes of their SAF purchases based on purchase records.

"IATA and the global airline community fully support efforts to increase the availability and use of SAF as most of our industry's decarbonization on the 2050 horizon depends upon it. However, supply of SAF is not increasing fast enough, which is an illustration of how ineffective current policies are. Governments must establish a supportive environment for investment, maintain policy coherence with the framework set forth under ICAO, and refrain from repeating the policy mistakes of others," said Marie Owens Thomsen, IATA's Senior Vice President Sustainability and Chief Economist.

The air transport industry stands ready to partner with governments and stakeholders to advance the goals of the Belém 4X Pledge. By embedding ICAO's principles and fostering international cooperation, we can ensure that the scale-up of SAF delivers real, certified emissions reductions and supports a just, effective global energy transition.