



THIRD CONFERENCE ON AVIATION AND ALTERNATIVE FUELS (CAAF/3)

Dubai, United Arab Emirates, 20 to 24 November 2023

Agenda Item 2: Supporting policies to promote the development and deployment of cleaner energy for aviation

Agenda Item 3: Assistance and capacity building for cleaner energy

Agenda Item 4: Financing cleaner energy

Agenda Item 5: Reviewing the 2050 ICAO Vision for SAF, including LCAF and other cleaner energy for aviation, in order to define a global framework

VIEWS OF MEMBERS OF THE INTERNATIONAL AVIATION CLIMATE AMBITION COALITION (IACAC) ON A GLOBAL FRAMEWORK FOR SAF, LCAF AND OTHER AVIATION CLEANER ENERGIES

(Presented by Austria, Canada, Czechia, Denmark, Dominican Republic, France, Finland, Germany, Greece, Italy, Japan, Kenya, Netherlands, Norway, Republic of Korea, Sweden, Switzerland, Trinidad and Tobago, United Kingdom, United States, and the European Union)

SUMMARY

This paper advocates for the agreement of an ambitious global quantified vision for the development and deployment of sustainable aviation fuels (SAF), lower-carbon aviation fuels (LCAF) and other cleaner energy sources for aviation that is consistent with ICAO's long-term global aspirational goal (LTAG) for international aviation of net zero carbon emissions by 2050. Through this paper, Members of the International Aviation Climate Ambition Coalition (IACAC) want to signify and support the aviation sector's commitment to sustainable growth; protection of the environment; capacity building; and support for the states most vulnerable to climate change.

Action by the Conference is in paragraph 3.

1. INTRODUCTION

1.1 The International Aviation Climate Ambition Coalition (IACAC or the Coalition) was launched on 10 November 2021 at the COP26 climate change summit in Glasgow. The Coalition is an open group that welcomes any ICAO Member State or Observer Organisation that supports the Coalition's goals

and commitments¹. Members of the Coalition are committed to advance ambitious actions to reduce aviation CO₂ emissions at a rate consistent with efforts that will limit the global average temperature increase to 1.5 °C. In the 41st Assembly of ICAO, Coalition Members have strongly advocated for an ambitious global Long-Term Aspirational Goal (LTAG) for international aviation CO₂ emissions; ensuring the maximum effectiveness of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA); promoting the development and deployment of sustainable aviation fuels (SAF); and promoting the development and deployment of new aircraft technologies, as well as more environment-friendly operations.

1.2 Members of the Coalition closely followed and participated in the open discussions at ICAO's Pre-CAAF/3 Outcomes Consultation event held on 25 to 26 September 2023. Coalition Members welcome the work done by the ICAO Climate and Environment Committee (CEC) to prepare the draft ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies in the document "Possible CAAF/3 outcomes for consideration by pre-CAAF/3 consultation." While there is work to be done to refine its constituent building blocks, Coalition Members note the engaging and positive tone from States' contributions in the consultation discussions that broadly supported the creation of a Global Framework that includes a quantified vision. Coalition Members also welcome the work initiated by the ICAO Secretariat on a Fininvest initiative to facilitate access to financing needed to achieve an ambitious outcome.

1.3 It is necessary to reconcile air transport with the environment and maintain the importance of aviation as an essential economic activity that is key for commercial trades and relationships within the international community. Therefore, in this Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3), the Coalition continues to advocate for an ambitious vision for aviation to drive our sector's capacity for sustainable growth and thus, do our share for the protection of the environment, including States that are most vulnerable to the effects of global warming. Members of the Coalition emphasize the importance of conveying an ambitious quantified vision in the Global Framework as an outcome of CAAF/3. This will be seen as a significant driver towards concrete actions to decarbonize the aviation sector and to this end, we are committed to ICAO's *No Country Left Behind* initiative and will continue to contribute to capacity building and training efforts, as well as supporting access to funding.

2. VIEWS OF MEMBERS OF IACAC ON THE CAAF/3 GLOBAL FRAMEWORK

2.1 Within the Global Framework, Coalition Members support a global quantified vision for SAF and other Aviation Cleaner Energies which is consistent with ICAO's LTAG for international aviation of net-zero carbon emissions by 2050. This element in the Global Framework will give the much-needed certainty to industry, investors, and the public that the aviation community is committed to ambitious decarbonization and quantify the need for cleaner energy sources. This global quantified vision for SAF and Aviation Cleaner Energies should:

2.1.1 Be a single global ambition, in line with the LTAG of net-zero carbon emissions by 2050, which is collective, aspirational, and does not attribute specific goals to individual states. It therefore follows that any quantified vision for aviation cleaner energy would also be collective, aspirational, and not impose any obligations on any individual state or region. It should not be interpreted as a mandate or an expectation of national mandates unless states individually choose that path. Nor is a quantified vision an

¹ International Aviation Climate Ambition Coalition Declaration <https://www.gov.uk/government/publications/declaration-international-aviation-climate-ambition-coalition/declaration-international-aviation-climate-ambition-coalition>

additional commitment on top of the LTAG. Rather, it would simply clarify the contribution that SAF and Aviation Cleaner Energies need to make towards the LTAG, drawing on the LTAG feasibility study. Only if adopted by the 42nd Assembly would the Global Framework be incorporated into Resolution;

2.1.2 Be ambitious, within the bounds of the scenarios presented in the ICAO *Report on the Feasibility of an LTAG for International Civil Aviation CO₂ Emissions Reduction* (the LTAG Report), relying on the fact that SAF and other Aviation Cleaner Energies will play a major role for the achievement of the envisaged decarbonization goals. The LTAG Report relied on the latest technical evidence from the participation of over 280 experts that represented a range of expertise, balanced geographical representation. The LTAG Report outlined three Integrated Scenarios on potential aviation in-sector CO₂ emissions reduction, differing in terms of readiness, attainability, and ambition. The Coalition Members advocate for an ambitious 2050 goal from Integrated Scenario 3 that will see the smallest residual emissions reductions remaining to be addressed by other measures than those considered in the study;

2.1.3 Use a robust metric or a set of metrics that gives greater incentive to fuel pathways with the greatest emissions reduction potential, thus including all fuels with the ability to contribute to emissions reduction goals. During Pre-CAAF/3 discussions, Members of the Coalition noted support for metric 6 (% CO₂e emissions reductions from the use of cleaner energy) and metric 7 (mass average carbon intensity of the fuel in gCO₂e/MJ) given how they allow all pathways that meet ICAO sustainability criteria to contribute to the achievement of the vision in proportion to their emissions intensity; and

2.1.4 Set a feasible trajectory with milestones towards a 2050 vision that supports meaningful progress in the short and medium-term with the premise that SAF is compatible with currently in-service aircraft.

2.2 Members of the Coalition support a Global Framework that sets out the policies, measures, and support mechanisms that ICAO and its Member States should implement to facilitate the global upscaling of SAF. These should:

2.2.1 Support and be consistent with the ICAO SAF Vision and its level of ambition;

2.2.2 Support States in all regions to scale up SAF development, production and deployment, whilst recognising that different states will take different paths and have different priorities;

2.2.3 Facilitate participation and action, such as the ACT-SAF programme led by ICAO, from as many States as possible, so that SAF production and use are not concentrated among a handful of States. 2.2.2 and 2.2.3 will be enabled by technical support and capacity building by States and Organizations, including those that are already being offered by Coalition Members, as summarised in CAAF/3-IP/10;

2.2.4 Build upon existing frameworks and structures where necessary, including the CORSIA sustainability framework, thus avoiding duplication and the addition of unnecessary complexity in development and implementation. For example, monitoring and reporting methodologies consistent with those used by CORSIA should be evaluated for monitoring progress towards the quantified vision. Alongside this, various chain of custody approaches, including so-called “book and claim”, could be further studied and evaluated;

2.2.5 Leave options open for consideration of further measures in future, as necessary; and

2.2.6 Include provisions for financing from all sources, implementation support and capacity building in line with Assembly Resolution A41-21 paragraph 18. Coalition Members note that ICAO's work on financing is broader than the CAAF/3 process and will continue beyond the 42nd Assembly in 2025. Coalition Members will contribute to this work and support ICAO working to facilitate access to sufficient finance, within the limits of the organization's remit and capabilities. Financing will flow when clear policy direction is set, and it is premature to expect all necessary funding to be identified before a quantified vision is communicated.

2.3 The Coalition is intently focused on SAF because it is the fuel option with the greatest long-term decarbonization potential for aviation, but the Coalition acknowledges other pathways and fuel types that meet environmental, social, and economic sustainability requirements as agreed through ICAO.

3. ACTION BY THE CAAF/3

3.1 The CAAF/3 is invited to:

- a) agree on an ambitious global quantified vision for SAF, LCAF, and other Aviation Cleaner Energies which is consistent with ICAO's LTAG for international aviation of net zero carbon emission by 2050 and is based upon the *No Country Left Behind* initiative taking into consideration the views expressed in paragraph 2 of this WP;
- b) agree on a regulatory framework to support the quantified vision that supports states in all regions to scale up SAF and builds upon ICAO's existing structures and frameworks, including the CORSIA sustainability framework, to avoid duplication and unnecessary complexity;
- c) encourage member States, ICAO, and stakeholders to continue with their support to States under ACT-SAF and provision of voluntary funding for capacity building, following the example of Coalition members as set out in CAAF/3-IP/10; and
- d) agree that ICAO should work further on finance elements to support the LTAG, in particular the Finvest Initiative, in fulfilment of paragraph 18 in Resolution 21 of the 41st Assembly.

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