



**WORKING PAPER**

**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**

**PROMOTING THE PRODUCTION AND USE OF SUSTAINABLE AVIATION FUELS**

(Presented by Dominican Republic)

**SUMMARY**

The Dominican Republic has taken concrete steps, as set forth in the Santo Domingo Declaration, to contribute to the mitigation of greenhouse gas emissions and support the environmentally sustainable economic development of international aviation by means of sustainable aviation fuels (SAF) and low-carbon aviation fuels (LCAF). These steps are described in the Santo Domingo Declaration signed in April 2023.

Promoting the production and use of SAF and LCAF will be key to achieving the LTAG by 2050, which is of particular importance to small island developing States such as the Dominican Republic. Therefore, the Dominican Republic manifests its interest and commitment to joint effort in facilitating the development and use of sustainable alternative fuels for aviation, in line with the ICAO Vision.

The Dominican Republic urges ICAO and member States to pursue their work within an expanded framework for cooperation and assistance, mainly in developing island States, to ensure a comprehensive approach and an equitable basis for the use and development of alternative fuels.

Action by the Conference is in paragraph 4.

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<sup>1</sup> Spanish version provided by Dominican Republic.

## 1. INTRODUCTION

1.1 As part of the joint ICAO-European Union assistance project to build capacity for CO<sub>2</sub> emissions mitigation from international aviation in Africa and the Caribbean, a feasibility study was conducted on the use of sustainable aviation fuels which served as a foundational document for the creation of working group DRWG 6 to develop action plans and elements to promote the production and use of sustainable aviation fuels.

1.2 The production and use of fuels is a joint undertaking that involves various public and private institutions. In recognition thereof, the sustainable aviation fuels board *Mesa del SAF* was established. It is composed of: the Ministry of the Environment and Natural Resources; the National Council on Climate Change and the Clean Development Mechanism; the Ministry of the Presidency; the Ministry of Energy and Mining; the Ministry of the Economy, Planning and Development; the Ministry of Agriculture; the Civil Aviation Board; the Department of Airports; the Dominican Institute of Quality Control; the Dominican Petroleum Refinery, and; the State Sugar Board.

1.3 The SAF board has identified opportunities arising from new feedstocks that are viable for SAF development. Challenges were also identified such as the level of general knowledge on the part of all government and private sector representatives about sustainable aviation fuels, and about the fuel certification scheme and related CORSIA eligibility criteria, as well as economic feasibility studies that are useful to private investors, and studies on technological needs.

1.4 A focus group was convened to identify the main stakeholders in the production and use of SAFs. Their assessments led to the signing of the Santo Domingo Declaration by the main public bodies overseeing aviation, fuels, climate change and environmental protection. The Declaration states:

*Their interest and commitment to advance jointly toward the development and use of alternative fuels such as SAF, LCAF and other potential fuel sources that meet the certification criteria under international aviation standards, with the essential goal of ensuring environmental sustainability and implementing sustainable practices for decarbonization of the aviation sector of the Dominican Republic.*

## 2. CAPACITY BUILDING

2.1 For small island developing States, capacity building is decisive in achieving the LTAG ambitious collective goal, on the principle of *common but differentiated responsibilities and respective capabilities*. To build capacities, it is necessary to involve all actors in the SAF value chain.

2.2 As part of global efforts to mitigate CO<sub>2</sub> emissions, States that have already succeeded in developing sustainable alternative fuels for civil aviation are expected to continue to take the lead in mobilizing funds, technology and assistance, bearing in mind the important role of capacity building and assistance in small developing island States in the roll-out of a global strategy.

2.3 In general, the Santo Domingo Declaration establishes the following critical elements of a national strategy for the development and use of sustainable aviation fuels:

2.3.1 Raise public awareness about the importance of using SAF, LCAF and other energy sources by reaching out to all stakeholders and publicising efforts to promote the use of those fuels.

2.3.2 Boost research on feedstock capacities for the different fuels, and on technological capacities for the development and use of SAF, LCAF and other energy sources such as solid waste, green hydrogen and others.

2.3.3 Study the potential economic benefits of production pathways, employing macro-economic approaches such as use cases and price studies on aviation fuels in the region.

2.3.4 Develop training programs for interest groups in the SAF value chain.

2.4 In developing CO<sub>2</sub> emissions mitigation strategies for international civil aviation, the Dominican Republic has received support from the ICAO/European Union joint assistance project *Capacity building for CO<sub>2</sub> mitigation from international aviation in the Africa and Caribbean*, and the project *CORSIA Implementation for Africa and the Caribbean – EASA/EU Joint Assistance*. Both projects have been very important in establishing policies and developing capacities, and were key to implementing strategies that are suited to national capabilities and circumstances.

### **3. POLICIES TO PROMOTE THE DEVELOPMENT AND ROLLOUT OF CLEANER ENERGIES FOR AVIATION**

3.1 For the production and development of SAF, sustainable fuels for international aviation are subject to eligibility criteria. The fuels require certification for sustainability and for the life cycle analysis methodology applicable to “CORSIA-eligible fuels”.

3.2 The certification scheme for sustainable aviation fuels poses a challenge to the Dominican Republic as a short-term goal because it is fundamental to the promotion and development of SAF, namely in terms of recognition of the various feedstocks, the preparatory phases and the different technology applications for each scheme.

3.3 The development of SAF conversion processes is also a challenge in comparison with the processes for traditional fuels. Therefore, national administrations must strive toward a coordinated approach in creating policies and investment opportunities to speed research and development in order to roll out and find appropriate uses for cleaner, renewable energy sources for aviation. This includes the use of SAF and LCAF in accordance with national circumstances (A41-21, paragraph 27 (a)).

3.4 Finally, it is important to foster partnerships and cooperation among the States and all relevant stakeholders, including regional collaboration in pursuit of solutions for scaling fuel production.

### **4. ACTION BY THE CAAF/3**

4.1 The CAAF/3 is invited to:

- a) support the ICAO Vision for sustainable alternative aviation fuels;
- b) support ICAO’s fundamental role in providing assistance to member States through the dissemination of up-to-date information and best practices, seminars, and technology transfer programs for the development and use of sustainable aviation fuels;

- c) strengthen dialogue between States and industry for the implementation of stable macro-policies, research and development investment, and support for the market by means of future purchase agreements depending on projected capacity and demand;
- d) support ICAO in launching the Finvest initiative, intended to provide a platform for matching projects with potential public and private investors, and in working with the different stakeholders to promote collaboration among interested parties to efficiently mobilize resources; and
- e) agree to work collaboratively to achieve the Vision for the ambitious long-term objectives of LTAG 2050.

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