



WORKING PAPER

CONFERENCE ON AVIATION AND ALTERNATIVE FUELS

Rio de Janeiro, 16 to 18 November 2009

DECLARATION AND RECOMMENDATIONS

(Presented by the Secretariat)

SUMMARY

This paper proposes a Declaration and related Recommendations, based upon the discussions on Agenda Items 1 through 4, for the consideration of the CAAF/09.

Action by the CAAF/09 is in paragraph 2.

1. INTRODUCTION

1.1 A High-level Meeting on International Aviation and Climate Change (HLM-ENV/09) was held at ICAO headquarters from 7 to 9 October 2009. The Meeting acknowledged that alternative fuels can be a key element toward reducing the impact of international aviation on climate change and recommended that States and international organizations actively participate in the Conference on Aviation and Alternative Fuels in November 2009 (CAAF/09) in order to share their efforts and strategies to promote such work, and to update the 15th meeting of the Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC COP15) in December 2009 with the results of CAAF/09 on the development and deployment of aviation and sustainable alternative fuels. In addition, the results of CAAF/09 will be used to inform the 37th Session of the ICAO Assembly in September 2010.

2. ACTION BY THE CONFERENCE

2.1 The Conference is invited to:

- a) approve the Declaration provided in Appendix A;
- b) approve the Recommendations provided in Appendix B; and
- c) agree that the Declaration and Recommendations approved by the CAAF, in conjunction with the outcomes of the HLM-ENV/09 provide the basis for the input of ICAO to the on-going negotiations under the UNFCCC.

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APPENDIX A

The Conference on Aviation and Alternative Fuels, convened by the International Civil Aviation Organization (ICAO) in Rio de Janeiro, Brazil from 16 to 18 November 2009 with the participation from States and industry adopted the following declaration and recommendations:

DECLARATION OF THE CONFERENCE ON AVIATION AND ALTERNATIVE FUELS Rio de Janeiro, Brazil 18 November 2009

Welcoming the Decision of the ICAO Council to fully accept the Programme of Action on International Aviation and Climate Change, which includes global aspirational goals in the form of fuel efficiency, a basket of measures and the means to measure progress, as an important first step in the work of the Contracting States of ICAO to address greenhouse gas (GHG) emissions from international aviation;

Whereas the High-level Meeting on International Aviation and Climate Change recommended *inter alia* that States and international organizations actively participate in the Conference on Aviation and Alternative Fuels to share their efforts and strategies to promote such work, and to update the 15th meeting of the Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC COP15) in December 2009;

Noting the very limited availability of qualified alternative fuels for aviation;

Acknowledging that sustainable alternative fuels for aviation may offer reduced lifecycle CO₂ emissions compared to the lifecycle of conventional aviation fuels;

Acknowledging that sustainable alternative fuels for aviation may also offer benefits to surface and local air quality;

Noting that the introduction of sustainable alternative fuels for aviation will help to address issues of environment, economics, and supply security;

Noting that sustainable alternative fuels for aircraft can be produced from a wide variety of feedstocks for use in global aviation, suggesting that many regions are candidate production locations;

Acknowledging that the technology exists to produce substitute, sustainable fuels for aviation that take into consideration world's food security, energy and sustainable development needs;

Recognizing that the production of sustainable alternative fuels for aviation could promote new economic opportunities;

Recognizing the need for a common definition of sustainability requirements at the international level;

Recognizing that aviation is a highly technology driven industry that is responsive to the development and introduction of new technologies;

Recognizing that industry has successfully demonstrated the technological feasibility of using sustainable alternative jet fuel blends in flight tests without affecting safety;

Welcoming the progress achieved through regional initiatives as a result of the cooperation among the major aviation sustainable alternative fuel stakeholders;

Welcoming the activities of the Commercial Aviation Alternative Fuels Initiative (CAAFI), initiated by the United States and the Sustainable Way for Alternative Fuels and Energy in Aviation (SWAFEA), initiated by the European Commission;

Recognizing that sustainably-produced fuel derived from sugarcane is already being used in piston engine aircraft in Brazil;

Welcoming the pace at which new alternative fuels for aviation are being qualified and in particular, the qualification of aviation jet fuels containing synthesized hydrocarbons;

Recognizing that the ICAO Council will further elaborate on measures to assist developing States as well as to facilitate access to financial resources, technology transfer and capacity building including possible application of flexible mechanisms under UNFCCC, such as the Clean Development Mechanism (CDM), to international aviation;

Recognizing the urgent need for measures to facilitate access to financial resources, technology exchange, and capacity building specific to aviation alternative fuels;

Acknowledging that the demand for sustainable fuels extends beyond international aviation, but that aircraft have unique fuel specification requirements;

Recognizing the need to encourage supply chain stakeholders to ensure that sustainable alternative fuels are made available to aviation;

Acknowledging that with sufficient incentive and supply, international aviation could deliver a substantial CO₂ reduction benefit from the use of sustainable alternative fuels for aircraft; and

Recognizing that due to its small network of fuel distribution points and its predictable demand international aviation is well suited to becoming a global first adopter of sustainable alternative fuels.

Declares that:

1. ICAO and its Contracting States endorse the use of sustainable alternative fuels for aviation as an important means of reducing aviation emissions;
2. ICAO establish a Global Framework for Aviation Alternative Fuels on aviation and sustainable alternative fuels to communicate what individual and shared efforts expect to achieve with sustainable alternative fuels for aviation in the future for consideration by the 37th Session of the ICAO Assembly;
3. Member States and stakeholders work together through ICAO and other relevant international bodies, to exchange information and best practices, and in particular to reach a common definition of sustainability requirements for alternative fuels;
4. States are encouraged to establish the necessary framework for the gradual introduction of sustainable alternative fuels for aviation that ensures that such fuels are provided to aviation;
5. States are encouraged to work together expeditiously with the industry to foster the research, development, deployment and usage of sustainable alternative fuels for aviation;
6. Funding efforts that support the study and development of sustainable alternative fuels and other measures to reduce GHG emissions, in addition to the funding for research and technology programmes to further improve the efficiency of air transport, be maintained or improved;
7. States are encouraged to establish policies to support the use of alternative drop-in fuels and avoid unwanted or negative side effects, which could compromise the environmental benefits of alternative fuels;
8. There is an urgent need for measures to facilitate access to financial resources, technology exchange, and capacity building specific to aviation alternative fuels;

9. ICAO takes the necessary steps with the aim of considering a framework for financing infrastructure development projects dedicated to aviation alternative fuels and incentives to overcome initial market hurdles;
10. ICAO continue to facilitate efforts to develop a lifecycle analysis framework for comparing the relative GHG emissions from sustainable alternative fuels to the lifecycle of conventional fuels for aviation; and
11. ICAO and its Member States should strongly encourage wider discussions on the development of alternative fuel technologies and support the use of sustainable alternative fuels, including biofuels, in aviation in accordance with national circumstances.

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APPENDIX B

RECOMMENDATIONS BY CAAF

Appendix B will be distributed in English only during the Conference.

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