

The International Aviation Climate Ambition Coalition's Submission for the International Civil Aviation Organisation (ICAO) Outcomes Consultation in Preparation for the Third Conference on Aviation Alternative Fuels (Pre-CAAF/3)

Submitted by *Austria, Canada, Czechia, Denmark, France, Germany, Iceland, Italy, Japan, Kenya, New Zealand, Norway, Rwanda, Sweden, Switzerland, Ukraine, United Kingdom, United States and the European Civil Aviation Conference.*

The International Aviation Climate Ambition Coalition (IACAC) was launched 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 its goals and commitments. Members of the Coalition have committed to working together to advance ambitious actions to reduce aviation CO₂ emissions at a rate consistent with efforts to limit the global average temperature increase to 1.5°C, including: supporting the adoption of an ambitious global goal 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.

In support of transparency and sharing of views to facilitate discussions at the pre-CAAF/3 Outcomes Consultation, the 60 States and 2 Organisations who are members and signatories to the Coalition welcome the work done by the ICAO Council to prepare the draft of the ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies as presented in the document "Possible CAAF/3 outcomes for consideration by pre-CAAF/3 consultation."

Members of the Coalition have reviewed and reflected on the draft Global Framework alongside the key principles in the Coalition's Declaration¹.

Members of the Coalition want to see a Global Framework that:

1. Includes a global quantified Vision for SAF in international aviation which is consistent with ICAO's long-term global aspirational goal (LTAG) for international aviation of net-zero carbon emissions by 2050 to give certainty to industry, investors, and the public. This should:
 - a. Be a single global ambition, in line with the net-zero carbon emissions by 2050 goal, which is collective, aspirational and does not attribute specific goals to individual States;
 - b. Be ambitious, within the bounds of the ICAO LTAG feasibility study scenarios;
 - c. 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; and
 - d. Set a feasible trajectory with milestones towards a 2050 vision that supports meaningful progress in the short and medium-term.

¹ International Aviation Climate Ambition Coalition Declaration [Declaration: International Aviation Climate Ambition Coalition - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/118242/Declaration-International-Aviation-Climate-Ambition-Coalition-2022.pdf)

2. 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:
 - a. Support and be consistent with the ICAO SAF Vision and its level of ambition;
 - b. 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;
 - c. 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;
 - d. Build upon existing frameworks and structures where necessary – including the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) sustainability framework – avoiding duplication and the addition of unnecessary complexity in development and implementation;
 - e. Leave options open for consideration of further measures in future, as necessary; and
 - f. Include provisions for financing from all sources, implementation support and capacity building in line with Assembly Resolution A41-21 paragraph 18.
3. Is consistent with the Coalition’s focus on sustainable aviation fuels (SAF) (as per its Declaration) as the fuel option with the greatest decarbonization potential for aviation but acknowledges other pathways and fuel types that meet environmental, social, and economic sustainability requirements as agreed through ICAO.

These views are provided to the Pre-CAAF/3 meeting in a spirit of open consultation with all ICAO Member States and Observer Organisations in order to move the discussion towards successful agreement of a Global Framework, at the CAAF/3 meeting, which has the broadest possible global consensus and therefore provides the strongest foundation on which to move forward with the decarbonisation of the international aviation sector.

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