



WORKING PAPER

ASSEMBLY — 41ST SESSION

EXECUTIVE COMMITTEE

Agenda Item 17: Environmental Protection – International Aviation and Climate Change

**SUSTAINABLE AVIATION FUELS (SAF) - FINANCING AND TECHNOLOGY TRANSFER
FOR DEVELOPING STATES**

(Presented by the Dominican Republic)

EXECUTIVE SUMMARY

In 2018, the Dominican Republic published the third edition of its *Plan of Action for Reduction of CO₂ Emissions from International Civil Aviation*, pursuant to the Strategic Objective *Environmental Protection*. We also established a task force on alternative fuels research, and published a feasibility study on the use of sustainable aviation fuel (SAF) which found that sugarcane is a viable option for sustainable production using SIP and ATJ technologies.

Resolution A40-18 adopted at the 40th Assembly of ICAO urges the Council of the Organization to work with financial institutions to facilitate access to financing for infrastructure development projects dedicated to sustainable aviation fuels and incentives to overcome initial market hurdles. The Resolution also refers to research and technology capacity, certification schemes, regulatory frameworks and cooperation with other relevant international initiatives.

Action: The Assembly is invited to:

- a) take note of the information in this paper;
- b) recognize progress in the Dominican Republic in environmental protection and initiatives to comply with ICAO Standards;
- c) invite the Council to create integrated mechanisms that help industry, financial institutions and international organizations share information and best practices;
- d) invite the Council to encourage partnerships and policies to help bring about a transition to sustainable aviation fuels; and
- e) invite the Council to promote concrete actions to give ICAO Member States access to financing and technology transfer.

<i>Strategic Objectives:</i>	This working paper relates to the Strategic Objective – <i>Environmental Protection</i> .
<i>Financial implications:</i>	N/A

¹ Spanish version provided by the Dominican Republic.

<i>References:</i>	Annex 16, Vol. IV – <i>Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)</i> Resolution A40-18 - <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change</i> <i>Plan of Action for CO₂ Reduction of Emissions from International Civil Aviation</i> , third edition Feasibility study on the use of sustainable aviation fuel ICAO Doc 10178 – <i>Report of the High-level Meeting on the Feasibility of a Long-term Aspirational Goal for International Aviation CO₂ Emissions Reduction</i>
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1. INTRODUCTION

1.1 In 2018, pursuant to the Strategic Objective *Environmental Protection*, the Dominican Republic published the third edition of its *Plan of Action for CO₂ Reduction of Emissions from International Civil Aviation* and created Task Force No. 6 on alternative fuels research.

1.2 That same year, the sustainable aviation fuels feasibility study was published indicating that the Dominican Republic could put its rich sugarcane resources toward sustainable production using SIP and ATJ technologies. The study identifies several scenarios based on the use of these technologies.

1.3 Because hydrocarbons are strictly regulated in the Dominican Republic, it is relatively simple to introduce a blending requirement for fuel suppliers that could ensure demand and justify the installation of a bio-refinery in the country. The aforementioned feasibility study shows that such a model can be economically viable and create economic and social benefits in poor rural areas.

2. DISCUSSION

2.1 From 1 January 2021 to 31 December 2035, the offsetting requirements apply as described in Annex 16² to aircraft operators with international flights, defined in 1.1.2 and 2.1, between States listed in the ICAO document *CORSIA States for Chapter 3 State Pairs*.

2.1.1 In Resolution A40-18 *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change*, the Assembly requests the Council to: in para. 25 (d) work with financial institutions to facilitate access to financing for infrastructure development projects dedicated to sustainable aviation fuels and incentives to overcome initial market hurdles; in (e) cooperate with relevant international initiatives, including the Sustainable Energy for All (SE4ALL) initiative, to facilitate aviation's access to renewable energy, and; in (f) continue to undertake a stocktaking process to continuously assess progress on the development and deployment of sustainable aviation fuels, including regular workshops and seminars, leading up to the convening of the CAAF/3 no later than 2025, with a view to updating the 2050 ICAO Vision for Sustainable Aviation Fuels to include a quantified proportion of SAF to be used by 2050.

2.2 To this end, the Dominican Republic signed the Punta Cana Declaration in 2016 to facilitate the development and use of sustainable aviation fuels and enable the sustainable development of the sector on the basis of a road map. In 2019, the Ministry of Industry and Trade of the Dominican Republic endorsed the Declaration.

²Annex 16, Vol. IV *Environmental Protection*, Chapter 3, paragraph 3.1 – *Applicability of CO₂ offsetting requirements*, p. 31.

2.3 The feasibility of producing sustainable aviation fuel from sugarcane was confirmed by the Dominican Republic in our aforementioned 2018 study, sponsored by ICAO and the European Union.

2.4 In the *Report of the High-level Meeting on the Feasibility of a Long-term Aspirational Goal for International Aviation CO₂ Emissions Reduction*, the LTAG-TG analyses show that the LTAG assumptions and assessments are robust. Although similar CO₂ levels can be achieved by different pathways, each has its own cost implications (investments) and regional impacts. One criterion commonly employed is SAF use, which will be a higher or lower share depending on the scenario.

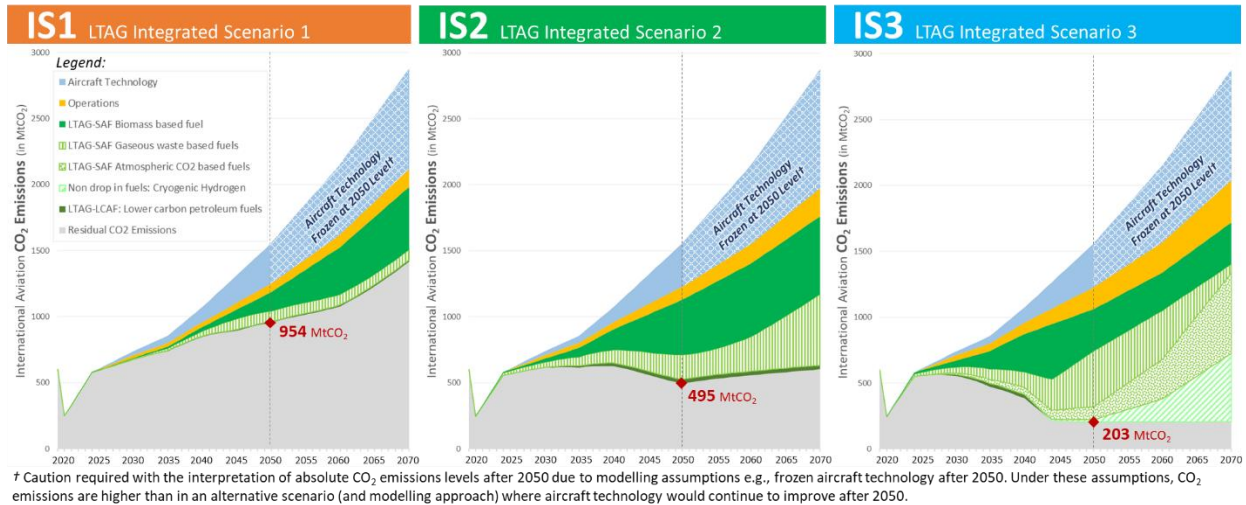


Figure 1 - CO₂ emissions from international aviation for the LTAG Integrated Scenarios

2.5 Participating member States have demonstrated an interest in cooperating with other member States to start producing sustainable aviation fuels and share knowledge in relation to technology and research capacity, certification schemes and regulatory frameworks. Consistent with the conclusions of the High-level Meeting on LTAG, ICAO urges its member States to make periodic substantial contributions to the ICAO Environment Fund in order to undertake the specific activities of ICAO pertaining to the LTAG. The Environment Fund is intended to provide assistance to developing States and States with special needs. States are also encouraged to develop specific projects under the ICAO Technical Cooperation Programme.

3. CONCLUSION

3.1 The Assembly is invited to:

- a) take note of the information in this paper; and
- b) recognize progress in the Dominican Republic in environmental protection and initiatives to comply with ICAO Standards;
- c) invite the Council to create integrated mechanisms that help industry, financial institutions and international organizations share information and best practices;
- d) invite the Council to encourage partnerships and policies to help bring about a transition to sustainable aviation fuels; and
- e) invite the Council to promote concrete actions to give ICAO Member States access to financing and technology transfer.