



CONFERENCE ON AVIATION AND ALTERNATIVE FUELS

Mexico City, Mexico, 11 to 13 October 2017

Agenda Item 4: Defining the ICAO vision on aviation alternative fuels and future objectives

PRODUCTION AND USE OF SUSTAINABLE ALTERNATIVE FUELS FOR AVIATION IN DEVELOPING COUNTRIES

(Presented by the Dominican Republic¹)

SUMMARY

Dominican Republic has established concrete steps in the Declaration of Punta Cana signed in December 2016 to contribute with the mitigation of greenhouse gas emissions and support the a sustainable economic and environmental development in the international aviation sector through alternative fuels. It is clear that alternative fuels have significant potential even for developing countries, therefore, the Dominican State ratify its interest and commitment to move towards the development and use of sustainable alternative fuels for aviation in accordance with the ICAO vision.

The Dominican State urges Member States and ICAO to continue working within a broader framework of cooperation and assistance, particularly in developing countries, to ensure a comprehensive approach and an equal conditions for the use and development of alternative fuels.

Action by the Conference is in paragraph 4.

1. INTRODUCTION

1.1 Aviation is a key worldwide industry and particularly relevant in an island state such as Dominican Republic, where the development and economic growth generated by the tourism and industrial sectors depend greatly on an efficient and sustainable air transport.

1.2 It is clear that the development of the State is constantly threatened by climate change, one of the greatest challenges facing mankind and particularly the Dominican Republic as a developing country. The Dominican state has been facing strong hurricanes and tropical storms that have surpassed all historical records in destructive force; this is the consequence of the climatic changes generated by the global warming.

¹ The Spanish version of this paper was provided by the Dominican Republic.

1.3 Dominican Republic, as a signatory state of the Paris Agreement, has taken concrete steps to contribute to the mitigation of greenhouse gas emissions; particularly in aviation, significant efforts have been made through the Dominican Republic Action Plan on CO₂ Emission Reduction (DRAPER) which includes a 2020 strategy on alternative fuels.

1.4 Since 2014 and supported by ICAO – European Union joint assistance project, the State has taken concrete steps towards formalizing a mechanism to contribute and support the sustainable development of the international aviation sector through a roadmap on sustainable alternative fuels. This mechanism designated as the ‘Punta Cana Declaration’ was signed in December 2016 and aims to: i) promote the mitigation of greenhouse gas emissions, while promoting sustainable economic and environmental development; and ii) incentive and facilitate the implementation of a roadmap for the production and use of sustainable alternative fuels from sugar cane for the international civil aviation and through a cooperation framework between public and private entities and other related international stakeholders.

2. CAPACITY BUILDING

2.1 It is encouraging to know about all advances in technology and certification but it is even more encouraging to know about ICAO is playing a leading role in assistance and capacity building programs between the member states. Alliances and cooperation between governments, private sector and society are needed to achieve an effective and sustainable development agenda. These alliances should be established under principles and values with a shared vision and common goals.

2.2 In a framework of a global effort to mitigate CO₂ emissions from international aviation through sustainable alternative fuels, the developed countries should continue leading the efforts to mobilize funding and assistance considering the important role of capacity building and assistance in developing countries to deploy a comprehensive global strategy.

2.3 The Punta Cana Declaration is the result of the feasibility study developed within the ICAO and the European Union joint assistance project which benefits 14 States in Africa and the Caribbean. The project covers three areas of activity for the selected states: (i) preparation of State action plans; (ii) the establishment of an environmental aviation system; and (iii) identification and implementation of measures to reduce aviation emissions.

2.4 This declaration signed on December 16, 2016 by several high level representatives of the Dominican State who are aware and encouraged with the importance and transcendence of environmental and climate change issues, and the global initiatives for the development and use of sustainable alternative fuels as a long-term strategy for air transport.

2.5 In general, the Punta Cana Declaration established the critical milestones to implement a national strategy for the development and use of sustainable alternative fuels for aviation:

- a) establish mechanisms to increase collaboration and share information about possible barriers and solutions for the implementation of sustainable alternative fuels for aviation. (2017-2018);
- b) adapt the regulatory and logistic systems for the use of alternative aviation fuels, including and considering all regulations and standards applicable internationally to

aviation fuels that consider the possibility of blending and using alternative fuels. (2017-2020);

- c) socialize and aware to all the actors in the importance of the use of fuels more sustainable for the future of the sector and the country. (2017-2020);
- d) increase specific research on feedstocks capacity, in particular on the use of sugar cane for the production of aviation biofuels. Sugar cane is a traditional and abundant crop in the Dominican Republic which can be used sustainably to generate alternative fuels for aviation without interfering with the current sugar and alcohol production and demand, or, the environmental conservation because change of land use is not needed. (2017-2020);
- e) promote the development and integration of a value chain for the production of alternative aviation fuels with a recognized sustainability certification. (From 2020); and
- f) establish incentives for the use of alternative aviation fuels that contribute to generate national and stable demand to support the implementation of a production centre or industry within the State (from 2020).

3. GLOBAL APPROACH

3.1 The agenda of sustainable alternative fuels has undergone a very important evolution in a very short time thanks to the leadership of ICAO and the cooperation among states. In the past, the main issues on alternative fuel agenda were focused on land use and food security; however, in the last ten years there are alternative fuels certified of fifth generation and there are many other currently in research and development.

3.2 The issue of food security and land use are no longer paradigms because it has been shown that alternative fuels can be sustainable and contribute greatly to countries' economic development, environmental sustainability and energy security. Some time ago, alternative fuel forums represented many paradigms in the island country and developing countries; today, it is an issue of opportunities and competitiveness.

3.3 As an island country with a small territorial extension, and although there is significant progress achieved so far, sustainable alternative fuels for aviation remains a challenge because the market is still limited and there is no a comprehensive framework or approach on use of sustainable alternative fuels for aviation at regional and global levels.

3.4 It is clear that very difficult to achieve the global carbon growth goal without the adoption of an integrated and comprehensive approach for sustainable aviation fuels. The development and widespread use of sustainable alternative fuels on a global scale requires the joint efforts of ICAO Member States to establish global policies for fair competition and equal opportunities and conditions. This is the reason why Dominican Republic ratifies its interest and commitment to move toward together to facilitate the development and use of sustainable alternative fuels for aviation under the comprehensive ICAO vision.

3.5 A comprehensive global approach will facilitate the purchasing agreements and the promotion of the market for sustainable alternative fuels for aviation. This will contribute to accelerate availability at the airports of origin and destination and thus contribute to price competitiveness without limiting the development of international civil aviation.

4. ACTION BY THE CAAF/2

4.1 The CAAF/2 is invited to:

- a) support the ICAO Vision on sustainable alternative aviation fuels for aviation;
- b) to request the Council to develop a road map in accordance with the ICAO vision on Sustainable alternative aviation fuels, including relevant considerations for the research, production, deployment, use and market access of these fuels;
- c) strengthen and increase resources for assistance and capacity building on development and use of sustainable alternative fuels for aviation;
- d) to ensure that ICAO continues playing the key role in assisting Member States through disseminating up-to-date information and develop seminars, best practice guides, and technology transfer programs related with the development and use of sustainable aviation; and
- e) strengthen dialogues among the states and industry for the implementation of stable political frameworks, investment in research and development, and market development through initiatives of future purchase according with the demand and capacity.

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