



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 5: Reviewing the 2050 ICAO Vision for SAF, including LCAF and other cleaner energy for aviation, in order to define a global framework

**MONITORING AND ACCOUNTING OF SAF, LCAF AND OTHER
AVIATION CLEANER ENERGY**

(Presented by Spain on behalf of the European Union and its Member States¹, the other Member States of the European Civil Aviation Conference² and EUROCONTROL)

SUMMARY

This working paper conveys views on State Action Plans as a key monitoring tool and on fuel reporting and accounting methodologies, in support of the LTAG implementation.

Action by the Conference is in paragraph 4.

**1. MONITORING OF PROGRESS TOWARDS
ACHIEVEMENT OF THE LTAG**

1.1 Alongside adopting the long-term aspirational goal of net-zero CO₂ emissions from international aviation by 2050 (LTAG), ICAO Resolution A41-21 recognises the importance to regularly

¹ Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain and Sweden.

² Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Moldova, Monaco, Montenegro, North Macedonia, Norway, San Marino, Serbia, Switzerland, Türkiye, Ukraine and United Kingdom.

monitor progress on the implementation of all elements of the basket of measures, including fuels-related measures, towards its achievement.

1.2 ICAO has a crucial role in developing guidance and building capacity in all ICAO States to monitor and report on the use of aviation cleaner energies. This is essential for the consistent and complete monitoring of the progress to LTAG from fuels-related measures.

1.3 Recent technical work conducted by CAEP to support the ICAO Council in preparing for CAAF/3 defines possible parameters for fuel accounting and reporting methodologies, which could help to ensure consistent application as part of the monitoring of LTAG progress. Such potential parameters include notably the avoidance of double-counting, including between domestic and international civil aviation, which is of key importance to ensuring environmental integrity.

1.4 This technical work also concluded that fuel accounting and reporting methodologies in the context of LTAG monitoring are not expected to have negative effects to the sustainable development of international aviation.

1.5 States are encouraged to timely prepare and update their State Action Plans (SAPs) to ICAO. SAPs should play an important role in reporting on emission reductions achieved through use of aviation cleaner energies and on the policies and roadmaps pursued at national and regional levels. Among other information, States submission of SAPs could therefore assist ICAO to use them as a key part of the information to monitor the achievement of the LTAG.

1.6 SAPs will also help to inform the wider community on the intentions of States and regions on their policies on aviation cleaner energies. Most States have diligently completed and submitted their SAPs to ICAO and are committed to do likewise in the coming decade.

2. POSSIBLE NEW ACCOUNTING METHODOLOGIES

2.1 Technical work of the CAEP earlier this year concluded that CORSIA Monitoring, Reporting and Verification (MRV) already includes some elements of fuel accounting methodologies (i.e. a book and claim chain of custody model). At the same time, it was also identified that there are various emerging initiatives on novel fuel accounting methodologies such as “book and claim” at different stages of development and implementation. Moreover, it is clear there is a growing interest from stakeholders in the potential of fuel accounting methodologies such as “book and claim” to support the global use of SAF in aviation.

2.2 It is prudent to gain experience in the context of implementation of the existing accounting methodologies under the CORSIA MRV and assess whether improvements to this are necessary.

2.3 Before supporting or intervening on new global accounting mechanism, ICAO will need to ensure that it adequately addresses risks of double counting, reduced traceability, potential barriers to entry and unequal distribution of CORSIA Eligible Fuels worldwide. ICAO, through CAEP, should therefore continue this work, with a view to exploring the need for and impacts of such possible new fuels accounting methodologies for international aviation.

3. INTEGRITY OF SAF, LCAF AND CLEANER ENERGY

3.1 ICAO has adopted the first global sectoral sustainability framework for fuels implemented under CORSIA, which brings certainty on the environmental integrity of aviation cleaner fuels, supports scaling up of their production and access to finance. This is a key element in support of the implementation of LTAG.

3.2 This global framework and methodology, including its determination of eligibility of fuels and their life cycle emission reductions, will be fundamental to an updated 2050 ICAO Vision and to defining and monitoring the contribution of aviation cleaner energies to the achievement of the LTAG.

3.3 SAF and other aviation cleaner energies, such as hydrogen and electric propulsion, will play a major role for the LTAG achievement. SAF can be used already today given its compatibility with existing in-service aircraft. SAF use will continue in long-term considering the long operational life of aircraft and that hydrogen and electric propulsion for commercial aviation is still at the stage of research and development. It is therefore important that air transport has the access to the sustainable natural resources for SAF production and that the ongoing work towards certification of use of 100% SAF is pursued. Sustainable biofuels can provide an immediate response for deployment given their technology and commercial maturity and opportunity to use the existing refining capacities. Whereas, power-to-liquid fuels have a high deployment potential, further work is needed to reach full commercial maturity, including their inclusion in the global sustainability framework. However, the use of biofuels must not lead to diminished support, development and deployment of power-to-liquid fuels.

4. ACTION BY THE CAAF/3

4.1 The CAAF/3 is invited to:

- a) invite other regions and States to timely report in their SAPs on their SAF policies and roadmaps, including long-term projections;
- b) include in the global framework the results of the technical work of CAEP on the possible parameters for fuel accounting and reporting methodologies in the context of ensuring consistent LTAG monitoring;
- c) support further ICAO work on the need for and impacts of possible new fuel accounting methodologies; and
- d) support further ICAO work on the global sectoral sustainability framework and methodology for fuels.

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