

THIRD CONFERENCE ON AVIATION ALTERNATIVE FUELS (CAAF/3)

Dubai, 20 to 24 November 2023

STATEMENT BY MR ØYVIND EK, DEPUTY DIRECTOR GENERAL AT THE NORWEGIAN MINISTRY OF TRANSPORT

(Presented by Norway)

Ministers, Directors General, President of the ICAO Council, Secretary General of ICAO, Members of the ICAO Council, distinguished delegates and observers, dear colleagues,

We are gathered here at a critical time. It is urgent to set out a path to reduce Green House Gas emissions from aviation. A very important part of this journey will be to introduce alternatives to fossil fuels.

We are here to discuss a challenging task. Aviation is well known to be one of the sectors that are hardest to abate. But I also see opportunities, both for a better and greener aviation sector and for technology development and value creation, in all parts of the world. It is impossible to envisage a future without aviation. However, together we must find the way forward for the green transition of aviation.

In the coming days we will have many discussions, and we might not agree on everything. Let us keep in mind that climate change will affect all of humanity, and we are here together to try to limit the consequences of man-made global warming.

INTRODUCTION

The main task for us here in Dubai is to reach a broad agreement. It will then be up to all states to follow up. I am hopeful of the potential for making progress and reaching an agreement that brings the ICAO cooperation forward when it comes to emission reductions.

That said, I also encourage States that can go further and faster in setting higher targets to do so. We should share experiences and ambitions, and I expect new and exciting partnerships to be created in the coming years. We also need to aim for regulations that are as uniform as possible. Aviation is by nature an international industry, and we should aim for global mechanisms as far as possible to accelerate production and uptake of alternative fuels.

NORWEGIAN EXPERIENCES

Norwegian authorities were first in the world with an effective SAF mandate, implemented in January 2020. We are delighted to share experiences from early uptake. And we encourage all states to start the SAF journey, to get fuel suppliers, airlines, policy makers and other stakeholders acquainted with SAF.

All sectors need to reduce emissions. Within transport the road sector is the largest. Norway was an early mover in introducing tax benefits for electric cars. We are now in a situation where the vast majority of new cars sold in Norway are battery electric. This has been an important step in decarbonizing the road sector in my country. It has also been of importance as a signal to the car manufacturing industry.

I bring your attention to this for two reasons. Aviation is one sector that will need liquid drop-in fuels in the foreseeable future. We need to push for electrification in the sectors where that is possible. We see a future for electric aircraft, but probably limited to relatively short routes.

The other point I wanted to make is on the importance of market signals. Also for SAF, giving potential producers market certainty will eventually lead to establishment of more production.

I feel the urgency to reduce emissions. And I believe more and more both public and private organisations will do the same. I believe this will give a voluntary market for SAF – as a welcome supplement to government policies for use and production.

For inspiration I would like to mention that the Norwegian Defence has recently concluded a procurement of travel services on civil commercial scheduled air services from the airline Norwegian Air Shuttle ASA. A part of that contract is the uplift of at least 10% SAF for the tickets bought by the armed forces.

CONCLUSION

Finally, I would like to thank United Arab Emirates for hosting the Third Conference on Aviation Alternative Fuels. I am also grateful to the Secretary General Mr. Salazar and the ICAO Secretariat for organising this conference and for all the well organised preparatory events leading up to this important week. I would also like to thank the wide group of stakeholders from many states who has committed time and effort to prepare for a good outcome of CAAF/3.

In a few days, world leaders will meet here in Dubai for the UNFCCC COP 28. I hope we can give them a good start by reporting to them that the international aviation sector is on track for significant progress in making aviation more environmentally sustainable.

Thanks for your attention.

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