

**STATEMENT BY THE RUSSIAN FEDERATION**  
**3<sup>RD</sup> ICAO CONFERENCE ON AVIATION AND ALTERNATIVE FUELS**

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**(Head of Delegation)**

Dear Mr. President,  
Dear Mr. Secretary General,  
Dear Delegates, Ladies and Gentlemen!

On behalf of the delegation of the Russian Federation, I am pleased to welcome all participants in the 3rd Conference on Aviation and Alternative Aviation Fuels (CAAF/3), organized by the International Civil Aviation Organization with the support of the UAE Aviation Authorities, and I wish to express the hope that the work of the Conference will be held in the spirit of friendship and mutual understanding, cooperation and shared support.

On October 26, 2023, the new Climate Doctrine of the Russian Federation was approved. It sets out the State's climate policy in new conditions, with the strategic goal to ensure the safe and sustainable development of the Russian Federation, including institutional, economic, environmental and social, including demographic, factors, in the context of climate change and the emergence of associated threats. The key long-term goal of Russia's climate policy, in light of its national interests and socio-economic development priorities, is to achieve no later than 2060 a balance between anthropogenic greenhouse gas emissions and their absorption.

As part of the Paris Agreement implementation, the Russian Federation announced a greenhouse gas emissions target limit, which provides for reducing greenhouse gas emissions by 2030 to 70% relative to 1990 levels (no more than 2162.4 million tons of CO<sub>2</sub> equivalent), taking into account the maximum possible absorption capacity of forests and other ecosystems and subject to sustainable and balanced socio-economic development of the Russian Federation.

The Russian Federation is actively engaged to shape the conditions for the transition to a low-carbon economy. To make this happen, a Strategy has been adopted identifying additional measures to decarbonize sectors of the economy and increase the absorptive capacity of managed ecosystems. Implementing these measures will ensure that by 2030 greenhouse gas net-emissions are at the level of 1673 million tons of CO<sub>2</sub> equivalent (54% of the 1990 level), accounting for the absorption capacity of managed ecosystems.

By implementing its national low-carbon development strategy, Russia plans to introduce technologies that will expand the use of renewable and alternative energy sources with low greenhouse gas emissions. The Russian Federation proceeds from the assumption that a variety of technologies can contribute to achieving climate goals, including those that have been in use for quite a while, in particular, nuclear energy, hydropower and gas motor fuel.

Making its contribution to solving this strategic task, Russia's aviation industry plays an essential role as a state-formative component of the country's economy, ensuring the cohesion of the State's entire territory. Furthermore, Russia's aviation can be used as an effective tool to significantly reduce global greenhouse gas emissions through participation in aviation firefighting.

At the 41st session of the ICAO Assembly, the Russian Federation presented its position regarding resolutions A41-21 on climate change and A41-22 on CORSIA, making its statement with reservations, expressing concern due to the lack of scenario approved by the ICAO Assembly to implement the ICAO Long Term Aspirational Goal (LTAG), and the lack of clearly indicated funding sources available for all the planned activities in connection with the achievement of these goals at both the global and regional levels, as well as the inevitable risk of "financial colonization" of developing countries when implementing scenarios to achieve LTAG. In addition, the Russian Federation noted that participation in a global carbon

emissions offsetting and reduction scheme of market-based measures for international civil aviation, such as CORSIA, loses common sense amid unprecedented unilateral restrictions on international civil aviation introduced by a number of ICAO Member States. At the same time, the Russian Federation proceeds from the necessity of mandatory consideration of the capabilities of all States, with no country left behind, in implementing CORSIA mechanisms and tasks.

Additionally, the Russian Federation believes that trade, financial, technological and any other forms of restrictions on activities related to flight safety and decarbonization of the aviation industry are unacceptable, regardless of existing political differences, unilateral restrictions or refusals to interact.

Let me also briefly present to your attention the position of the Russian Federation regarding the planned update of the ICAO Vision 2050 for the development of alternative aviation fuels.

The Russian Federation supports in general this document and ICAO's efforts to ensure the comprehensive development of the world's production of Sustainable Aviation Fuels (SAF) and Lower Carbon Aviation Fuels (LCAF) – petroleum-based fuels that use technologies and best practices to reduce greenhouse gas emissions.

At the same time, I would like to note that, according to the recently updated ICAO forecasts, meeting the required volume of civil air traffic will require huge investments in the development, production and procurement of SAF from 2020 to 2050. From our perspective, a sharp increase in SAF investments could make technology advances more challenging for the international civil aviation sector, and therefore would contribute to a slowdown in fuel efficiency growth and a decrease in aeroplane flight safety. On top of that, the Russian Federation believes that multibillion-dollar financial injections into SAF can lead to significant negative consequences for the social pillar (inequality, well-being) of sustainable development, and in some cases – for the environmental pillar of sustainable development (biodiversity, overall anthropogenic impact on the environment, climate agenda). These consequences are worth being evaluated and taken into consideration in the market development strategy through the lens of sustainable development concept, which presumes simultaneous achievement of all sustainability goals, and not of individual goals to the detriment of others.

Therefore, in line with the principle of common but differentiated responsibilities, the Russian Federation, mindful of the limited capabilities of many States with respect to the production and use of SAF, does not support the establishment of any quantitative indicators for the mandatory share of SAF use in civil aviation, both globally and regionally. There has been no open joint discussion of such potential metrics, and the Russian Federation states the need for further discussion, inter alia, on the technical materials already presented by the ICAO Committee on Aviation Environmental Protection (CAEP), including at this conference.

A number of experts estimate that during the long transition period to a widespread use of SAF, the use of LCAFs may be advisable, which can help make the overall transition to SAF smoother and less painful.

In general, compared to SAF, LCAF may have less potential for relative (per unit energy) reductions in greenhouse gas emissions. At the same time, this solution can be implemented faster and on a wider scale, with lower projected costs and without negative consequences. Moreover, today the de facto existing variations in carbon footprint of traditional aviation fuel are not being factored in when using it, which does not seem entirely logical and fair.

Regarding such an important issue as LCAF certification, we believe that since the process of international certification of LCAF (inclusive of their certification as CORSIA-eligible fuels) differs significantly from the similar process for SAF, the establishment of separate international LCAF certification systems becomes especially relevant. To this end, the Russian Federation proposes combining the efforts of all parties interested in promoting and certifying LCAF as aviation fuel, development of a unified approach to them in ICAO.

It is also necessary to continue discussions within ICAO on how to account for cleaner energy sources for aviation, including the use of nuclear energy and natural gas engine fuels.

Regarding the ICAO Global Framework for Aviation Alternative Fuels, the Russian Federation believes that it should include more detailed consideration of the impact of costs associated with the development, production and use of alternative aviation fuels, including airfare and fuel prices (both for SAF, LCAF, and other cleaner energy sources as well as conventional fuels).

For the widespread introduction of alternative aviation fuels, the Russian Federation intends to support and participate in the preparation of comprehensive national and international projects in the field of research into the environmental and economic efficiency of the production of these types of aviation fuels acceptable for use as in national/regional and international systems for regulating greenhouse gas emissions.

Taking this opportunity, I would like to assure all participants of the Conference that the Russian Federation has been and remains open to all forms of mutually beneficial international cooperation based on mutual respect and proceeding from national interests, including within the ICAO framework.

In conclusion, I would like to wish all participants of the opening 3rd International ICAO Conference on Aviation and Alternative Aviation Fuels an effective and fruitful work in the spirit of friendship and shared understanding for the benefit of the entire global aviation community.

Thank you for your attention!