

## **STATEMENT BY SOUTH AFRICA TO THE THIRD CLEANER AVIATION ALTERNATIVE FUELS**

The Chairperson of CAAF3  
His Excellency, the Minister of  
Excellencies, High Commissioners & Ambassadors  
The ICAO President & Secretary General  
Ladies and Gentlemen

South Africa welcomes the opportunity to make a statement at this prestigious meeting where the future of aviation industry is crafted.

Before I proceed with my statement I wish to thank ICAO for organizing this conference in response to the 41st Session of the ICAO Assembly which requested the council to “convene the CAAF/3 in 2023 for reviewing the 2050 ICAO Vision for SAF, including LCAF and other cleaner energy sources for aviation, in order to define a global framework and to deal with capacity building issues in line with the No Country Left Behind (NCLB) initiative.

I would also wish to thank our gracious hosts the Government of the United Arab Emirates for ably hosting such a wonderful conference in this beautiful city of Dubai.

Chairperson, the latest sixth assessment report of the Intergovernmental Panel on Climate Change (IPCC) has reconfirmed that climate change is a reality and is happening, and its negative impacts are increasing, posing a threat to vulnerable communities globally, and the African Continent is one of them. Infact, Chairperson, the IPCC confirmed that Africa is warming faster than the rest of the world and, if unabated, climate change will continue to have adverse impacts on African economies and societies, and hamper growth and wellbeing. To limit this dangerous climate change, we need rapid decarbonisation of all economic sectors including “hard-to-abate” sectors, such as aviation. The emissions reductions efforts therefore need to be based on science, equity, and sustainable development amongst other considerations.

Despite our many challenges, the South African government is committed to decarbonization, and to this end, we have developed a Green Transport Strategy that highlights new technologies, operational efficiency, sustainable aviation fuels (SAFs) and carbon offsets as interventions to decarbonize the industry and reduce the impact of climate change on our environment. We strongly believe that SAFs derived from bio-based feedstocks such as energy crops and waste residues, have a potential to significantly reduce emissions and are convinced that local production in all regions can and will play a key role in the just transition process, and by extension support South Africa's, and other developing economies, efforts to a low-carbon economy.

South Africa actively participates in ICAO's Assistance, Capacity building, and Training for SAF (ACT-SAF) program, which provides opportunities for States to fully develop their potential in SAF development and deployment.

Chairperson, I would like to urge all of us, as we take steps and actions to combat climate change to ensure that such steps and actions are inclusive and leave no country behind. Special circumstances of developing countries need to be considered and provided with the necessary assistance and means of implementation, to participate in the development, production and implementation of SAF. This is especially important when we consider that they are the most impacted by climate change, particularly those in Africa, in spite of the fact that they have contributed least to this phenomenon. This concern was highlighted by our leaders when in the Nairobi declaration they stated that "many African countries face disproportionate burdens and risks arising from climate change-related, unpredictable weather events and patterns, including prolonged droughts, devastating floods, wild/forest fires, which cause massive humanitarian crisis with detrimental impacts on economies, health, education, peace and security, among other risks."

South Africa agrees with the "the principles set out in the United Nations Framework Convention on Climate Change (UNFCCC) and its Paris Agreement, namely equity, common but differentiated responsibilities and respective capabilities." The same was

acknowledged by African Leaders in the Nairobi Declaration. I therefore urge this conference that these principles should guide our expectations, actions, and commitments made between developed and developing countries. For that reason, the principle of common but differentiated responsibility and respective capabilities remains a cardinal principle in relation to climate change.

With specific reference to CAAF, as agreed at the forty-first (41st) Session of the ICAO Assembly, we Member States requested the Council to assess the progress on the development and deployment of sustainable aviation fuel (SAF), low carbon aviation fuels (LCAF), as well as other cleaner energy sources for the sector.

South Africa is therefore of the view that the organizing of this conference is a step in a right direction in decarbonizing the sector and would like to highlight the following points;

1. We need a global framework which will guide policy direction and regulatory framework for States to promote the accelerated development, production and deployment of SAF/LCAF and other cleaner energy sources for aviation in all regions,
2. The global framework must consider special circumstances and respective capabilities of States, in particular developing countries; maturity of aviation markets, the sustainable growth of the international aviation industry and that emissions may increase due to the expected growth in international air traffic until lower emitting technologies and fuels and other mitigating measures are developed and deployed,
3. The global framework must address the availability, reliability and affordability of SAF/LCAF and its cost impact on air fares. Therefore, the 2050 ICAO vision should be feasible and not negatively impacting the growth of air transport especially in developing States.

4. Capacity building is key and fundamental as well as financing of SAF to States and organisations ensuring that no country is left behind especially in developing States and particularly Africa.

While SAFs are critical towards the realisation of the Long-Term Aspirational Goal (LTAG) and the Paris Agreement objectives, the production thereof should be undertaken in such a way that environmental risks are minimised, and food and water security is not threatened in developing countries, who are the main producers of agricultural feedstock needed for SAFs. I further wish to reiterate what the Leaders stated in the Nairobi Declaration that “no country should ever have to choose between development aspirations and climate action.”

SAFs need to be inclusive and all-encompassing, and not be limited only to agricultural feedstocks. Therefore, all potential SAFs and alternative cleaner aviation fuels should be explored, including production from waste such as a feedstock.

At national level, States should be encouraged to formulate policies and measures aimed at developing and deploying SAFs, and possibly incentivise these, to an extent feasible. Provisions need to be made on means of implementation by developed countries to provide support in the form of financial resources, technology transfer and capacity development to the developing countries' aviation sector(s).

In closing/finally, let me assure you Chairperson that South Africa is committed to this process and look forward to robust and fruitful discussions towards the success of this meeting and the common good of the future.

I thank you.