



THIRD CONFERENCE ON AVIATION AND ALTERNATIVE FUELS (CAAF/3)

Dubai, United Arab Emirates, 20 to 24 November 2023

STATEMENT BY TÜRKİYE

(Presented by Türkiye)

President of the Council,
Secretary General of ICAO,
Distinguished Representatives,
Ladies and gentlemen,

There is no need to talk more how climate change impacts our life, future and the aviation sector. We are all locked to the target LTAG 2050 to achieve net-zero aviation. Several analysis showed that there is an inevitable contribution required for decarbonisation of aviation from the sustainable alternative fuels.

Firstly, Türkiye supports all initiatives and efforts to produce SAF globally. Quantified objective for SAF provides measurable insight for investors, states, operators and relevant stakeholders. On the other hand, we strongly believe that No Country Left Behind motto is the key for decarbonisation of aviation. A quantified objective should not prevent the economic growth of states having immature aviation industry. Every single state should contribute with their available resources, feedstocks and technology. We need to consider all solutions satisfying emission reduction with sustainability criteria.

This year we celebrated a record, total of 1749 flights in a single day at İstanbul Airport, showed once more the capability of aviation sector.

Having the Europe's busiest hub, we believe we need to provide all necessary infrastructure to serve SAF to international operators. For this reason we prepared a new legislation on SAF including mandatory use of SAF from 2026. We are planning to serve CORSIA eligible fuels at our airports, so that an operator can use the advantage of reducing CORSIA offsetting requirement via SAF.

Until today, four companies invested on SAF in Türkiye. We are expecting to have first production in 2025. We are planning to play significant role on the stage with main feedstocks like waste oil, algae and highly-specialized plants.

Last not but least, Türkiye believes international standards should be set only under the roof of ICAO with the help of CAEP where necessary. Double standards damage the spirit of environmental integrity and force implementation of regional standards, ignoring standards created by the great efforts of States and ICAO.

In terms of chain&custody methods, we believe current methods are sufficient for now because CORSIA contains such implementation and no negative feedback received. In the future when sufficient SAF is produced, molecular monitoring of SAF like regular jet fuel can be easily achieved. However, to reduce double-counting and possible *SAF leakage*, States implementing regional emission reduction schemes should clarify their SAF consumption details on life cycle basis. Operators and States clearly need to show which sustainability criteria used, how SAF certificated and how it is surrendered.

I hope this meeting will be the solution of all questions related to alternative fuels and to reach LTAG 2050.

I would like to thank ICAO and United Arab Emirates for organizing this fruitful meeting.

Thank you for your attention.

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