

Views on Draft Global Framework

Presented by Singapore

SUMMARY

Singapore would like to share the following views/suggestions:

- Singapore supports a collective and inclusive global framework that accommodates the diverse circumstances, capabilities, and needs of each State, aligned with the delicate balance reached on the Assembly Resolution A41-21.
- Singapore supports having a global vision and advocates a pragmatic approach to setting any quantified goal.
- Singapore supports an inclusive approach that is fuel, feedstock and technology neutral when developing policies and goals for SAF, LCAF and other aviation cleaner energies.
- We support using the CORSIA sustainability criteria as a single global standard for assessing SAF, LCAF and other aviation cleaner energies.
- Singapore supports a harmonised approach to fuel accounting and reporting, and the recognition of more Sustainability Certification Schemes.
- Singapore recognises the importance of having global access to financing to secure additional investment in SAF, LCAF and other aviation cleaner energies and allow developing States to participate in the green energy transition of aviation.

1. General

- 1.1. Singapore supports a collective and inclusive global framework that accommodates the diverse circumstances, capabilities, and needs of each State, in line with ICAO's No Country left Behind (NCLB) initiative. This ensures that all States can work together towards a common goal in spite of diversity. Inclusivity promotes cohesion and collaboration, reinforces ICAO's principle of non-discrimination, and ensures ICAO's continued leadership in international aviation sustainability and climate action. Any framework set should be aligned with the long-term global aspirational goal (LTAG) agreed upon at the 41st ICAO Assembly.

2. Building Block #1 – Policy and Planning

- 2.1. Singapore supports having a Vision for SAF, LCAF and other aviation cleaner energies, but a pragmatic approach must be taken when setting any quantified goal given that there are uncertainties in terms of global supply and price of SAF, LCAF and other aviation cleaner energies which may cause financial burden to the industry. It is important to consider the readiness of supply chains and potential availability of SAF, LCAF and other aviation cleaner energies when setting such goal.
- 2.2. Should a quantified goal be required to provide a market signal to catalyse investment, Singapore recommends to use percentages in carbon emissions reduction or absolute carbon intensity reductions, as such measures can cover emissions reductions across SAF, LCAF and other aviation cleaner energies. This would also provide a more inclusive approach that allows different cleaner energies to contribute towards the achievement of goal as long as they meet the CORSIA sustainability criteria. There should not be any attribution of goals or specific obligations to individual States.

- 2.3. Singapore supports an inclusive and science-based approach in developing policies and goals for SAF, LCAF and other aviation cleaner energies. It would be premature to rule out any fuel type, feedstock or technology at this stage of aviation decarbonisation.

3. Building Block #2 – Regulatory Framework

- 3.1. Singapore advocates that the CORSIA sustainability criteria, sustainability certification schemes, and the methodology for the assessment of life cycle emissions used for ‘CORSIA eligible fuels’, should be used as the primary basis for the eligibility of SAF, LCAF and other aviation cleaner energies used in international aviation.
- 3.2. Singapore supports the harmonisation of fuel accounting and reporting methodologies to ensure transparency, accuracy and consistency when reporting emissions reductions from the use of SAF, LCAF and other aviation cleaner energies, as part of monitoring of LTAG progress. This is also to ensure environmental integrity and avoid double-counting / double-claiming of reported emissions.
- 3.3. We should avoid excessive administrative and financial burden on States, aircraft operators and fuel suppliers when accounting and reporting for the use of SAF, LCAF and other aviation cleaner energies. For example, fuel accounting and reporting can be streamlined through existing processes, such as the CORSIA monitoring, reporting, and verification process.
- 3.4. To ensure flexibility in fuel accounting and reporting, the different chain of custody approaches such as physical segregation, mass balance, and book-and-claim could be considered. CAEP should review the appropriate chain of custody approach, with inputs from the industry, NGOs, and verification bodies, that could be adopted for the accounting and reporting of SAF, LCAF and other aviation cleaner energies.
- 3.5. Singapore supports the promotion of ICAO approved Sustainability Certification Schemes (SCS) to increase the number of certified SAF, LCAF and other aviation cleaner energies. To date, the number of ICAO approved SCS is very limited, and more is required to encourage a wider adoption and deployment of SAF, LCAF and other aviation cleaner energies.

4. Building Block #3 – Implementation Support

- 4.1. Singapore recognises the need for all States to have the means to participate in the global adoption of SAF, LCAF and other aviation cleaner energies. All States should be able to contribute and benefit from the work to reduce emissions from such aviation cleaner energies. To this end, Singapore supports having capacity-building and implementation support programmes by ICAO, through collaboration with the industry, academia and NGOs, to build a strong ecosystem and expert base to support a wider adoption of SAF, LCAF and other aviation cleaner energies.
- 4.2. Recognising that the circumstances, operating contexts and readiness to scale-up the adoption and production of SAF, LCAF and other aviation cleaner energies differ across regions, Singapore encourages partnerships and regional collaborations between States within regions to look at technology, regional specific solutions and feedstock opportunities that can increase SAF, LCAF and cleaner energy supplies and accessibility.

- 4.3. Singapore encourages collaborations between States to share best practices, carry out feasibility studies and develop cleaner energy supply chains to facilitate efficient production and distribution of SAF, LCAF and other aviation cleaner energies. States are encouraged to provide capacity-building and implementation support through ICAO's Assistance, Capacity-Building, and Training (ACT) programmes, in line with the NCLB initiative.

5. Building Block #4 – Financing

- 5.1. Green financing is an emerging area that will be critical in enabling the adoption of cleaner energy. However, it also involves numerous stakeholders new to aviation. In this regard, in managing the topic on financing, ICAO needs to be clear of its mandate and available resources and expertise to avoid possible financial and institutional challenges and constraints.
- 5.2. Singapore supports ICAO's role to facilitate financing and investment support, matching States with available financing resources globally, such as financial institutions and development banks. Singapore also encourages wider access to public-private partnerships, blended, and philanthropic finance to de-risk the investments in SAF, LCAF and other aviation cleaner energies. ICAO can also develop a database of financing sources (e.g. guidance material, case studies) for States to easily reference for States to easily reference, and collaborate with experts to provide support and training such as drafting funding proposals.
- 5.3. Singapore supports ICAO advocacy efforts to raise awareness on SAF, LCAF and other aviation cleaner energies and facilitate financing dialogue between States and financial institutions. ICAO should continue to highlight the value of SAF, LCAF and other aviation cleaner energies, not just to decarbonise the aviation sector, but the Environmental, Social and Governance (ESG) benefits that it brings to across the world, including the developing States, especially in furthering driving economic growth, creating jobs, connecting people and supporting tourism, while protecting the environment and improving lives.