

## **Views of the United States on Possible CAAF/3 Outcomes**

(Submitted by the United States of America)

### **1 THE ASSEMBLY'S GUIDANCE FOR THIS TRIENNIUM**

- 1.1 The Assembly is the highest governing body of the International Civil Aviation Organization (ICAO), with ultimate decision-making authority binding the work undertaken by ICAO's subsidiary bodies during each triennium.
- 1.2 The 41<sup>st</sup> ICAO Assembly in September 2022 resulted in landmark agreements on aviation and the environment.
- 1.3 By coming together in a spirit of compromise, Member States renewed their commitment to ICAO's flagship emissions reduction program, the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA), and agreed to work together to strive to achieve a collective long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050, in support of the Paris Agreement's temperature goal, recognizing that each State's special circumstance and respective capabilities will inform the ability of each State to contribute to the LTAG within its own national timeframe. These outcomes were broadly celebrated and supported by Member States in attendance at the Assembly.
- 1.4 The text of these Assembly Resolutions must guide the Third Conference on Aviation and Alternative Fuels (CAAF/3) both because they represent the perspectives of high-level policymakers from across the international community and because only the Assembly has the authority to task the ICAO Council and ICAO conferences. While the text of the Resolutions must guide the outcomes of CAAF/3, the United States also hopes the spirit of collaboration and collective urgency that achieved those outcomes will also help guide the process for CAAF/3.
- 1.5 The United States would like to address three specific items related to CAAF/3 to help guide the decision-making: (1) CAAF/3 and progress toward the LTAG; (2) Finance; (3) Collaboration.

### **2 PROGRESS TOWARD THE LTAG**

- 2.1 ICAO relies on the confidence of its Member States, industry, global civil society, and the public at large for its continued legitimacy as an international organization. Confidence in ICAO exists so long as the institution can address the key challenges facing the international civil aviation sector.
- 2.2 To maintain its legitimacy now and for the foreseeable future, ICAO must demonstrate that it can effectively address aviation's climate impact. If Member States, industry, or the public perceive that ICAO cannot or will not act effectively to address aviation's climate impact, other institutions will step into the perceived vacuum and make policy, and these policies may lead to a fractured and disharmonized global aviation sector.
- 2.3 According to analyses conducted by ICAO's experts in the Committee for Aviation Environmental Protection (CAEP), as well as numerous other analyses from industry and civil society, cleaner fuels and in particular high-integrity sustainable aviation fuels (SAF) will provide the majority of the emissions reductions in any credible scenario in which the industry achieves the LTAG.

- 2.4 Thus, ICAO policy on SAF is critical for both the long-term success of the organization and for progressing toward the LTAG.
- 2.5 As such, the United States believes it is important that ICAO use the opportunity at CAAF/3 to define a framework to guide Member States and industry toward achieving the LTAG.
- 2.6 To maximize that opportunity, the United States seeks CAAF/3 outcomes that will foster an increase in the production and uptake of cleaner aviation fuels, in particular SAF. At the same time, we also seek to avoid outcomes that will inhibit the sector's progress towards achieving the same.
- 2.7 Additionally, it will be important to be able to measure the industry's progress towards SAF adoption through metrics that accurately track carbon emissions and include all cleaner energies. We believe that carbon intensity of the global fuel pool is one such metric. By aligning quantitative figures for the adoption of cleaner energy fuels with the work done by CAEP in its feasibility report on the long-term aspirational goal, ICAO would appropriately balance ambition and achievability.

### **3 FINANCE**

- 3.1 On the specific topic of finance, the United States believes that the Assembly's direction is key. The guiding text is found in paragraphs 18(a) and 18(b) of Assembly Resolution A41-21.
- 3.2 In paragraph 18(a), the Assembly requested the ICAO Council to undertake three specific, limited tasks. First, it called on the Council to "initiate specific measures or mechanisms so as to facilitate, in particular for developing countries and States having particular needs, better access to private investment capacities." Second, the Assembly instructed the Council to "initiate specific measures or mechanisms so as to facilitate" "funding from financial institutions, such as development banks." Finally, in paragraph 18(a), the Assembly also instructed the Council to "encourage new and additional funding to this purpose."
- 3.3 Additionally, in paragraph 18(b), the Assembly instructed the Council to "further consider the establishment of a climate finance initiative or funding mechanism under ICAO, while addressing the possible financial, institutional and legal challenges, and **report** to the 42<sup>nd</sup> Session of the ICAO Assembly." (Emphasis added.)
- 3.4 The United States believes that finance is instrumental to aviation's decarbonization. Indeed, every analysis notes a significant cost to the sector to plan and build the necessary cleaner energy facilities. However, it is also clear from Resolution A41-21 that ICAO's role here is primarily to facilitate needed investment. To the extent that there is a larger role for ICAO to play, we look forward to supporting the Council in developing a report to the Assembly in line with the specific request from A41-21 paragraph 18(b).

### **4 COLLABORATION**

- 4.1 While A41-21 paragraph 18 discusses ICAO's role in finance, that paragraph also highlights the need for significant collaboration and capacity building among Member States and with industry.
- 4.2 The United States firmly believes that all Member States should participate in the transition to alternative fuels, and that no country should be left behind. We believe Member States should support other Member States through assistance, capacity building, and training programs, both internationally coordinated through ICAO's ACT-SAF and through bilateral, regional, and other

relevant relationships. The United States is undertaking an effort to study supply chains in partner countries around the world and develop the necessary expertise locally in Sub-Saharan Africa, Southeast Asia, Latin America, and the Caribbean. We believe our program will provide meaningful, long-term benefits, and we hope to be able to expand our program soon.

## **5 CONCLUSION**

- 5.1 As we approach the 80<sup>th</sup> anniversary of the Chicago Convention next year, CAAF/3 presents an opportunity for ICAO and its Member States to reassert the organization's leadership role in addressing aviation's climate impact. The evidence is clear that cleaner energy fuels, in particular, SAF, will be critical for aviation's decarbonization.
- 5.2 The establishment of a meaningful framework to guide the necessary investments and domestic policy measures will enable all Member States to benefit from the growing SAF industry. Working with the direction from the Assembly, the United States welcomes a renewed collaborative spirit in the hopes of an outcome at CAAF/3 that will benefit Member States and their industries.