

## ALTA POSITION PAPER ON AIRLINES BEFORE THE CAAF/3

### STATEMENT

The third ICAO Conference on Alternative Aviation Fuels (CAAF/3) will take place in November 2023, and it is expected that a statement will be made, regarding the implementation of the SAF in support of the ICAO Long-Term Aspirational Goal (LTAG) for 2050, focusing on the use of cleaner energy for aviation.

Given the recent discussions of a group of Member States reporting to the ICAO Council, who have drafted a document on the possible outcomes of CAAF/3; ALTA wants to state very clear its position as an association, representing the airlines of Latin America and the Caribbean, its **opposition** to any statement that considers mandates or specific percentages of reduction of CO<sub>2</sub> emissions in which the following relevant points to our region for a fast and extensive development of SAF production should be included:

1. Special circumstances and the respective capabilities of states (SCRC).
2. Income level of each country.
3. ICAO incentives for the local production of SAF by each member state, which guarantees access to funds and technology transfer.
4. Training of the officials of the member states in relation to the production, regulation, logistics and commercialization of the SAF.

Therefore, an ambitious global emission reduction target (i.e., without regional targets) without differentiation with developing States and without including the particularities of the aviation service in the Latin American and Caribbean region, does not contribute to a just transition with comprehensive regulations that support development and stimulate the market. Therefore, it is clear that under no circumstances can ALTA accept a scheme of mandates or percentages of emissions reductions. ICAO should allow each state and airline to determine its own path to Net Zero in accordance with the principles of the LTAG.

As a region we continue to promote the need to progress in the regulatory frameworks of each member State, and ICAO should contribute to local efforts by supporting the Latin American and Caribbean governments in the development of realistic road maps for local SAF production and the energy transition, which helps reduce risk in investments through regulatory security and support measures, offering incentives for production, tax exemption, among others. The airlines of the region support a scheme that focuses on incentives for consumption and production of SAF, where investments make Latin America and the Caribbean (LAC) a region that produces/exports SAF and not an importer/consumer of SAF; and where the contamination paths of the region, the purchasing power and the transport alternatives of the SAF are differentiated in each of the LAC States.



ALTA is aware and supports the great effort made by the airlines to advance in their decarbonization goals and to help the aviation industry meet its long-term goals (LTAG and CORSIA), however; It should be considered that airlines are not only focusing their emissions reduction strategy on the use of the SAF, but also through other actions such as improving the efficiency of their operations (air and ground), renewing their fleet for one that consume less fossil fuel, use of emission compensation schemes and carbon markets.

Additionally, they incorporate complementary programs such as compensation by passengers, support for projects to reduce or eliminate CO<sub>2</sub> (such as reforestation, investment in renewable energy projects, CO<sub>2</sub> capture), environmental management in administrative aspects, with suppliers and airports; encouraging a more sustainable value chain around the operation of its aircraft, circular economy programs, where recycling, reuse and the reduction of excess materials are also being included within the models to enhance the benefit and generate less environmental impact.

Panama City, 20th of September 2023.