

ALTA SUSTAINABLE AVIATION FUELS STRATEGY

UNDERSTANDING

There is an urgency in our industry to have investigation, development and production of renewable aviation fuels. Latin America and the Caribbean are way behind, and all stakeholders need to act focusing on the future.

Both the ALTA Fuel Committee and the Environment Committee have SAF as its main topic of study and discussion. Our first ALTA Fuel and Environment Conference took place in San Jose Costa Rica in March 2023 and the main subject of the presentations were SAF related. Market evaluation and pricing, policies and legal frameworks, new technologies, were just a few presentations.

1. Most countries in Latin America and the Caribbean have NETZERO commitments for 2050, in some cases they do not represent the realities of sectors such as aviation, so they do not have defined plans to move forward hand in hand with our industry.
2. SAF is an important component towards decarbonization of heavy transport industries, including aviation, to achieve zero emissions.
3. To accelerate the process towards NetZero, it is important that governments establish conditions, policies, standards, and incentives for SAF production, logistics, storage and use. This, without neglecting the other fronts of action such as efficiency in operations and new technologies, emissions compensation programs as a complementary measure and economic instruments in climate change management.
4. To achieve the availability of SAF and infrastructure development, it needs mature and competitive technologies, which requires strong investment, research and development, with lines of financing that incentivize change today.

ALTA General Assembly held in Bogota, Colombia on October 24th 2021, approved unanimously a resolution calling to the governments of Latin America and the Caribbean to implement effective and efficient policies regarding the development and production of sustainable aviation fuels, with the following characteristics: 1. Generate legal certainty to attract the necessary investments for the development and production of SAF, with a medium and long term view similar to the timeframe of such investments; 2. Support the financing of SAF production programs through loan guarantees and / or grants; 3. Actively support research and development processes of SAF's supply chain 4. Apply public incentives to air transport similar to those applied to the use of biofuels in land transport; 5. Avoid imposing mandates in percentages of use of SAF; 6. Avoid the imposition of carbon taxes by implementing carbon compensation programs.

STUDIES

ALTA contracted with ICF, an international consultant, ALTA member to conduct a three-phase study. The first phase was developed as “Establishing a SAF policy framework.” It shows SAF is critical to



decarbonizing airlines, but effective policies are critical to making SAF economically viable. Similarly, SAF policies must be tailored to the region and characteristics of each country. Also, implementing effective policies requires broad consensus, built on clear goals for SAF adoption, such as decarbonization, economic development and job creation, and energy resilience & security. ICF study available upon request.

ALTA has approached the Interamerican Development Bank (IDB) to find funding for continuing with stages II and three of the ICF consultancy. Relevant information has been sent to the IDB for them to evaluate the proposal.

STRATEGY: ADVOCACY

We are seeing several countries initiating processes related to SAF that may impact our industry

1. COSTA RICA - The government of Costa Rica is aligned with the industry to have a clear policy on decarbonization measures.
2. BRAZIL – Public policy initiative, such as the current **ProbioQAV is on the table for discussion.**
3. CHILE- The government has set the “Vuelo Limpio” initiative in a SAF Working Table with official Stakeholders.
4. COLOMBIA – **H2 Colombia**, hydrogen association, want to escalate actions to have a common advocacy in a legal framework and incentives for the hydrogen industry together with SAF production.

ALTA should work close to all stakeholders, who can create regulations that can affect the industry. ALTA’s advocacy should bring knowledge, should connect, and performs through partnerships that can help the decision makers in the best possible way. Ministers of Mines and Energy are to be accessed, but also the Ministers of Agriculture, Ministers of Economy, Ministers of Environment, Congressmen, and others.

Therefore, ALTA’s goals will be:

1. Work together with all the supply chain stakeholders to achieve coordinated advocacy.
2. Collect information from all countries as individual actions are undertaken.
3. Coordinate the implementation and sharing of best practices in the region.
4. Any public policy should not imply additional costs to the airlines.
5. Pursue to align efforts to coordinate studies on SAF development, to avoid duplication of efforts.