

**58<sup>th</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS**

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**AGENDA ITEM 7: AVIATION ENVIRONMENT**

**EFFORTS TO PROMOTE THE PRODUCTION AND  
DISTRIBUTION OF SAF IN THE ASIA-PACIFIC REGION**

(Presented by the Republic of Korea)

**SUMMARY**

To achieve net-zero emissions in the aviation sector by 2050, the essential use of SAF as a replacement for conventional aviation fuels is imperative. However, currently SAF production is concentrated in some countries. To facilitate seamless SAF utilization in the Asia-Pacific region in the future, efforts to promote SAF production and distribution within the Asia-Pacific region are necessary. So, it is crucial to closely share information about carbon emission roadmaps, incentives, the status and plans of carbon reduction policies and it could be through regional websites or small-scale regional meetings. Sharing information and cooperation can promote SAF production and distribution in the region, and work together towards achieving the LTAG.

## EFFORTS TO PROMOTE THE PRODUCTION AND DISTRIBUTION OF SAF IN THE ASIA-PACIFIC REGION

### 1. INTRODUCTION

1.1 In accordance with ICAO Assembly Resolution A41-21 States are encouraged to strive to achieve net-zero emissions by 2050. ICAO emphasizes that achieving net-zero requires considering technological advancements, operational improvements and fuels (such as SAF).

1.2 Assembly Resolution A41-21, 17th preamble states that "the LTAG is a collective global aspirational goal, and it does not attribute specific obligations or commitments in the form of emissions reduction goals to individual States, and urges each State to contribute to achieving the goal in a socially, economically and environmentally sustainable manner and in accordance with national circumstances."

1.3 Governments should recognize the need for carbon reduction in the aviation sector and develop national plans tailored to individual country circumstances to promote SAF production, utilization, and distribution for LTAG achievement. To achieve this, there is a need for information sharing among nations regarding their situations, policies, and other factors to activate SAF production and distribution and encourage both supply and demand aspects.

### 2. DISCUSSION

2.1 According to the ICAO website, the current global SAF production accounts for only about 0.2 percent of total aviation fuel, and there are currently limited airports where SAF refueling is available, numbering 65 worldwide(ongoing, red dots), with only 6 of them in the Asia-Pacific region. Failure to address the current regional disparities in SAF supply, where SAF production is concentrated in some areas, could limit future SAF use, even if there is a desire to use it.

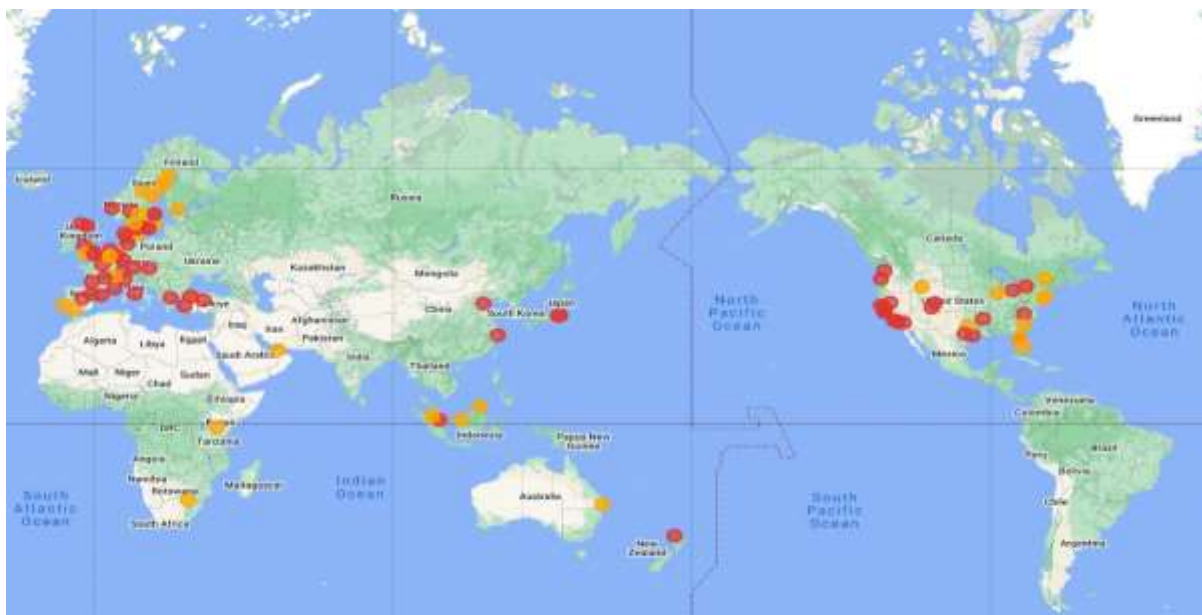


Figure 1: Airports with SAF Refueling Facility

2.2 SAF production, in particular, requires new production facilities, which take several years to construct. Therefore, prompt investment decisions are required, but supply and demand aspects are delaying each other. Some refineries are postponing investment decisions until a comparison can be made between carbon offset prices and SAF market prices after the implementation of CORSIA obligations in 2027. Additionally, some airlines are considering offsetting their carbon emissions through carbon credits rather than using more expensive SAF.

2.3 In light of these circumstances, governments should provide consistent policy directions and specific targets to encourage both sides of the industry. National carbon reduction roadmaps announced by several Contracting States are an example of such policy announcements. Such roadmaps can provide a vision for achieving net-zero by 2050 and send signals to the market.

2.4 While ICAO's website shares various SAF-related materials and essential information, closer information sharing, especially in the Asia-Pacific region with its higher transportation volumes compared to other regions, can have a significant impact. Policies regarding the movement and procurement of SAF feedstock in nearby regions can greatly affect SAF production and use expansion. Therefore, more detailed information sharing through regional websites or small-scale regional meetings can assist in policy development.

2.5 In conclusion, it is crucial for Contracting States in the Asia-Pacific region to closely share information about carbon emission goals, SAF incentives, the status and plans of carbon reduction policies in the aviation sector, and cooperation requirements through platforms such as the ICAO website and small-scale regional meetings. By doing so, they can promote SAF production and distribution in the region, address regional imbalances in SAF, and work together towards achieving the LTAG.

### **3. ACTION BY THE CONFERENCE**

3.1 The Conference is invited to:

- a) Promote efforts in the Asia-Pacific region for SAF production and distribution to achieve the LTAG.
- b) Encourage the mutual sharing of detailed information on carbon reduction policies currently in effect in the aviation sector in the Asia-Pacific region through the ICAO Asia-Pacific regional website, small-scale regional meetings, and other means.

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