

**ASSOCIATION OF ASIA PACIFIC AIRLINES
RESOLUTION NO. 4
Series of 2023**

A RESOLUTION ON SUSTAINABLE AVIATION FUELS (SAF)

The AAPA ASSEMBLY OF PRESIDENTS, in its 67th meeting duly assembled,

RECOGNISING THAT:

- I. Even as post-pandemic global air traffic recovers gradually, the aviation industry is firmly committed to addressing its carbon footprint in the longer term, by staying on course with its ambitious sustainability goals of net zero CO₂ emissions by 2050;
- II. The 41st Assembly of the International Civil Aviation Organisation (ICAO) in 2022 adopted a collective long-term global aspirational goal (LTAG) of net zero carbon emissions by 2050, and affirmed the primacy of the Carbon Offsetting and Reduction Scheme in International Aviation (CORSIA) as the only global market-based measure (MBM) to address future increases in carbon emissions from international civil aviation;
- III. Sustainable Aviation Fuel (SAF), being the most effective measure for the abatement of carbon emissions in international air transport operations, is expected to account for 65% to the industry's carbon reduction efforts;
- IV. The production and supply of SAF are presently at a nascent stage representing approximately 0.2% of the aviation industry's requirements of approximately 450 million tons annually by 2050;

NOTING THAT:

- V. The European Union, the United Kingdom and the United States have announced comprehensive policies and regulations to accelerate the production of SAF in the respective regions and address the cost difference between conventional jet fuel and SAF;

- VI. As the region with the largest potential share of suitable feedstock, Asia Pacific is well-placed to serve as a major SAF producer;
- VII. AAPA has in the past called on governments to support CORSIA and the development of sustainable alternative fuels as outlined in Resolution No. 6 Series of 2022, “A RESOLUTION ON SUSTAINABILITY”;

BELIEVING THAT:

- VIII. Asia Pacific governments should introduce early and effective policy and regulatory frameworks to support the local production and supply of SAF to meet the needs of the airline industry;
- IX. Governments and industry stakeholders should accelerate the adoption of a robust and universal SAF accounting mechanism based on chain of custody approaches, as well as certification of feedstock based on agreed Sustainability Certification Schemes to ensure an effective, diversified, and scalable SAF supply chain;
- X. The adoption of a target for SAF use in the fuel uplifted by airlines is an indication of demand for fuel producers in the planning of SAF production and refining capacity to meet the needs of the airline industry;

RESOLVES:

- XI. To strive towards a collective target of 5% SAF utilisation in the fuel uplifted by 2030;
- XII. To continue to reduce carbon emissions in airline operations through greater fuel efficiency, and the implementation of the other elements of the ICAO basket of measures.;
- XIII. To reaffirm their full support for the implementation of the ICAO Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) as the only global market-based measure to address future emissions from international aviation;

- XIV. To collaborate with governments, fuel producers, airports, and other industry organisations in the development of a comprehensive support and knowledge sharing framework to facilitate the diversified production of adequate supplies of SAF to meet the airline industry's needs;
- XV. To call on fuel producers to put in place measurable and effective plans to produce large-scale cost-competitive SAF to meet the needs of the airline industry as a matter of priority;
- XVI. To call on airport operators to plan for and provide the necessary infrastructure for the cost-efficient supply of SAF.

Approved this 10th day of November 2023.

Certified correct:

Attested by:

SUBHAS MENON
Director General

GOH CHOON PHONG
AAPA Chairman – 2023