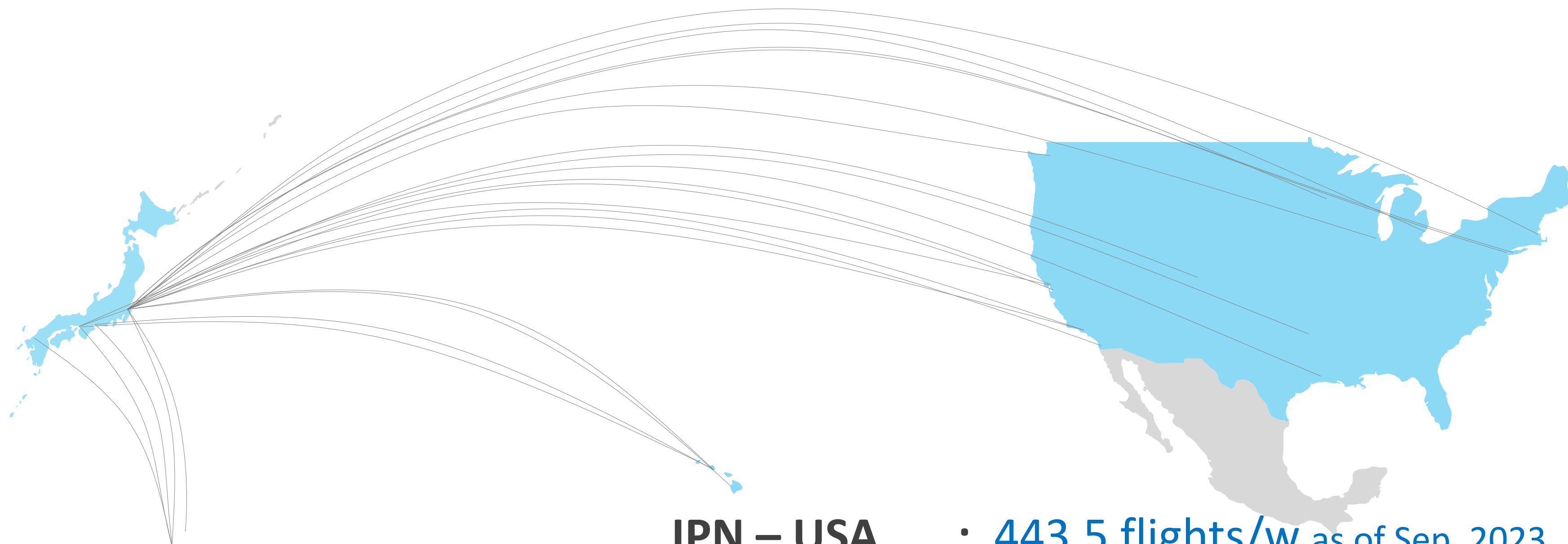


# Greening Inter-pacific Aviation

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**Toshiyuki ONUMA**  
Senior Deputy Director-General  
Japan Civil Aviation Bureau



**JPN – USA** : 443.5 flights/w as of Sep, 2023

(incl. Hawaii, Guam and Saipan) 506.5 flights/w as of Oct, 2019

(Continental Flight) 319 flights/w as of Sep, 2023

297 flights/w as of Oct, 2019

**c.f. JPN – CAL** : 135.5 flights/w (approx. one third of all JP-US flights)

## Public-Private Councils for the promotion of SAF deployment

*<Target> Replacing 10% of the fuel consumed by Japanese airlines with SAF by 2030*

Accelerating the actions to reach the target, JCAB has established the **Public-Private Council**

### Purposes

- ✓ To facilitate the domestic SAF production
- ✓ To construct the SAF supply chains including imported SAF

### Key outcomes

- ✓ Set future projection of supply & demand
- ✓ Established policy of regulation and Support

### Members

- ✓ Private sector: Airlines, airport companies, oil companies, BOAR (Board of Airline Representatives in Japan) etc.
- ✓ Public sector: METI (Energy), MoE (Environment), MAFF (Agriculture) MLIT (JCAB)



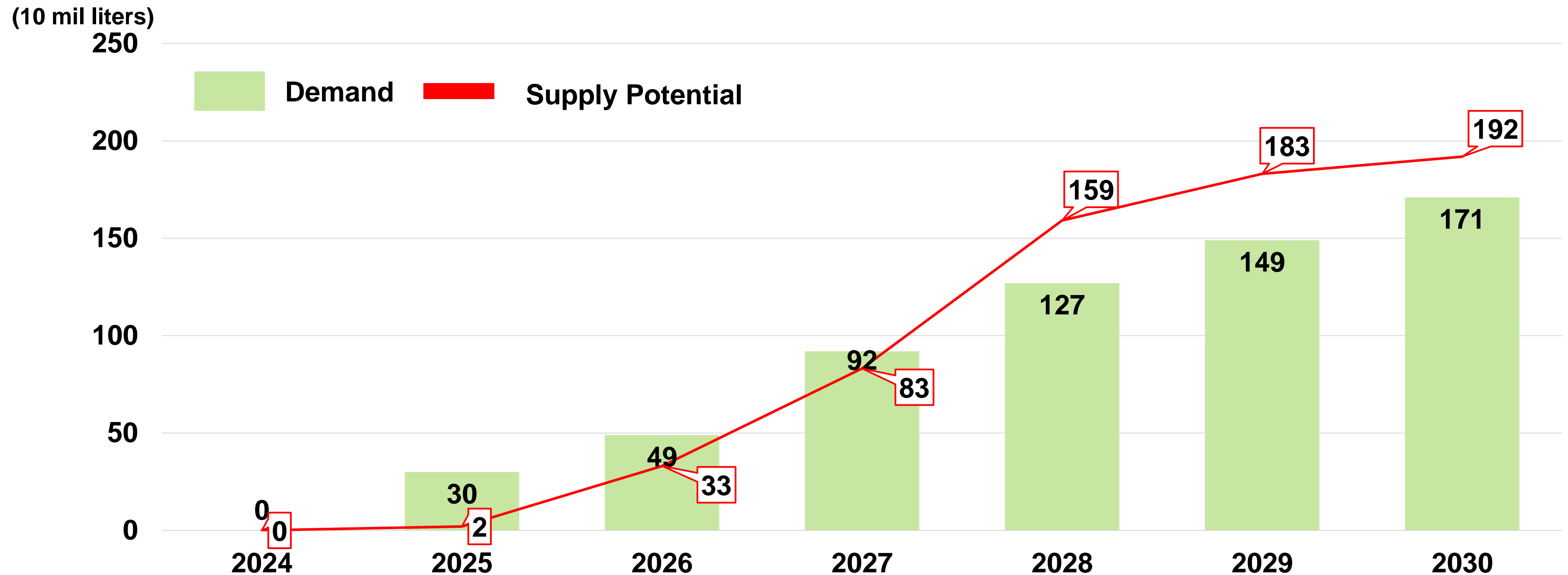
**Vice-Minister Nakayama  
at the 1<sup>st</sup> Council, April 2022**

# Projection of SAF Demand and Supply in Japan

~2030 in Japan

● Demand 1.71 billion lit., 452 million gal.

● Supply 1.92 billion lit., 507 million gal.



※Future alignment with the revised CORSIA baseline will be necessary.

## Objective

- Securing SAF manufacturing capacity and feedstock supply chain
- Establishing a stable supply system for SAF **at the price of global competitiveness**
- Setting **legal targets** for the use and supply of SAF with **government support**

## Regulation

For Fuel Supplier \* Under consideration

**Supply Target: At least 10% of the aviation fuel consumed in Japan**

For Airline

**Use of SAF: 10% use of SAF for Japanese Airlines**

## Support

\* Under consideration

### Capital Expenditures, CAPEX

Subsidy for initial investments for facilities and feedstock supply chain

### Operating Expenses, OPEX

Tax Exemption or Reduction for importing feedstock

### Technology R&D

R&D for SAF production and feedstocks\*

\* Second generation ethanol, algae and waste





- Feasibility Study with TOTAL SAF from UCO
- Feasibility Study with Mitsubishi Corporation
- Supply 400 mil L (106 mil gal) / y

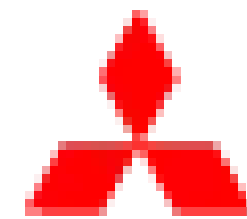


- Supply 100 mil L (26 mil gal) /y from 2026
- Supply of 500 mil L (132 mil gal)/y by 2030

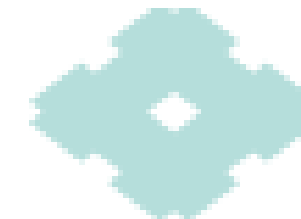


- Supply 30 mil L (8 mil gal)/y of 2025 from UCO
- Supply 220 mil L (58 mil gal)/ y by 2027
- In total Supply 300 mil L (79 mil gal)/ y by 2030

## Investment in U.S



Mitsubishi

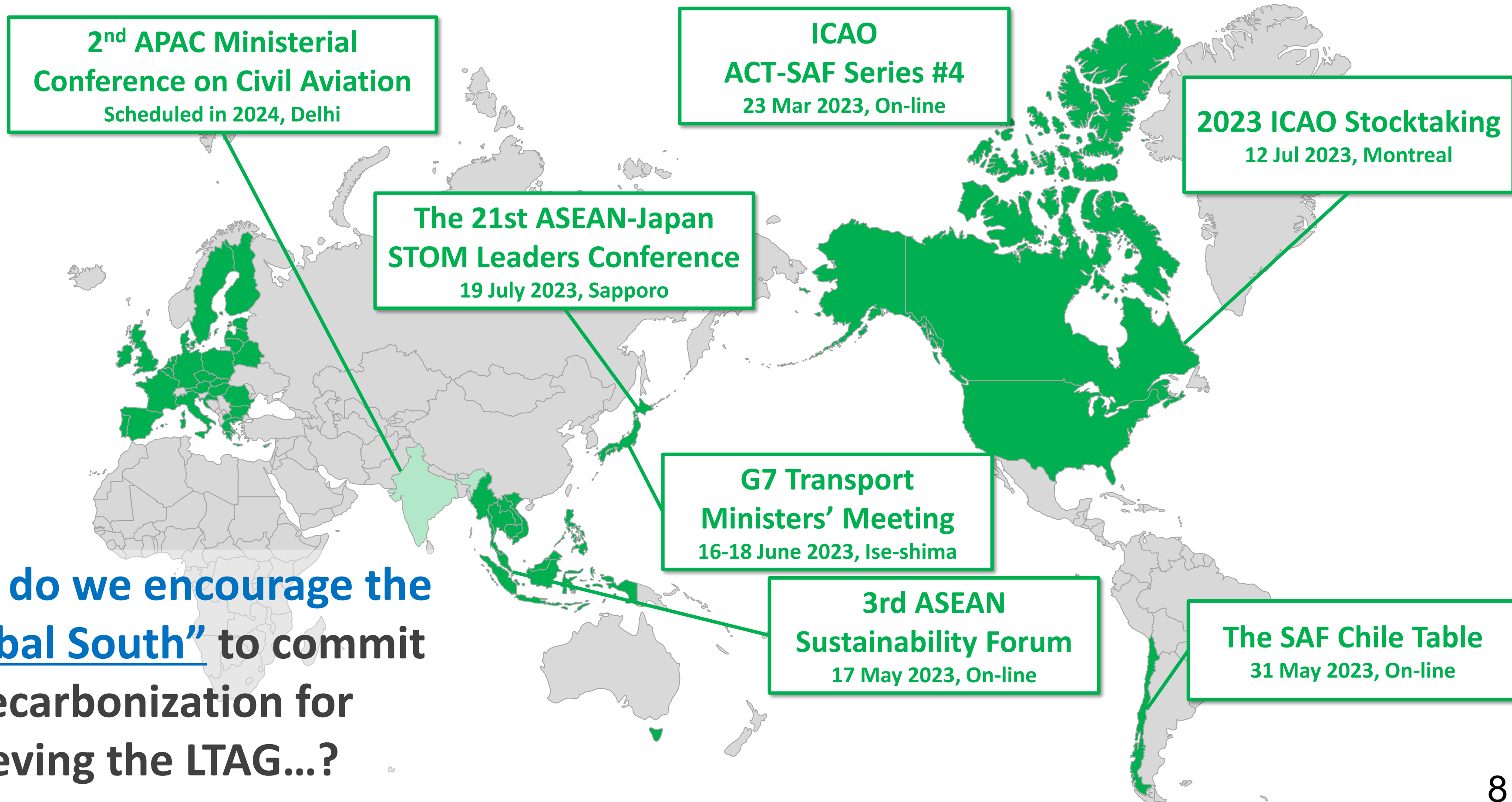


Sumitomo



**Marubeni**

- Many Japanese Trading companies invest in SAF related business in the U.S.



How do we encourage the “Global South” to commit to decarbonization for achieving the LTAG...?

## Concept

- **F**acilitate and promote the decarbonisation of air transport to support the LTAG
- **M**utually recognise a common robust framework for green practices, including SAF use, between two or more countries
- **E**ncourage the uplift of SAF where feasible

## Possible framework



### Airline

- ✓ SAF
- ✓ Fuel Efficiency Aircraft
- ✓ Efficient Aircraft Operation
- ✓ Carbon Credit



### Air Traffic Management

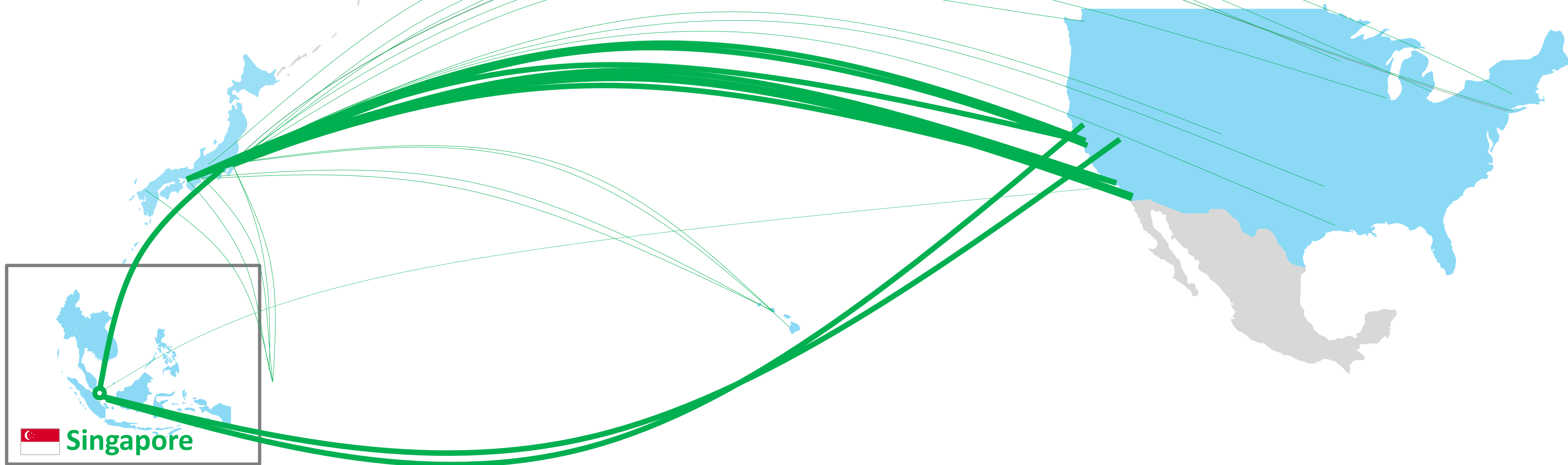
- ✓ Efficient Air Traffic Management  
(Across different phases)



### Airport

- ✓ ACI Airport Carbon Accreditation
- ✓ Ground Service
- ✓ In-terminal passenger experience

We will commit to “Decarbonization” by strengthening and **greening** in the Indo-Pacific



Japan believes that it is useful to take the initiative in policy coordination for the expansion of SAF bilaterally or multilaterally within the region, as well as among like-minded states

**Thank you !**