

LCQ9: Sustainable aviation fuels

Following is a question by the Hon Frankie Yick and a written reply by the Secretary for Transport and Logistics, Mr Lam Sai-hung, in the Legislative Council today (March 13):

Question:

There are views pointing out that while the Government is committed to developing green transport, the promotion of green air transport is still at an early stage. On the other hand, the International Air Transport Association adopted a resolution at its meeting in 2021 to set a target for the global air transport industry to achieve net zero carbon emissions by 2050. In this connection, will the Government inform this Council:

(1) whether it knows the current situation of flights to and from Hong Kong using sustainable aviation fuels (SAFs), including the percentage of such flights using SAFs in the total number of such flights and the total carbon emissions that can be reduced;

(2) of the measures in place to encourage more flights to and from Hong Kong to use SAFs;

(3) of the measures in place to facilitate the development of Hong Kong as an important SAF bunkering hub in the region, so as to tie in with the use of SAFs by more flights in the future; and

(4) as "The Chief Executive's 2023 Policy Address" has mentioned that the Airport Authority Hong Kong will formulate an action plan to drive airlines' use of SAFs for bunkering their flights in Hong Kong, of the expected completion time of the action plan?

Reply:

President,

In consultation with the Environment and Ecology Bureau and the Airport Authority Hong Kong (AAHK), the consolidated reply to the question raised by the Hon Frankie Yick is as follows:

In October 2022, the International Civil Aviation Organization set a goal of net-zero carbon emissions by 2050 and identified sustainable aviation fuel (SAF) as a key tool for achieving this goal. Depending on the production process and technology, SAF has the potential to reduce lifecycle carbon emissions by more than 80 per cent as compared with conventional fossil aviation fuels.

The existing fuel infrastructure at the Hong Kong International Airport (HKIA) is already capable of receiving, storing and adopting pre-blended SAF by airlines. One of the local airlines in Hong Kong successfully adopted two batches of SAF at the HKIA in March and July 2022. However, the overall

supply of SAF worldwide remains on the low side.

The AAHK is actively implementing measures to promote the application of SAF at the HKIA, including co-ordinating the operators of the HKIA fuel infrastructure to obtain the sustainability standard certification of the Carbon Offsetting and Reduction Scheme for International Aviation, with a view to assisting airlines to conduct the relevant carbon offsetting. The relevant work was completed in end-2023 and annual renewal of the certification will be conducted thereafter. The AAHK has also worked with relevant Government departments to streamline the approval process for the transportation and storage of SAF to facilitate the uplift of SAF by airlines in Hong Kong. In particular, the operators of the HKIA fuel infrastructure have recently completed the renewal of their licenses in accordance with the newly amended Dangerous Goods Ordinance. The amended Dangerous Goods Ordinance has brought the regulatory standards for classification, marking and labelling of dangerous goods (including SAF) in Hong Kong in line with international standards, and enhanced the licensing system for the manufacture, conveyance, storage and use of dangerous goods. The AAHK will continue to review and as necessary further improve the process of transportation and storage of SAF at the fuel infrastructure of the HKIA.

In addition, on the Government's request, the AAHK commenced a consultancy study on SAF in February this year. The purpose of the study is to grasp the development trend of SAF, including the current status and future projection regarding its demand, supply and usage, at the international, national and regional levels. The consultancy study will also make recommendations on the use and supply of SAF from such aspects as policy support, facilitation measures or infrastructure improvements, for the Government's consideration. The study is expected to be completed in the third quarter of this year. The Government will make reference to the AAHK's report and make forward-looking plans to set the direction for promoting the development of SAF. Our objective is to enhance the competitiveness of the HKIA internationally and attract more flights between Hong Kong and the rest of the world by promoting the use of SAF in Hong Kong.