



**WORKING PAPER**

**HIGH-LEVEL MEETING  
ON THE FEASIBILITY OF A LONG-TERM ASPIRATIONAL GOAL FOR  
INTERNATIONAL AVIATION CO<sub>2</sub> EMISSIONS REDUCTIONS (HLM-LTAG)**

**Montréal, 19 to 22 July 2022**

**Agenda Item 2: Means of implementation for LTAG**

**Agenda Item 4: Conclusions and Recommendations of the Meeting**

**MEANS OF IMPLEMENTATION (BUILDING BLOCK 5)**

(Presented by the ICAO Secretariat)

**SUMMARY**

This paper discusses possible means of implementation (e.g. capacity building, financing and technology transfer), including the launch of the ICAO Assistance, Capacity-building and Training programme to support State's aviation decarbonization efforts and possible establishment of partnerships for achieving an LTAG, including the undertaking of feasibility studies, development of national policies, and specific implementation projects related to Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other cleaner energy sources and technologies, as well as the associated ICAO Secretariat activities.

Action by the Meeting is in paragraph 4.

**1. INTRODUCTION**

1.1 The Assembly Resolution A40-18 (HLM-LTAG-IP/1 refers), paragraph 17 requests the Council to continue to play a pivotal role in providing assistance to its Member States through the dissemination of the latest information on best practice and the provision of guidance and other technical assistance to enhance capacity-building and technology transfer, as well as to build partnerships with other international organizations to meet the assistance needs of Member States, and facilitate access to existing and new financial resource, technology transfer and capacity-building, to developing countries.

1.2 In this regard, while considering and exchanging views on the feasibility of LTAG and its level of ambition during the Global Aviation Dialogues (GLADs) (HLM-LTAG-WP/5 refers), a number of States expressed concern regarding the different circumstances and readiness levels of individual States in their capacity to respond to the challenges associated with climate change. They emphasized the critical necessity to provide necessary support to States having particular needs, in particular to developing countries, including for the planning and implementation of specific aviation CO<sub>2</sub> reduction measures

through the State Action Plans (HLM-LTAG-WP/6 refers), and the provision of necessary means of implementation such as the establishment of partnerships and cooperation among States and stakeholders to facilitate access to capacity building and financial resources.

1.3 The ICAO LTAG report (HLM-LTAG-WP/4 and IP/2 refer) assessed the technical feasibility of various aviation in-sector CO<sub>2</sub> reduction scenarios, including the use of technology, fuels, and operations, that represent a range of readiness and attainability levels, noting that fuel-related solutions, in particular Sustainable Aviation Fuel (SAF), have the greatest potential to reduce aviation CO<sub>2</sub> emissions.

1.4 In this regard, there are still many challenges for increasing the use of Sustainable Aviation Fuel (SAF), Lower Carbon Aviation Fuel (LCAF) and other cleaner energy sources and technologies for aviation, towards their full potential, including technical and financial resources available to all States, price gap with conventional fuels, limited number of the production facilities, and their share of production capacity directed to aviation.

1.5 It is crucial that all States and relevant partners and stakeholders work together and build partnerships to provide support for the global development and deployment of such solutions, in line with ICAO's *No Country Left Behind* initiative, while taking into account different circumstances of individual States and regions.

1.6 Of note is that ICAO's global aspirational goals set out the international aviation sector's collective goals, without attribution of specific obligations in the form of emissions reduction goals to individual States. Member States can contribute to the achievement of collective goals by planning and implementing different sets of measures to reduce CO<sub>2</sub> emissions from international aviation.

## 2. LESSONS LEARNED FROM ICAO ACT-CORSIA<sup>1</sup>

2.1 Following the adoption of Annex 16, Volume IV related to the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) in June 2018, ICAO launched the Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) programme, with the aim to build the capacity of all States with the CORSIA implementation in a "coordinated approach" under the umbrella of ICAO, which was emphasized by the 40th Session of the Assembly (Resolution A40-19, paragraph 21 refers).

2.2 Buddy partnerships among States are the cornerstone of the ACT-CORSIA programme, and as of April 2022, the partnerships involve 16 supporting States and 118 requesting States. Through close cooperation with the ACT-CORSIA trainers from the supporting States and the CORSIA focal points of the requesting States, with close coordination of the ICAO Secretariat, the transition of training activities from in-person workshops to a virtual setting, caused by the COVID-19 pandemic, took place without disruption of the partnerships, contributing to the continued success of CORSIA implementation.

2.3 Currently, the Phase III of the ACT-CORSIA buddy partnerships is ongoing with the provision of training in relation to the CORSIA implementation, with a focus on the reporting of 2021 CO<sub>2</sub> emissions, and the submission of information to claim emissions reductions from CORSIA eligible fuels, to the CORSIA Central Registry (HLM-LTAG-WP/8 refers).

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<sup>1</sup> ICAO ACT-CORSIA website: [www.icao.int/corsia](http://www.icao.int/corsia).

### 3. LAUNCH OF ICAO ACT-SAF PROGRAMME<sup>2</sup>

3.1 As one of the means to facilitate the establishment of SAF-related partnerships among States and relevant stakeholders, ICAO launched the Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme on 1 June 2022 in Montréal, Canada, at the ICAO's associated event for the UN Stockholm+50 conference, which commemorates the 1972 UN conference on the Human Environment and celebrates 50 years of global environmental action around three pillars of sustainability.

3.2 At the launch event of the ICAO ACT-SAF programme, high-level representatives from States, industry, international organizations and financial institutions showcased examples of initiatives already in place, and expressed how this cooperation can support the implementation of the ACT-SAF programme. Such modalities of cooperation would include the establishment of specific partnerships on SAF, through bilateral and multilateral agreements between States and relevant stakeholders, under the umbrella of ICAO coordination.

3.3 In moving forward, the ICAO ACT-SAF programme will provide opportunities for States to develop their potential in SAF development and deployment. This is fully in line with ICAO's *No Country Left Behind* initiative, the 2050 ICAO Vision for SAF, and the three main pillars of sustainability recognized by the UN system. The ACT-SAF programme will also create a positive multiplier effect globally, as States contribute to the shaping of future sustainable aviation over the coming decades through SAF, and help unlock feedstock potentials for SAF markets.

3.4 While not one solution will fit all States and stakeholders, the importance of ICAO's role is clear by bringing partners together to facilitate the provision of specific capacity building and implementation support related to SAF. This may come in the form of SAF policy frameworks, which could include regulations (SAF mandates, blending incentives, etc.) or other State-to-State collaborations, such as 'green lane' concepts that will commit to use SAF across all airlines operating that route. Other partnerships could include support for SAF production and deployment pilots, consultancy support for regional SAF markets and feasibility studies, as well as on financing. Many States and stakeholders have recognized the need to act now to support SAF development and deployment, and the launch of the ICAO ACT-SAF programme would serve as a model to create the synergies for global action on sustainable fuels.

#### ***Extending to ICAO ACT-LTAG Programme***

3.5 The 41st Session of the ICAO Assembly provides the opportunity for the agreement on LTAG, and the potential for increased ambition on sustainable aviation will allow ICAO to explore extending the existing model used in the ACT-SAF programme, to galvanize support and implement similar ICAO programmes for additional aspects that contribute to aviation CO<sub>2</sub> emission reductions (e.g., aircraft technologies, operational improvements, infrastructural changes, and other cleaner energy sources for aviation) under the umbrella of ICAO Assistance, Capacity-building and Training for LTAG (ACT-LTAG) programme.

3.6 As part of the ACT-SAF programme and its possible extended models, ICAO aims to facilitate partnerships among States and with other international organizations and institutions as appropriate, in particular with multilateral, regional and national financial institutions, for access to financing and investment support for implementation of specific CO<sub>2</sub> emissions reduction measures, in particular by facilitating the development and deployment of SAF, LCAF and other cleaner energy sources and technologies for aviation, in particular to developing countries.

3.7 In addition, States are encouraged to contribute to the existing ICAO Voluntary Environment Fund, with an earmarking to provide financial support for specific ICAO Secretariat activities on LTAG, in particular for facilitating the development and deployment of SAF and LCAF, other cleaner energy

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<sup>2</sup> ICAO ACT-SAF website: <https://www.icao.int/environmental-protection/Pages/ACT-SAF.aspx>

sources and technologies for aviation, and also encouraged to contribute to the specific projects under the ICAO Technical Cooperation Programme.

3.8 In this regard, part of the ICAO's activities will be to facilitate partnerships among States and with other international organizations and institutions as appropriate, in particular with multilateral, regional and national financial institutions, for access to financing and investment support for implementation of specific CO<sub>2</sub> reduction measures.

#### 4. ACTION BY THE HLM-LTAG

4.1 The HLM-LTAG is invited to:

- a) recognize the critical importance for all States and relevant stakeholders to work together for the global development and deployment of Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF), other cleaner energy sources and technologies for aviation, in line with the ICAO's *No Country Left Behind* initiative, while also recognizing different circumstances of individual States and regions;
- b) encourage States and relevant stakeholders to join the recently launched ICAO Assistance, Capacity-building and Training for SAF (ACT-SAF) programme to support the establishment of SAF-related partnerships, under the umbrella of ICAO coordination, while recognizing that not one solution will fit all States and stakeholders;
- c) request ICAO to establish a robust and structured assistance and cooperation programme, including the extension of the ICAO ACT-SAF programme for additional aspects on LCAF and other cleaner energy sources and technologies for aviation, in light of an LTAG agreement;
- d) request ICAO to facilitate partnerships among States and with other international organizations and institutions as appropriate, in particular with multilateral, regional and national financial institutions, for access to financing and investment support for implementation of specific CO<sub>2</sub> emissions reduction measures; and
- e) use the information contained in this paper, for consideration of possible outcomes of the HLM-LTAG related to the LTAG Building Block 5: *Means of Implementation*, including the roles and actions by ICAO and its Member States and other stakeholders to facilitate access to the means of implementation.

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