



State Action Plan Development Process

2026 ICAO APAC Online Training on
State Action Plan (SAP) to Reduce
CO₂ Emissions from International
Aviation

Bangkok, 29 – 30 July 2026

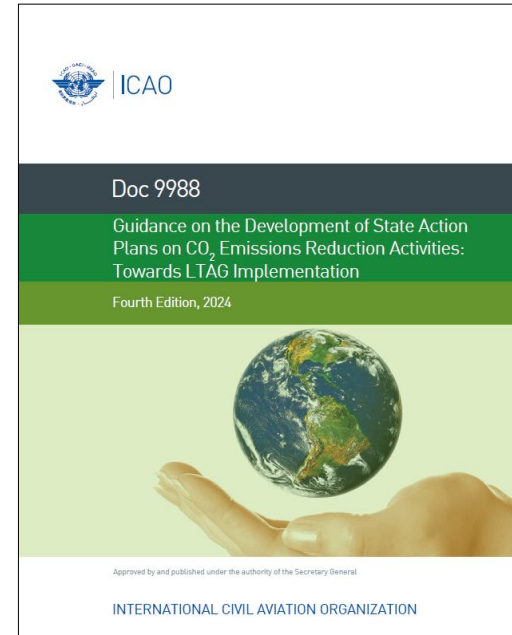
**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**



State Action Plan Initiative

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- The State Action Plan is a voluntary planning and reporting initiative whereby States can communicate information on their activities to address CO₂ emissions from international civil aviation.
- A living document that defines a State's actions to reduce CO₂ emissions from international civil aviation.
- States
 - Submit an action plan with quantified information that identifies the measures to address environmental challenges and reduce CO₂ emissions.
 - Involves planning and coordination with stakeholders to identify policies and actions and provide a clear communication route to ICAO.
- ICAO
 - Assess future progress towards the achievement of ICAO global aspirational goals.



Purpose of the State Action Plans

State

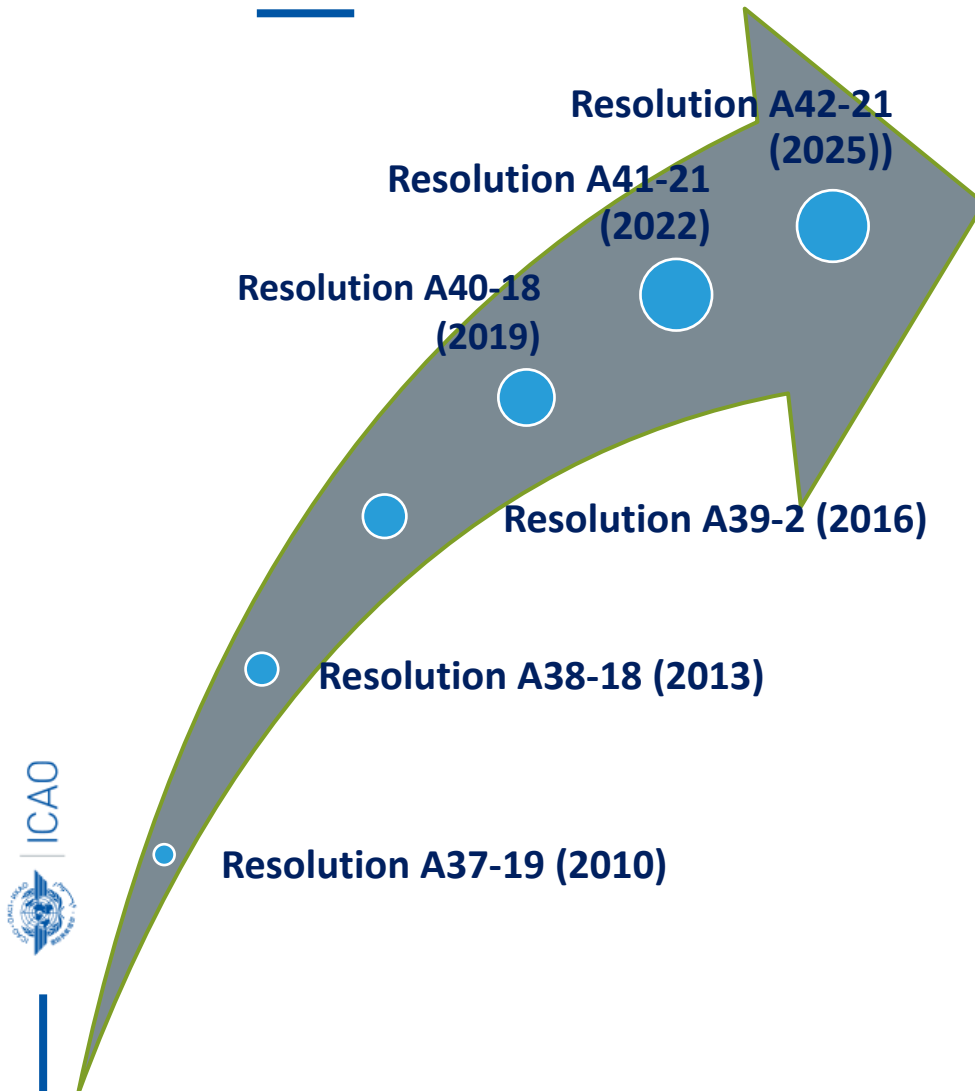
- To voluntarily report international aviation CO2 emissions to ICAO and develop a better understanding of the projections of international aviation CO2 emissions.
- To voluntarily include respective policies, actions and roadmaps for the development and deployment of Sustainable Aviation Fuels (SAF), Low-Carbon Aviation Fuels (LCAF) and other aviation cleaner energies.
- To voluntarily provide and quantify action plans to support monitoring progress towards achieving the LTAG.
- To voluntarily provide information to ICAO on any specific assistance needs.

ICAO

- To compile information about the achievement of the global aspirational goals, including implementation and achievement of the long-term global aspirational goal (LTAG), and the Global Framework on Sustainable Aviation Fuels (SAF), Low-Carbon Aviation Fuels (LCAF) and other aviation cleaner energies.
- To facilitate the dissemination of economic and technical studies and best practices related to aspirational goals.
- To identify and respond to States' needs and provide the required assistance (e.g., feasibility studies, tailored training and implementation support measures, including facilitating access to financing)

Background of State Action Plan Initiative

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Resolution A42-21 (2025): *Consolidated statement of continuing ICAO policies and practices related to environmental protection - Climate change* reaffirmed this initiative.



Encourages States to **submit and update** their **voluntary action plans** outlining respective policies, actions and roadmaps, including long-term projections (A41-21 Para. 10)



Invites States to **prepare or update** action plans to submit them to ICAO **as soon as possible preferably by the end of June 2024** and once every three years thereafter (A41-21 Para. 11)

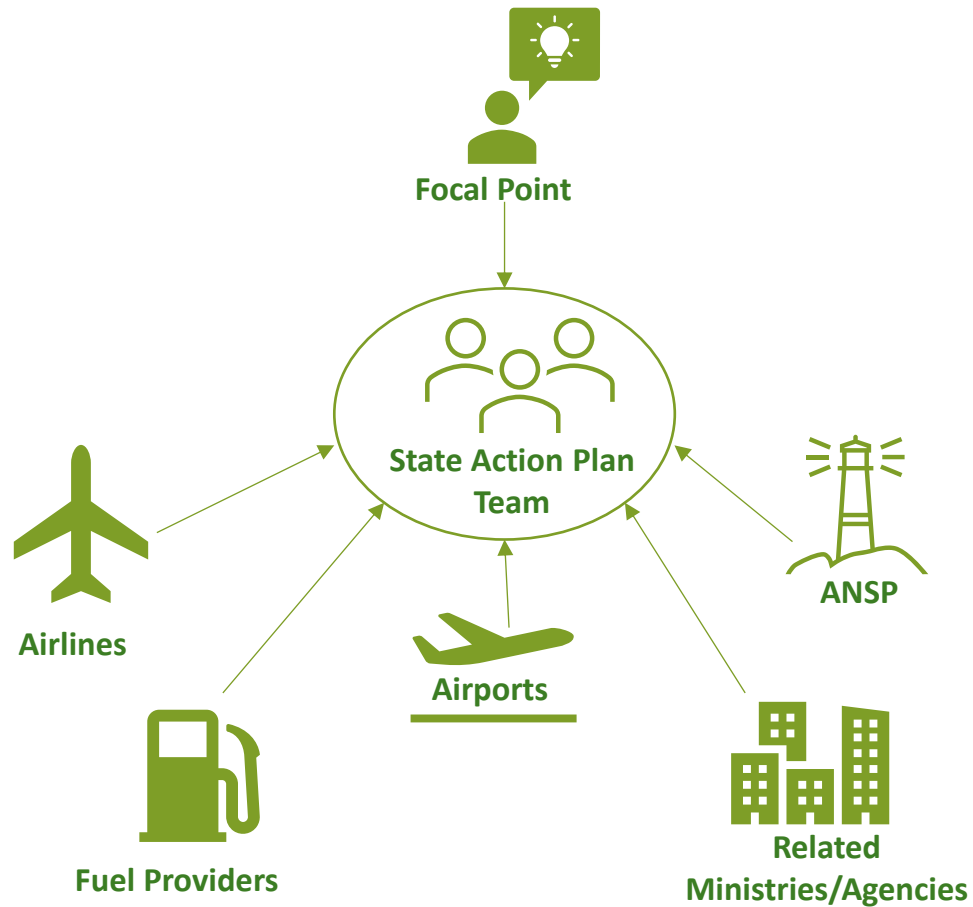


Encourages to share information contained in action plans and **build partnerships** with other Member States (A41-21 Para. 11)

1 SAP Development Process

The State Action Plan Process

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➤ The State:

- ✓ Nominates a State Action Plan Focal Point(s) and communicates their contact information to ICAO

➤ The Focal Point:

- ✓ Coordinates with ICAO
- ✓ Establishes the State Action Plan Team
- ✓ Develops the State Action Plan and submits the document to ICAO

State Action Plan Minimum Contents

- 1 State Action Plan Focal Point(s) contact information
- 2 **Baseline Scenario (scenario without action):** annual fuel consumption, CO₂ emissions and traffic data (from the latest available year until at least 2050).
- 3 List of selected emissions mitigation measures
- 4 Expected results (scenario after taking action)– Annual fuel consumption, CO₂ emissions and traffic data after the implementation of mitigation measures from the first implementation year to at least 2050.
- 5 Assistance needs (if needed)

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Contact Information

Doc 9988 App B-2

Contact information of:

1. The Focal Point,
2. Alternate Focal Point (if applicable), and
3. Any other person(s) responsible for the compilation and submission of the Action Plan

Table B-1. Contact information

Name of the authority	
Name and surname of the point of contact	
Title of the point of contact	
Email address	
Telephone number	
Address	
City	
State/Province	
Postcode/ZIP	
Country	

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- The baseline scenario describes the historic **evolution** of fuel consumption, CO₂ emissions, and traffic data in the State and the expected **future** evolution **in the absence of action** (from the latest available year until at least 2050).
- Key points:
 - Differentiating between international and domestic emissions
 - Data from all air carriers can be aggregated
 - Understood to be an estimation only
 - Not the same as the CORSIA baseline

International and Domestic Emissions

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Doc 9988 Chapter 3

Annex 16, Vol IV

- **International flight:** the operation of an aircraft from take-off at an **aerodrome of a State** or its territories, and landing at an **aerodrome of another State** or its territories.
- **Domestic flight:** the operation of an aircraft from take-off at an **aerodrome of a State** or its territories, and landing at an **aerodrome of the same State** or its territories.
- **Two main methodologies** to account for the CO₂ emissions attributed to international flights:
 - a) **ICAO methodology:** each State reports the CO₂ emissions from all international flights, which are operated only by aeroplane operators attributed to the State;
 - b) **IPCC methodology:** each State reports the CO₂ emissions from all international flights departing from all aerodromes located in the State or its territories.

Baseline Scenario example from the State Action Plan of Brunei Darussalam (Jan 2024)

https://www.icao.int/environmental-protection/Pages/ClimateChange_ActionPlan.aspx

2.1 METHODOLOGY & DATA

DATA COLLECTION

Brunei Darussalam is a contracting State to the Convention on International Civil Aviation (Chicago Convention) since 1984. The Department of Civil Aviation of Brunei Darussalam, under the purview of Ministry of Transport and Infocommunications, has the responsibility for the

implementation of the Chicago Convention and ICAO Annexes. The primary aviation legislation, Civil Aviation 2006 provides enabling provisions on the establishment of Department of Civil Aviation as stipulated below:

CARBON DIOXIDE (CO₂) EMISSION DATA	Total CO₂ emission from Royal Brunei's international flights were obtained from Royal Brunei's verified annual emission reports. CO₂ emission data was only available for 4 years (2019 until 2022) as aeroplane operators were required to monitor, report and verify their CO₂ emission beginning 2019.
FUEL CONSUMPTION DATA (TONNES)	Fuel consumption was obtained by converting the total CO₂ emission into mass of fuel consumption using the fuel conversion factor 3.16 (in kg CO₂/kg fuel) for Jet-A1 fuel.
HISTORICAL REVENUE TONNE KILOMETER (RTK)	Royal Brunei's historical Revenue Tonne Kilometer (RTK) data is available since year 2017. Therefore, historical RTK data for the period of 2007 – 2022 were collected to showcase the annual traffic growth over several years.
FORECASTED REVENUE TONNE KILOMETER (RTK)	Royal Brunei shared their forecasted RTK for the period of 2024 until 2033, which was prepared based on their current traffic planning for the next 10 years. It is noted that forecasted RTK figures may change in the future. As ICAO encourages Member States to define the intermediate years until 2050, RTK data for successive years beginning 2034 until 2050 were forecasted through linear extrapolation.
REVENUE TONNE KILOMETER (RTK) FOR YEAR 2023	At the time of drafting this document (end of year 2023), it is not possible to obtain actual RTK value for year 2023. In this case, RTK for 2023 was simply estimated using linear interpolation whereby its value was estimated between two points in the RTK data set.

METHODOLOGY

Amongst all the Methods outlined in ICAO Doc 9988, **Method B** is applied to establish baseline scenario as Royal Brunei has a current fleet size of more than ten aircraft (14 aeroplanes) and has historical data for a least two (2) years.

REVENUE TONNE KILOMETER (RTK)

TABLE 2.1-1 HISTORICAL, ESTIMATED AND FORECASTED INTERNATIONAL REVENUE TONNE KILOMETER (RTK)

YEAR	HISTORICAL RTK	YEAR	ESTIMATED RTK FOR YEAR 2023	YEAR	FORECASTED RTK
2007	454,915,396	2023	261,302,498	2024	388,204,715
2008	452,090,866			2025	405,763,670
2009	455,313,526			2026	451,920,428
2010	586,655,386			2027	488,636,977
2011	600,073,212			2028	495,286,136
2012	454,080,335			2029	507,861,364
2013	477,818,841			2030	512,995,715
2014	439,932,192			2031	518,186,983
2015	455,524,617			2032	523,436,295
2016	455,174,706			2033	528,744,845
2017	472,513,066			2034	565,622,172
2018	493,126,959			2035	573,989,822
2019	550,190,475			2036	578,559,091
2020	131,596,576			2037	586,049,459
2021	30,961,555			2038	597,884,476
2022	134,400,281			2039	609,732,444
				2040	622,833,104
				2041	635,751,783
				2042	647,899,779
				2043	658,469,137
				2044	666,384,285
				2045	678,651,161
				2046	691,338,686
				2047	703,342,269
				2048	714,626,078
				2049	725,759,895
				2050	736,723,923

Note:
Above figure was estimated by
employing linear interpolation.

Baseline Scenario example from the State Action Plan of Brunei Darussalam (Jan 2024)

In Brunei Darussalam's case, average fuel efficiency was calculated to be 0.337. The table below outlines fuel efficiency values for the period of 2019 until 2050 and these are also presented in Figure 2.1-3.

TABLE 2.1-3 FUEL EFFICIENCY CALCULATED FOR 2019 UNTIL 2050

YEAR	PAST FUEL EFFICIENCY	YEAR	ESTIMATED FUEL EFFICIENCY	YEAR	FORECASTED FUEL EFFICIENCY
2019	0.304	2023	0.304	2024 - 2050	0.337
2020	0.370				
2021	0.540				
2022	0.349				

FUEL EFFICIENCY

Past trend of fuel efficiency was determined using the formula below:

Fuel Efficiency = $\frac{\text{Fuel consumed (Tonnes)}}{\text{Revenue Tonne Kilometer (RTK)}}$

PAST TREND OF FUEL EFFICIENCY

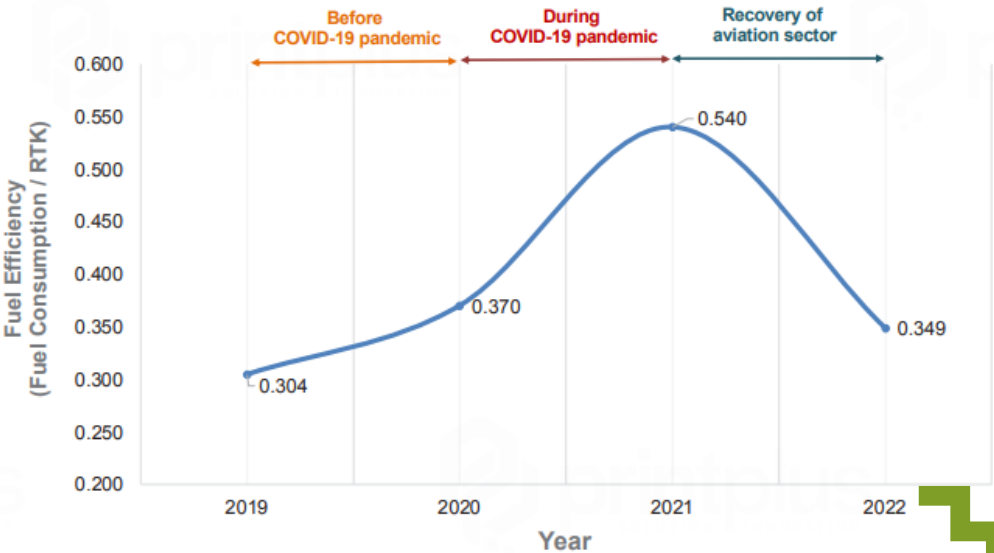


FIGURE 2.1-3 PAST TREND OF FUEL EFFICIENCY FROM 2019 UNTIL 2022

Baseline Scenario

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Baseline Scenario example from the State Action Plan of Brunei Darussalam (Jan 2024)

To project the future growth in the fuel consumption in the absence of mitigation actions (Business-as-usual Scenario), the following formula was used:

$$\text{Projected Fuel Consumption} = \text{Projected Fuel Efficiency} \times \text{Forecasted RTK}$$

Expected CO₂ emission was then obtained by converting the projected fuel consumption using the fuel conversion factor 3.16 (in kg CO₂/kg fuel) for Jet-A1 fuel:

$$\text{CO}_2 \text{ Emission (Tonnes)} = \text{Fuel Consumption (Tonnes)} \times 3.16$$

TABLE 2.2-1 BASELINE OF INTERNATIONAL AVIATION FUEL CONSUMPTION AND CARBON DIOXIDE EMISSIONS IN 2024 – 2050

YEAR	PROJECTED FUEL CONSUMPTION (TONNES)	PROJECTED CO ₂ EMISSION (TONNES)	FORECASTED RTK
2024	130,824.99	413,406.97	388,204,715
2025	136,742.36	432,105.85	405,763,670
2026	152,297.18	481,259.10	451,920,428
2027	164,670.66	520,359.29	488,636,977
2028	166,911.43	527,440.11	495,286,136
2029	171,149.28	540,831.72	507,861,364
2030	172,879.56	546,299.40	512,995,715
2031	174,629.01	551,827.68	518,186,983
2032	176,398.03	557,417.78	523,436,295
2033	178,187.01	563,070.96	528,744,845
2034	190,614.67	602,342.36	565,622,172
2035	193,434.57	611,253.24	573,989,822
2036	194,974.41	616,119.15	578,559,091
2037	197,498.67	624,095.79	586,049,459
2038	201,487.07	636,699.14	597,884,476
2039	205,479.83	649,316.27	609,732,444
2040	209,894.76	663,267.43	622,833,104
2041	214,248.35	677,024.79	635,751,783
2042	218,342.23	689,961.43	647,899,779
2043	221,904.10	701,216.95	658,469,137
2044	224,571.50	709,645.95	666,384,285
2045	228,705.44	722,709.19	678,651,161
2046	232,981.14	736,220.39	691,338,686
2047	237,026.34	749,003.25	703,342,269
2048	240,828.99	761,019.60	714,626,078
2049	244,581.08	772,876.23	725,759,895
2050	248,275.96	784,552.04	736,723,923

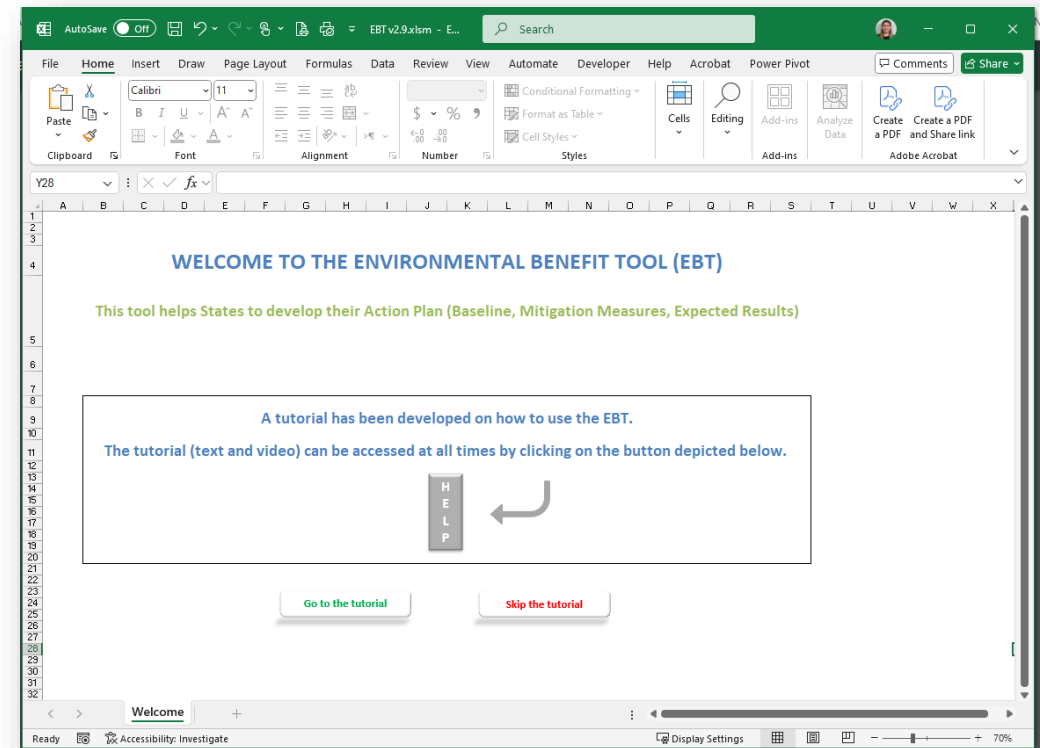
ICAO EBT Tool to Develop an Action Plan

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Doc 9988 App C-4

APER Portal

- ICAO Environmental Benefits Tool (EBT) can be used to develop baseline, select mitigation measures and estimate the expected results.
- ICAO EBT v2.9 is available for free on the ICAO APER Portal for SAP Focal Points!



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Selection of measures and quantifying their expected results:

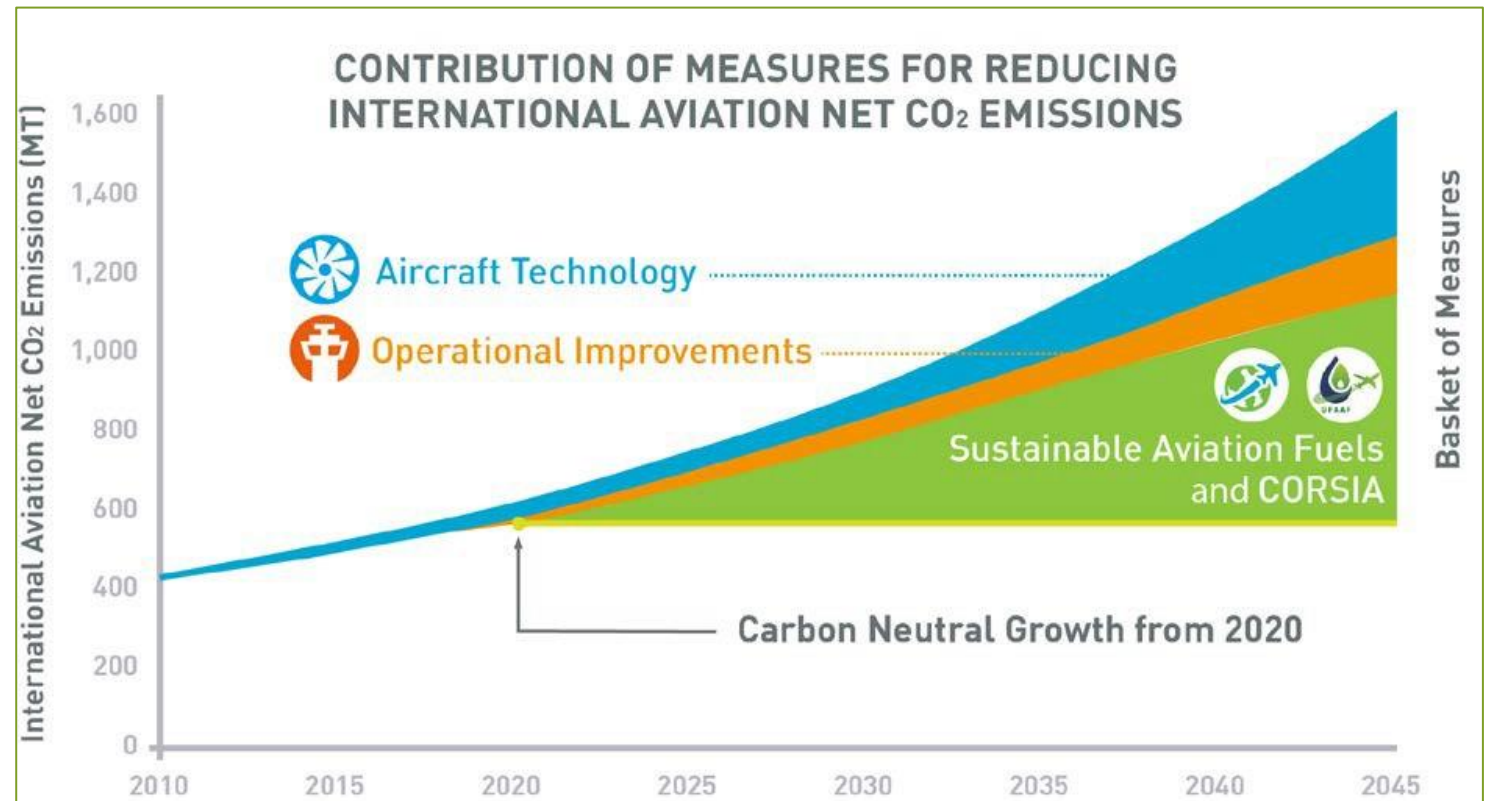
1. Review of the basket of measures, their feasibility and emissions reduction potential
2. Prioritization and selection of mitigation measures
3. Quantifying the effects on fuel consumption and CO₂ emissions from the measures selected

The Basket of Measures

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Doc 9988 Chapter 4

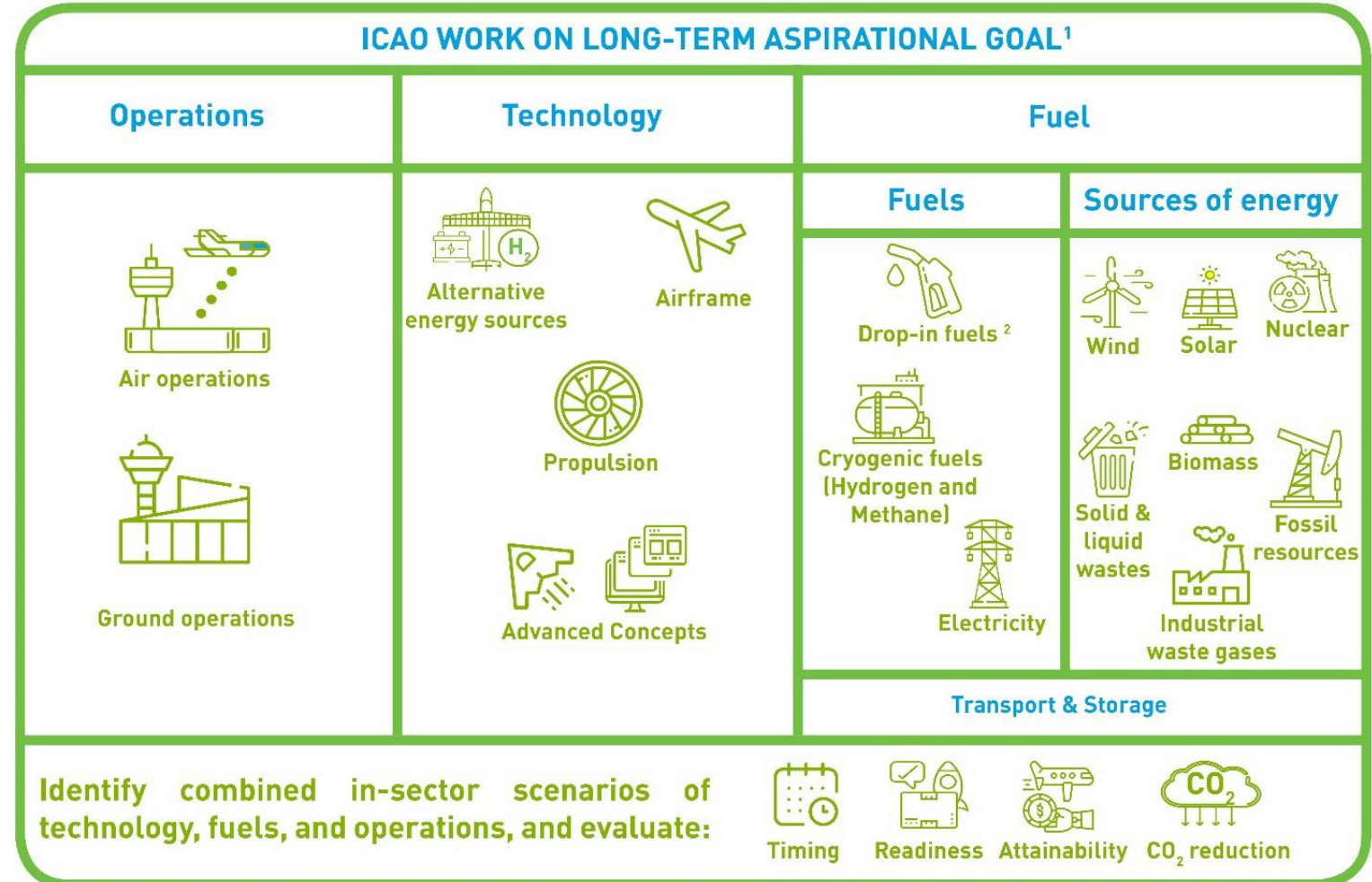
- Aircraft Technology
- Operational Improvements
- Sustainable Aviation Fuels (SAF)
- Market-Based Measures



Select measures and quantify their expected results: feasibility, emissions reduction potential, prioritization of measures, quantification of fuel & CO₂ reduction results

Considering New Actions within the Basket of Measures

- New activities are arising which could further reduce aviation emissions
- Focused on assessing the three **in-sector** emissions reductions measures



¹ This work should identify and evaluate existing, foreseen, and innovative in-sector measures in technology, fuels and operations, and their enablers, including information of probable costs. This will assist in identifying gaps, and information and expertise needed, in order to complete a thorough assessment of all in sector CO₂ reductions for international aviation. This should include timing, readiness, attainability and the quantity of CO₂ reduction possible, based on a feasible roll out into the aviation sector.

² Sustainable Aviation Fuels (SAF), Low Carbon Aviation Fuels (LCAF), E-Fuels. Icons made by Freepik from www.flaticon.com

Selection of Mitigation Measures

- The Focal Point(s) should always work in collaboration with the **State Action Plan Team**
- **Context** is key for the selection of appropriate mitigation measures



The Basket of Measures

Mitigation Measures selected for implementation

Doc 9988 Chapter 4

For the selected mitigation measure, the following information should be provided:

1. Category (operational, technological, fuels, market-based, etc.);
2. Name of the measure as it is known in the State;
3. Description of the measure;
4. Implementation time horizon (start-end date of implementation);
5. Anticipated CO₂ savings per year from the measure;
6. List of stakeholders involved in the implementation of the measure;
7. Assistance needed for the implementation of the measure.

Table 4-3. List of mitigation measures selected for implementation

#	Category of the measure(s)	Name of the measure(s) selected	Description of the measure(s)	Implementation time horizon (start-end date implementation)	CO ₂ savings per year (tonnes of CO ₂ /year)	Stakeholder(s) involved in implementing the measure(s)	Assistance needed for implementation
1	☐ Technology ☐ Operational Improvements ☐ Fuels (SAF, LCAF and other aviation cleaner energies) ☐ Market-based measures Other (please specify):						☐ Yes ☐ No <i>If yes, please detail the kind of assistance needed for the implementation of the mitigation measure. For more information, see Chapter 5 of this guidance document.</i>
	Details on quantification:	Please provide information on calculation methodology used to estimate CO ₂ savings per year from the implementation of the measure(s).					

The Basket of Measures

SAF and Cleaner Energy initiatives from SAPs



Singapore

All flights departing from Singapore will be required to use SAF from 2026, with a 1% target for a start to 3-5% by 2030



Canada

Identification of local SAF feedstocks (Canola, forestry residues, carinata, used cooking oil, poplar, camelina)



Dominican Republic

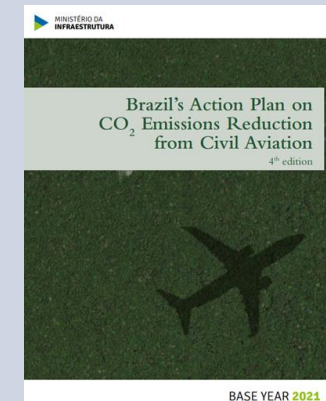
Use of photovoltaic energy in airports



Indonesia

Indonesia's National SAF Roadmap Target 2027 -2060.

1 % in 2027 and 2.5 % 2030



Brazil

Brazil has a wide range of raw materials to produce jet fuel, such as babassu, sugar cane, macaúba, palm, soy and forest resources (eucalyptus)

ICAO Environmental Benefits Tool (EBT)

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ICAO EBT Tool to develop an Action Plan

- The ICAO Environmental Benefits Tool (EBT) and
- Rules of thumbs (Appendix C) provided in ICAO Doc 9988

can be used to quantify annual CO₂ emission reductions and fuel savings from the selected mitigation measures.



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Expected Results (scenario after taking action)

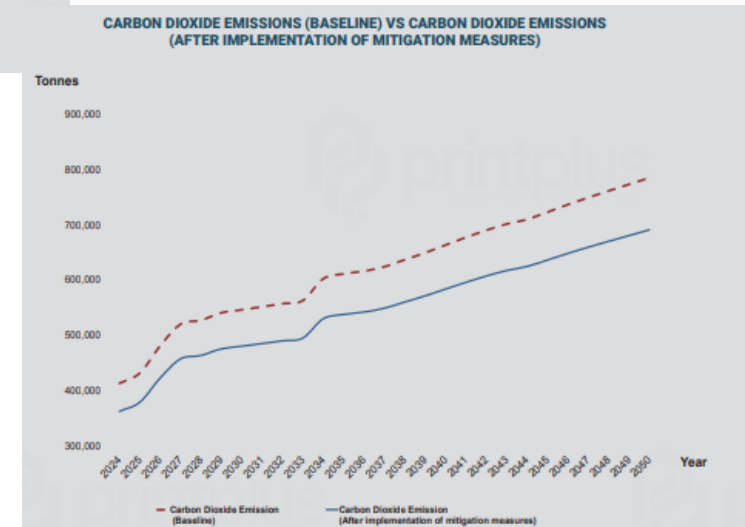
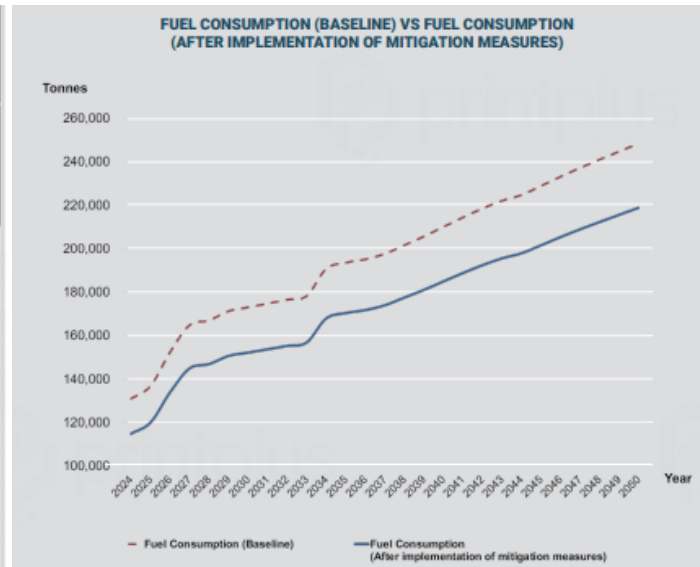
- The expected results provide the estimated fuel consumption and CO₂ emissions **with the implementation of the selected mitigation measures** from the latest available year to 2050.
- The main purpose of the Expected Results is to:
 - a. Show the impact of the measures taken each year and the total amount of emission reductions,
 - b. Aggregate these reductions have made in CO₂ emissions compared to the baseline scenario.

For this reason, it is crucial to quantify the annual reduction in CO₂ emissions achieved by the selected measures.

Expected Results

Expected Results example from the State Action Plan of Brunei Darussalam (Jan 2024)

YEAR	BASELINE		EXPECTED RESULTS (AFTER IMPLEMENTATION OF MITIGATION MEASURES)		
	FUEL CONSUMPTION (TONNES)	CO ₂ EMISSION (TONNES)	PROJECTED FUEL CONSUMPTION (TONNES)	PROJECTED CO ₂ EMISSION (TONNES)	% REDUCTION
2024	130,824.99	413,406.97	114,747.55	362,602.27	12.29%
2025	136,742.36	432,105.85	119,969.19	379,102.64	12.27%
2026	152,297.18	481,259.10	133,810.90	422,842.43	12.14%
2027	164,670.66	520,359.29	144,795.30	457,553.14	12.07%
2028	166,911.43	527,440.11	146,769.24	463,790.80	12.07%
2029	171,149.28	540,831.72	150,508.35	475,606.38	12.06%
2030	172,879.56	546,299.40	152,032.04	480,421.24	12.06%
2031	174,629.01	551,827.68	153,572.64	485,289.55	12.06%
2032	176,398.03	557,417.78	155,130.50	490,212.37	12.06%
2033	178,187.01	563,070.96	156,705.95	495,190.81	12.06%
2034	190,614.67	602,342.36	167,733.09	530,036.58	12.00%
2035	193,434.57	611,253.24	170,219.42	537,893.38	12.00%
2036	194,974.41	616,119.15	171,575.92	542,179.91	12.00%
2037	197,498.67	624,095.79	173,801.12	549,211.53	12.00%
2038	201,487.07	636,699.14	177,320.43	560,332.56	11.99%
2039	205,479.83	649,316.27	180,843.60	571,465.78	11.99%
2040	209,894.76	663,267.43	184,740.33	583,779.43	11.98%
2041	214,248.35	677,024.79	188,582.78	595,921.57	11.98%
2042	218,342.23	689,961.43	192,195.43	607,337.55	11.98%
2043	221,904.10	701,216.95	195,337.61	617,266.84	11.97%
2044	224,571.50	709,645.95	197,689.46	624,698.70	11.97%
2045	228,705.44	722,709.19	201,337.49	636,226.48	11.97%
2046	232,981.14	736,220.39	205,110.93	648,150.54	11.96%
2047	237,026.34	749,003.25	208,680.49	659,430.36	11.96%
2048	240,828.99	761,019.60	212,035.56	670,032.37	11.96%
2049	244,581.08	772,876.23	215,345.94	680,493.17	11.95%
2050	248,275.96	784,552.04	218,605.74	690,794.12	11.95%



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Assistance Needs

- Clearly define the specific assistance needs to implement mitigation measures and develop new innovative mitigation measures.
- Type of assistance, but not limited to: financial support, technical support, training and capacity-building.
- Could facilitate access to financing.

Table 5-1. Examples of general conditions, requirements and eligibility criteria for decarbonization measures and projects to be accepted by financial institutions

Examples of general conditions, requirements	Description
Alignment with institutional goals	Projects should align with the funding institution's mission and objectives, particularly in the context of reducing aviation emissions.
Technical and economic viability	Projects should demonstrate technical feasibility and economic viability. There should be evidence that the proposed emission reduction measures are technically sound and economically sustainable.
Environmental impact	Projects should provide a clear and quantifiable environmental impact, such as a reduction in carbon emissions or other greenhouse gases.
Regulatory compliance	Projects should adhere to all relevant laws and regulations, including environmental and aviation standards.
Ownership and accountability	The project's ownership structure, management and accountability mechanisms should be well defined.
Type of project	Projects may need to fall within specific categories, such as renewable energy, energy efficiency, electrification, sustainable aviation fuels or other aviation-related emission reduction initiatives.
Vision and mission commitment of the project	Project documentation should reflect a strong commitment to incorporating a long-term vision and mission.

Note. — The information presented in Table 5-1 is provided as examples for informational purposes only. Financial institutions may impose additional criteria and conditions that projects must satisfy. This information is not intended to constitute legal, financial or professional advice, and users are encouraged to independently verify details and consult with relevant institutions or professionals before making any decisions based on the information provided. **Doc 9988, 5-7**

Assistance Needs

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Doc 9988 Table B-7

Possible assistance activities



Please mark the assistance needs in the table and provide detailed explanations for each of these needs for the implementation of each selected mitigation measure separately.	
☐	increasing awareness on aviation environmental protection and ICAO aspirational goals through conducting workshops and seminars
☐	providing technical assistance to States to help them to strengthen their capacity to implement mitigation measures and monitor the implementation progress, including through the development of guidance materials, trainings on the development of SAP, and use of ICAO tools
☐	encouraging collaboration with other ICAO Member States and the exchange of information and sharing of best practices for action plan development and mitigation measure implementation
☐	providing guidance to States on accessing financial instruments for the implementation of mitigation measures including innovative mitigation measures and projects for emission reductions from international aviation
☐	facilitating partnerships, alliances and cooperation between States and all relevant stakeholders for the discovery of the potential of States on the development and implementation of mitigation measures which include but are not limited to feasibility studies, pilot projects, capacity development on environmental data management, etc.
☐	supporting the development of projects and activities such as feasibility studies, policy and regulatory
☐	facilitate access to financing through collaboration with financial institutions
☐	Others: Please explain in detail

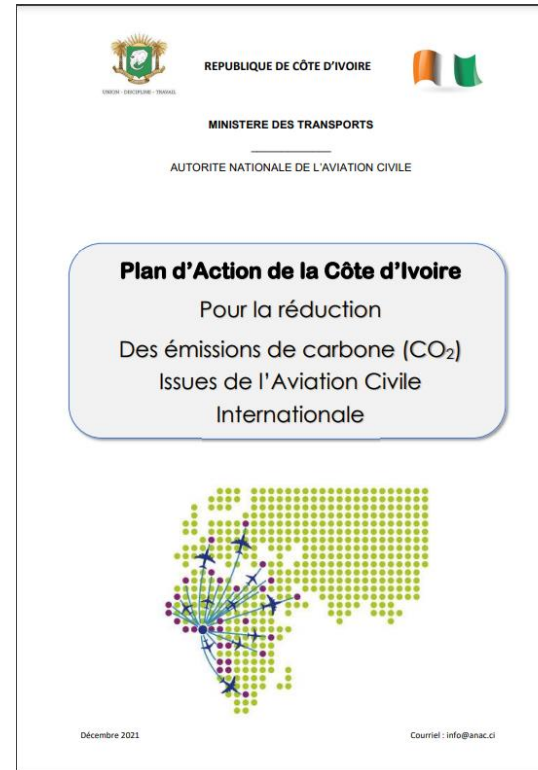


Assistance Needs

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Example: Feasibility Study in Cote d'Ivoire

- In December 2021, Cote d'Ivoire **included assistance needs in their action plans.**
- With funding from the ICAO-EU Project Phase II, a **Feasibility Study was conducted** in Cote d'Ivoire.
- The Feasibility Study analyzed the potential for developing a viable SAF industry, considering:
 - Feedstock availability and sustainability
 - Government policies and strategies
 - Logistics and economics
 - Available technological pathways
 - Financing requirements
 - Socio-economic factors
 - Sensitivity to climate change
- **States are encouraged to highlight any assistance needed in their Action Plans.**
- States are encouraged to actively engage with ICAO to explore ways ICAO can assist in developing their State Action Plans.



TITLE OF THE MEASURE: Development of sustainable aviation fuels			
Category 2 : Sustainable Aviation Fuels (SAF)			
Description: Development of sustainable aviation fuels			
Starting Date	June 2022	Stakeholders	▪ Airlines ▪ Ministers of Mines, Oil and Energy ▪ Oil Pool ▪ ANAC
Implementation Date	December 2023		
Details on quantification	<u>Context:</u> Feasibility study to assess the national potential for developing and producing sustainable aviation fuels for use in the civil aviation sector. <u>Expected benefits:</u> to be defined.		
Cost Estimate	To be defined	Assistance needs	Yes
Amount of CO2 avoided	To be defined		
Required Actions	- Delivery of a feasibility study - Search for financing		

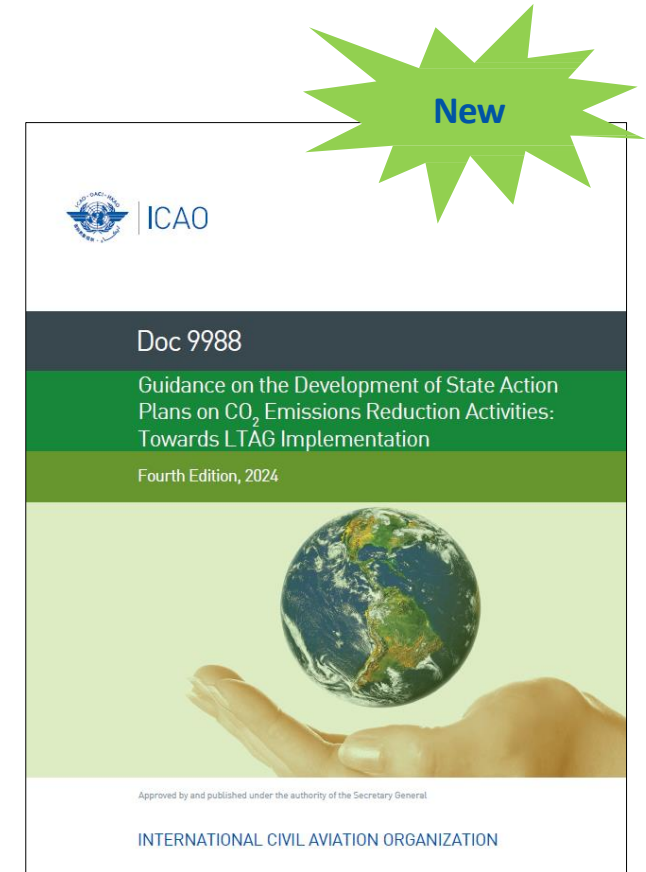


Feasibility Study on the use of Sustainable Aviation Fuels
Cote d'Ivoire

Guidance on the Development of State Action Plans on CO₂ Emissions Reduction Activities: Towards LTAG Implementation (Doc 9988)

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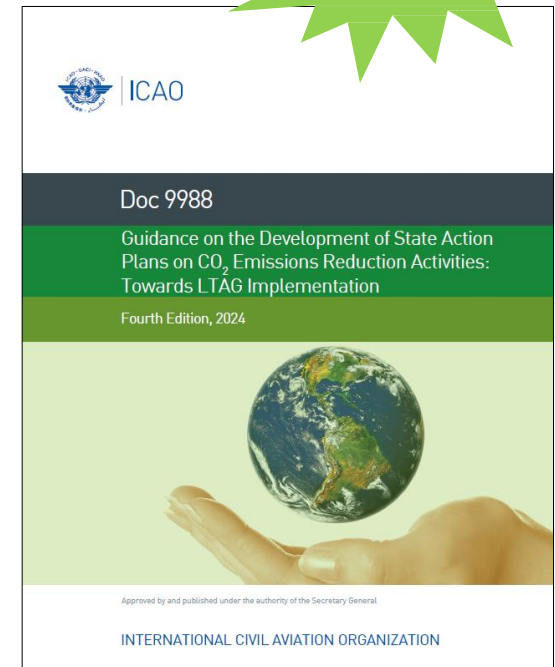
- Guidance on the Development of State Action Plans on CO₂ Emissions Reduction Activities: Towards LTAG Implementation
 - Describes what a State Action Plan should include and provides a step-by-step guide on how to develop it
- More details about information presented in this presentation can be found in this guidance document, including:
 - Baseline calculation
 - Mitigation measures and expected results
 - Implementation and assistance
 - Appendix with examples and detailed information



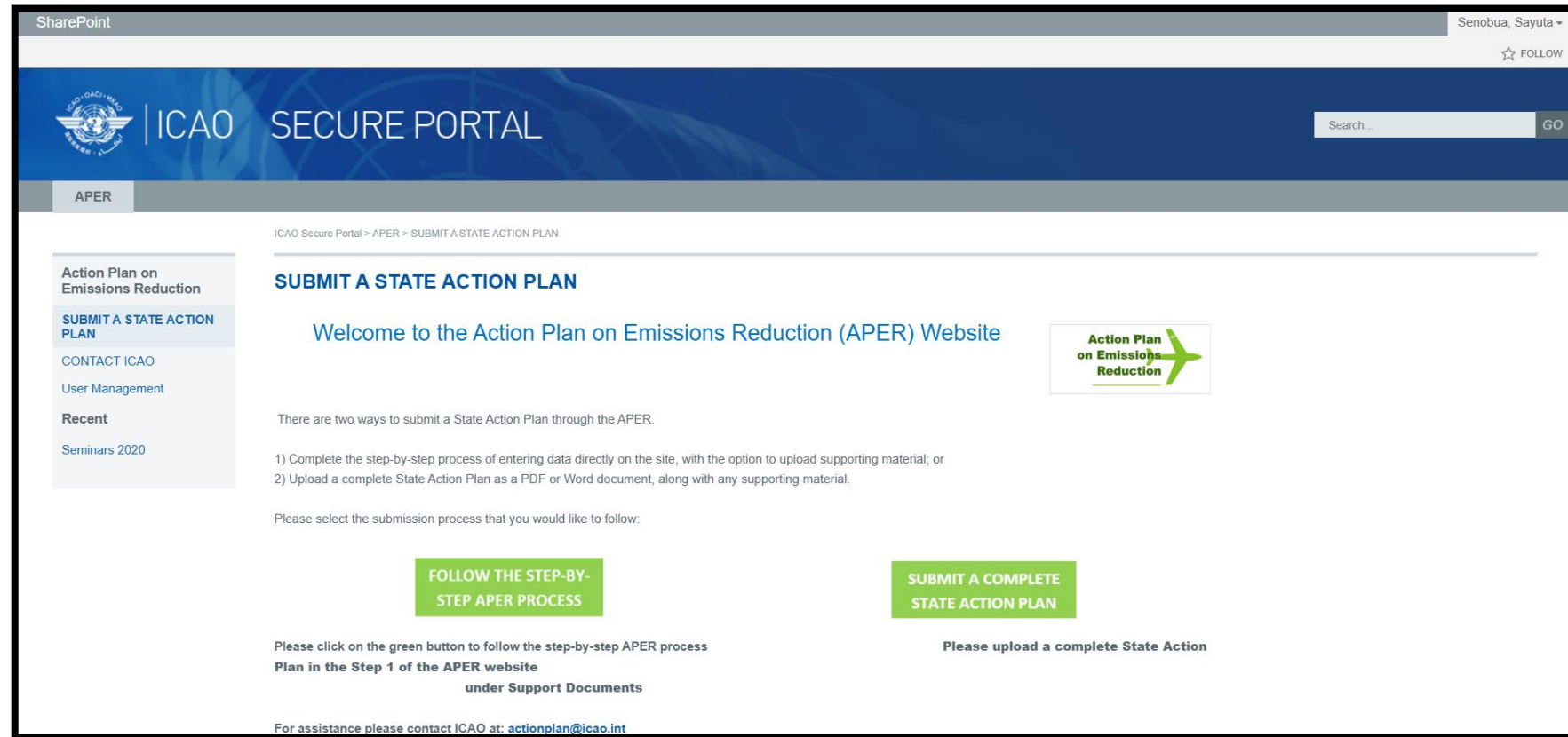
General updates to ICAO DOC 9988 (4th Edition)

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- Reflects 2022 ICAO Assembly's **agreement on a long-term global goal for aviation (LTAG)** and **highlights importance of State Action Plans** in contributing to the achievement of the international aviation sector's collective goal and monitoring the global progress.
- Details **benefits of sustainable aviation fuels (SAF), lower carbon aviation fuels (LCAF), and other clean energy options**, guided by the ICAO Global Framework adopted by CAAF/3.
- Updates the **Action Plan template**, which allows States to report quantified data in a harmonized manner.
- Adds information on **assistance needs**, ICAO's latest **capacity-building programs, possible financial instruments**, and **examples of eligibility criteria for financing** decarbonization projects.
- Includes lessons from the past decade, updated information resources, and best practices for CO2 mitigation.



Submission of Action Plan from the Emission Reduction (APER) Portal



The APER Portal located on the ICAO Secure Portal allows State to **follow this step-by-step process** and also provides access to additional resources while submitting their action plans.

After Submission

- Development and submission of an Action Plan is a critical first step - but not the final goal.
- Key points:
 - ☐ States are encouraged to initiate the implementation of relevant measures outlined in their State Action Plans
 - ☐ Continuous consultation and coordination among all relevant stakeholders are crucial to ensure effective implementation
 - ☐ States should contribute to the achievement of the LTAG, taking into account their national circumstances
 - ☐ States to continue to work closely with ICAO to achieve the implementation of the Global Framework for SAF, LCAF and other cleaner energies

Summary

- ICAO urges all Member States to develop and regularly update their State Action Plans at least once every 3 years.
- State Action Plan offers States a platform to identify strategies for enhancing fuel efficiency and reducing aviation emissions.
- The Assembly encourages the submission of robust and data-driven State Action Plans, as they enable ICAO to evaluate future progress towards its global aspirational goals.
- State Action Plan also promotes the exchange of information among national stakeholders, supporting the effective implementation of mitigation measures.

Thank You

