

**61st CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

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AGENDA ITEM 7: AVIATION AND ENVIRONMENT

**PROGRESS IN ENHANCING COOPERATION ON GREEN
TRANSITION OF CIVIL AVIATION**

(Presented by People's Republic of China)

INFORMATION PAPER

SUMMARY

China civil aviation industry has actively participated in developing the international aviation climate change governance system. It advances the green and low-carbon transition of civil aviation in a systematic manner through improving policies, promoting aviation cleaner energies application, optimizing operational efficiency and pursuing technological innovation. Since the initiative of building a Green Air Silk Road (GASR) was launched, China has continued to deepen relevant practices and conduct pragmatic cooperation with ICAO and various countries. These efforts contribute to the achievement of the United Nations Sustainable Development Goals as well as the Strategic Goals of ICAO on Environmental Protection.

PROGRESS IN ENHANCING COOPERATION ON GREEN TRANSITION OF CIVIL AVIATION

1. INTRODUCTION

1.1 As the world's second-largest aviation market, China civil aviation industry adhered to the concept of green development, responds actively to the United Nations Sustainable Development Goals and the Strategic Goals of ICAO, and advances the comprehensive green transition of civil aviation.

1.2 Since the initiative to jointly build the Green Air Silk Road (GASR) was put forward, China civil aviation industry has steadily scaled up implementation and carried out pragmatic cooperation with ICAO and various countries. Remarkable outcomes have been achieved across multiple areas, including capacity building, sustainable aviation fuel (SAF), green airports and low-carbon operational management.

1.3 China stands ready to strengthen cooperation with all countries on green development of civil aviation, advance regional coordination, and jointly work towards the United Nations Sustainable Development Goals and the Strategic Goals of ICAO on international aviation environmental protection.

2. DISCUSSION

2.1 Guided by the concept of green development, China civil aviation industry has achieved notable results in technological innovation, operational optimization and infrastructure upgrading. As of March 2026, the carbon emission per ton-kilometer of China civil aviation transport fleet stood at 0.778 kilograms, and the carbon emission per passenger at airports was 0.239 kilograms. Both figures have reached the best level in history and ranked among the forefront of major aviation powers.

2.1.1 China has boosted the commercial deployment of SAF. SAF application pilot projects were launched to foster a sound initial development of the sector, with annual production capacity hitting 1.2 to 1.4 million tonnes. Four airports — Beijing Daxing, Zhengzhou Xinzheng, Chengdu Shuangliu and Ningbo Lishe, now provide routine SAF refuelling for domestic flights. Targeted efforts are underway in policy research, technological R&D, cost reduction and certification system development to accelerate the formation of a mature SAF market.

2.1.2 China civil aviation industry has continued to consolidate gains in green airport development. New energy vehicles account for over 35% of all airport vehicles at China's airports. For medium and large airports, aircraft Auxiliary Power Units (APU) alternative ground facilities (including ground power units) have been fully installed and put into service wherever applicable. The annual power generation from photovoltaic projects at airports across the country totals 60 million kilowatt-hours.

2.1.3 The efficiency of air traffic management was improved. China has pushed forward the designation and utilization of temporary air routes. In 2025, a total of 2.395 million flight movements adopted temporary routes, cutting flight distances by 63.796 million kilometers. This initiative helped save 322,000 tonnes of fuel and reduce CO₂ emissions by 1.015 million tonnes.

2.1.4 Comprehensive plastic pollution prevention and control measures are being implemented in an orderly manner. CAAC, in collaboration with relevant authorities, has jointly formulated and issued implementation plans. Single-use non-degradable plastic products have been phased out on domestic flights and in airport terminal buildings. Meanwhile, smart and standardized collection, transportation and disposal of plastic waste are being continuously promoted.

2.2 China civil aviation industry has engaged extensively in international cooperation. Under the initiative to jointly build the GASR, relevant cooperation is conducted based on the national conditions and resource endowments of partner countries, in line with the principles of extensive consultation, joint contribution and shared benefits. China facilitates in-depth pragmatic collaboration, advances R&D, demonstration and application of energy-saving and low-carbon technologies of civil aviation, and promotes the green and low-carbon transformation of civil aviation through the manner of each country contributing its best efforts, mutual learning and exchange, and win-win cooperation. Joint efforts are made to drive carbon reduction, pollution control, eco-environmental improvement and sustainable growth across the global civil aviation industry.

2.2.1 Joint capacity building has been conducted for green transition. China has organized three civil aviation green development training programmes in cooperation with ASEAN and Central Asian countries, focusing on innovative green practices at airports and green development of the aviation industry. A series of follow-up training activities on sustainable development will be launched, covering topics including China's civil aviation cooperation under the Belt and Road Initiative (BRI) and the development of the GASR, policies and practices of China's civil aviation green development, technological pathways and life cycle emission analysis of SAF, international certification and sustainability standards for SAF, planning, designing and energy-saving technologies for green airports, new energy vehicles and ground support equipment at airports, and refined fuel management technologies for airlines.

2.2.2 Joint development of the aviation cleaner energies market has been carried out. Focusing on the R&D and application of SAF, China has launched cooperation and exchange projects with stakeholders from Australia, Brazil, France and other countries. Joint research covers policy formulation, joint R&D, technology application and certification system establishment to drive technological innovation and large-scale deployment of SAF.

2.2.3 Green airport has been built in a joint manner. Low-carbon and eco-friendly concepts are integrated into the full life-cycle of airport planning, construction and operation. China has strengthened exchanges and cooperation with partner countries in airport design and construction, daily operation, smart energy management systems and energy-saving and carbon-reduction initiatives for infrastructure, to jointly build green, low-carbon and sustainable airports. The expansion and modernization project of Lomé International Airport in Togo is hailed as a model project in West Africa. It adopts measures across design, construction and operation phases to cut greenhouse gas emissions and protect local ecological environment, setting a benchmark for green sustainable airports.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) take note of the progress and achievements made by China civil aviation industry in green development, as well as its active participation in international aviation climate governance; and
- b) recognize the positive role of the initiative to jointly build the GASR in advancing the global green and low-carbon transition of civil aviation; encourage Asia-Pacific countries to join this initiative to jointly address aviation emission reduction challenges, and make greater contributions to achieving the United Nations SDGs and fostering the sustainable development of civil aviation across the Asia-Pacific region.

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