



WORKING PAPER

ASSEMBLY — 42ND SESSION

EXECUTIVE COMMITTEE

Agenda Item 16: Environmental Protection – International Aviation and Climate Change

Agenda Item 17: Environmental protection – Carbon offsetting and reduction plan for international aviation (CORSIA)

**VIEWS OF THE INTERNATIONAL AVIATION CLIMATE AMBITION COALITION (IACAC)
ON PROGRESS TOWARDS ACHIEVING THE LTAG**

(Presented by Canada, Costa Rica, Dominican Republic, Equatorial Guinea, Ghana, Japan, Kenya, Republic of Korea, Papua New Guinea, Rwanda, ECAC and its Member States¹, and the EU and its Member States²)

EXECUTIVE SUMMARY

This paper presents the perspectives of the International Aviation Climate Ambition Coalition (IACAC) on progress towards achieving the Long-Term Aspirational Goal (LTAG) for international aviation CO₂ emission reductions. This paper calls on the Assembly to endorse the LTAG monitoring and reporting methodology; the Global Framework for Sustainable Aviation Fuel Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other aviation cleaner energies; encourage global participation in Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA); strengthen capacity building and implementation support and operationalise the Finvest Hub initiative.

Action: The Assembly is invited to:

- a) welcome the Council's approval of the LTAG monitoring and reporting methodology;
- b) reflect the Global Framework for SAF, LCAF and other Aviation Cleaner Energies in the Assembly Resolution, highlighting the commitment of States and stakeholders to achieving the collective Vision therein;
- c) agree to convene a Fourth Conference on Aviation Alternative Fuels (CAAF/4);
- d) urge all States to participate in the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) as soon as they are able to in order to ensure the successful implementation of the scheme;
- e) encourage all States and stakeholders to participate in ICAO's capacity building and technical assistance programmes to allow all states to benefit from implementing emissions reduction measures; and
- f) request the ICAO Council and Secretariat to prioritise the full operationalisation of the ICAO Finvest Hub initiative as soon as possible and encourage all States to support the initiative.

¹ Albania, Armenia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Monaco, Montenegro, Netherlands, North Macedonia, Norway, Poland, Portugal, Republic of Moldova, Romania, San Marino, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye, Ukraine and United Kingdom

² Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain and Sweden

<i>Strategic Goals:</i>	This working paper relates to the Strategic Goals – <i>Aviation is Environmentally Sustainable and No Country Left Behind</i>
<i>Financial implications:</i>	The activities referred to in this paper will be undertaken subject to the resources available in the 2026-2028 Regular Programme Budget and/or from extra budgetary contributions.
<i>References:</i>	<i>Convention on International Civil Aviation</i> and its Annex 16 ICAO Assembly Resolution A41-21, <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection - Climate change</i> Doc 10201, Appendix C, <i>Third ICAO Conference on Aviation and Alternative Fuels</i>

1. INTRODUCTION

1.1 The International Aviation Climate Ambition Coalition (IACAC or the Coalition) is a group of ICAO Member States and Observer Organizations committed to advancing action on climate change under the leadership of the International Civil Aviation Organization (ICAO). Launched by the United Kingdom at United Nations Climate Change Conference (COP) 26 in Glasgow in 2021, the Coalition now has 64 Member States and organisations worldwide.

1.2 Among several commitments outlined in its founding Declaration, members of the Coalition have agreed to work through ICAO to support the achievement of the long-term aspirational goal (LTAG) for international aviation; to support the implementation of all the elements of the basket of measures for the achievement of the LTAG; to ensure the maximum effectiveness of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA); to promote the development and deployment of sustainable aviation fuels (SAF); and to promote capacity building support for the implementation of ICAO's climate measures.³

1.3 Members of the Coalition use this paper to encourage ICAO to maintain its momentum towards the LTAG, and to demonstrate solidarity with all ICAO Member States in the implementation of emissions reduction measures.

2. MONITORING PROGRESS TOWARDS THE LTAG

2.1 The Coalition's members welcome the Council's approval of the LTAG monitoring and reporting methodology and support the implementation of the methodology to ensure sound technical reporting of emissions and emissions reduction trends to the 43rd Assembly, ensuring all States and stakeholders can access authoritative information on the sector's progress towards its goal.

2.2 The Coalition's members have committed to preparing up-to-date State Action Plans (SAPs) detailing ambitious and concrete national actions to reduce aviation emissions, specific needs for implementation support, and to submit them to ICAO.

2.3 Members of the Coalition welcome the recommendation by Committee on Aviation Environmental Protection (CAEP) to update the ICAO aeroplane CO₂ standard and recognise this concrete step to support the technology pillar of the LTAG. Such regular updating of the standard reinforces the importance of continuous improvement in aircraft fuel efficiency and helps promote the development and deployment of lower-emission aircraft technologies.

³ [Declaration: International Aviation Climate Ambition Coalition - GOV.UK](#)

3. SUSTAINABLE AVIATION FUELS (SAF)

3.1 Members of the Coalition have committed to promoting SAF that contributes to environmentally, socially and economically sustainable development, including avoiding competition for land use with food production and water supply.

3.2 The Coalition's members therefore welcome the Global Framework for SAF, Lower Carbon Aviation Fuels (LCAF) and other Aviation Cleaner Energies agreed by the Third Conference on Aviation Alternative Fuels (CAAF/3) in 2023. In particular, we highlight the importance of the global collective Vision contained in the Framework for setting a clear direction for SAF deployment for the rest of this decade.

3.3 We support the Council's proposal to incorporate the Global Framework into a resolution to demonstrate the Assembly's commitment to it in its entirety and to encourage further implementation of SAF policies, and provision of capacity building and financing support. Doing so will underline the importance of advancing progress on all four 'building blocks' of the ICAO Roadmap for implementation of the LTAG and the Global Framework.

3.4 In light of the 43rd ICAO Assembly, Coalition members look forward to a timely Fourth Conference on Aviation and Alternative Fuels (CAAF/4) in the next triennium to build on the work started at CAAF/3, including enhancing the ambition on the basis of market developments in all regions to ensure alignment with LTAG.

4. CORSIA

4.1 Members of the Coalition recall our commitment to CORSIA, the global market-based measure for international aviation, and its timely implementation worldwide to maximise its effectiveness, as pledged at COP26. The Coalition's members encourage all States to participate in the scheme as soon as they are able to do so. Although remaining major aviation States will be required to join by 2027, it is commendable that at least 129 states have already volunteered during the Pilot (2021-2023) and First (2024-2026) Phases.

4.2 The CORSIA Periodic Review highlights the significant progress in CORSIA implementation since the 41st Assembly. The trend in reported annual CO₂ emissions indicates that first offsetting requirements for aeroplane operators are likely to have been accrued in 2024. This will reassure stakeholders that CORSIA implementation is progressing well to allow the market to develop as needed. It is important to recognise both the achievements so far and potential challenges ahead to sustain momentum and ensure the long-term success of the scheme.

4.3 In pursuit of these objectives, effective collaboration among relevant national authorities is important for timely host country attestation and proper implementation of corresponding adjustments, which are key safeguards to prevent double counting. This will not only help to streamline processes but also enhance the robustness and integrity of CORSIA.

5. CAPACITY BUILDING AND IMPLEMENTATION SUPPORT

5.1 Recognising States' particular needs, members of the Coalition emphasise the importance of developing robust frameworks that accommodate and support various capacities, ensuring that *No Country Is Left Behind*. Technical assistance and capacity building initiatives are therefore crucial for all States to benefit from the environmental, social, and economic benefits of progressing towards the LTAG.

5.2 Coalition members actively promote and support capacity building initiatives, notably aimed at bolstering the production of SAF and ensuring the smooth implementation of CORSIA. Over the last triennium, this included a vast range of technical assistance, financial resources, and collaborative initiatives designed to foster knowledge-sharing and innovation within the aviation sector.

5.3 In this regard, Coalition members encourage states to either provide or actively seek support through capacity building programmes including through ICAO's existing programmes, such as the Assistance, Capacity building and Training programmes for Sustainable Aviation Fuel (ACT-SAF) and for CORSIA (ACT-CORSIA).

5.4 Therefore, it is proposed that this area receives continued attention from ICAO in the coming years. Prioritising capacity building and implementation support will be crucial in aligning efforts and achieving the LTAG and the global collective Vision within.

6. FINANCING

6.1 Members of the Coalition recognize the importance of access to financing in achieving the LTAG and recall Assembly Resolution A41-21 and ICAO's central role in facilitating access to finance. This includes convening States and relevant stakeholders, enhancing coordination, enabling knowledge-sharing and supporting capacity building to overcome these challenges and unlock the opportunities.

6.2 Achieving the LTAG will also require mobilising private investments into initiatives that contribute towards the decarbonisation of civil aviation. Coalition Members note the importance of de-risking projects to develop and deploy SAF to stimulate investment. Given that some financing instruments such as blended finance and public-private partnerships require significant cooperation and collaboration between stakeholders, ICAO and its Member States should engage actively in this cross-stakeholder collaboration.

6.3 Coalition Members note the request in the Global Framework for ICAO to urgently put in place the necessary structure and capability, toward the operationalization of the ICAO Finvest Hub and reiterate the importance that ICAO prioritizes this as it complements broader aviation decarbonisation capacity building and implementation efforts, including ACT-SAF, which can play a key role in preparing projects to be matched to finance opportunities through Finvest.

6.4 Coalition Members support the ICAO Voluntary Environment Fund being made more expansive and visible, and States should be encouraged to contribute to it, while earmarking contributions for specific ICAO activities to reduce emissions.

6.5 Coalition Members note that ICAO's work on financing is an ongoing process, and Members aim to contribute to this work and support ICAO working to facilitate access to sufficient finance, within the limits of the organization's remit and capabilities.