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EXECUTIVE COMMITTEE

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

UPDATE ON CIVIL AVIATION DECARBONIZATION ORGANIZATION (CADO)

(Presented by the International Air Transport Association (IATA))

EXECUTIVE SUMMARY

To support the development and implementation of the Sustainable Aviation Fuel (SAF) Registry, fostered under the auspices of the International Air Transport Association (IATA), stakeholders, including States and regulatory authorities, emphasized the importance of a strong governance framework. This framework is needed to ensure impartiality, inclusiveness, and alignment with international standards, particularly those set by the International Civil Aviation Organization (ICAO). Transparency and global collaboration were identified as essential for scaling SAF production and ensuring its global availability.

In response to these needs, the Civil Aviation Decarbonization Organization (CADO) was established in March 2025 as a non-profit organization under Canadian law, headquartered in Montréal. CADO is tasked with the governance, maintenance, and operation of the SAF Registry. While IATA continues to provide technical support during the transition, CADO has assumed full operational control.

IATA is a founding member of CADO, which welcomes the participation of a wide range of members, including entities directly or indirectly involved in the SAF value chain, such as fuel producers, airlines, government bodies, and other stakeholders. CADO is designed with an impartial and inclusive governance structure to ensure fair representation across the SAF ecosystem. This structure aims to build international trust and participation, thereby strengthening the credibility and effectiveness of the SAF Registry it oversees.

<i>Strategic Goals:</i>	This working paper relates to the Strategic Goal – <i>Aviation is Environmentally Sustainable</i>
<i>Financial implications:</i>	No cost participation for 2 years and cost recovery thereafter

<i>References:</i>	Doc 10201, <i>Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3) Report</i> A42-WP/28, <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)</i> A42-WP/25, <i>Climate Change – Global Framework for SAF, LCAF and other Aviation Cleaner Energies</i> A42-WP/338, <i>Air Transport Industry’s Views on the ICAO CAAF/3 Implementation Roadmap on Global Framework for SAF, LCAF and other Aviation Cleaner Energies</i>
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1. INTRODUCTION

1.1 The International Air Transport Association (IATA)’s Net Zero Roadmaps¹ provide a view of how aviation could reach net zero CO₂ emissions by 2050. Among the different levers of decarbonization, airline operators’ investment in and use of Sustainable Aviation Fuel (SAF) will make the largest contribution to lowering aviation’s environmental impact and reaching net zero by 2050.

1.2 It is estimated that by 2050, the sector will require close to 500 million tonnes (Mt) of SAF annually to meet this goal. However, SAF production today remains low compared to total jet fuel consumption globally. SAF production in 2025 is estimated to reach 2 million tonnes (2.6 billion litres), representing 0.7% of aviation’s fuel consumption.

1.3 To ensure that SAF can be scaled and made accessible to all airlines worldwide, IATA developed the SAF Registry, allowing SAF purchases to be claimed against any climate-related obligations in this domain. The SAF Registry was launched in April 2025 and released to the Civil Aviation Decarbonization Organization (CADO). The SAF Registry, now live under CADO management, will enable a global market for SAF that will accelerate the transition to net zero emissions by 2050. The CADO SAF Registry offers unique capabilities that allow airlines to record their SAF purchases for claiming purposes, regardless of where it is being produced, in line with the provisions on claiming the use of Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)-eligible fuels (CEFs) already included in ICAO’s Annex 16, Vol IV (CORSIA Standards and Recommended Practices (SARPs)),² and the ICAO Doc 9501: Environmental Technical Manual, Vol IV on the procedures for demonstrating compliance with CORSIA.³

1.4 The registry will also facilitate the transfer of SAF environmental attributes and claiming of related emissions reduction linked to regulatory (including but not limited to CORSIA) and voluntary frameworks. Furthermore, the registry supports fuel suppliers to substantiate compliance with SAF mandates, States to review and validate/approve SAF claims, and airline corporate customers to claim Scope 3 emissions reduction linked to their specific transport activities. At present, the SAF Registry will offer interoperability with four other registry providers to avoid double issuance or double counting of SAF environmental attributes. Other SAF registries are invited to join the interoperability framework. Collaboration with ICAO and its member States is perceived as essential to strengthen this objective.

¹ <https://www.iata.org/en/programs/sustainability/roadmaps/>

² The Second Edition of Annex 16, Volume IV, on CORSIA accessible [here](#).

³ The third edition of the Environmental Technical Manual (Doc 9501), Volume IV — Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), accessible [here](#).

2. INCORPORATION OF THE CIVIL AVIATION DECARBONIZATION ORGANIZATION (CADO)

2.1 During the development and implementation of the SAF Registry, stakeholders, including States and regulatory authorities, emphasized the need for a robust governance framework to ensure impartiality, inclusiveness, and adherence to international standards, particularly those established by ICAO. Transparency and global cooperation were identified as critical to scaling SAF production and ensuring its availability worldwide.

2.2 In response, the Civil Aviation Decarbonization Organization (CADO) was established in March 2025 as a not-for-profit entity under Canadian law, headquartered in Montreal. CADO is responsible for the ongoing governance, maintenance, and operation of the SAF Registry. While IATA continues to provide technical support during the transitional phase, CADO assumes full operational responsibility.

2.3 CADO's mission is to unite stakeholders across the SAF value chain and accelerate the aviation sector's decarbonization efforts, with the overarching goal of achieving net zero CO₂ emissions by 2050.

3. INCLUSION OF ORGANIZATIONS THAT REPRESENT THE LARGER AVIATION SAF VALUE CHAIN

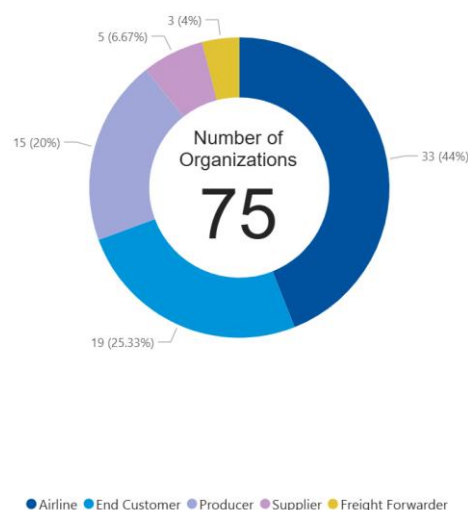
3.1 IATA serves as the founding member of CADO. Membership is open to a broad range of entities, including:

- organizations directly involved in or contributing to the SAF value chain, or representing associations or groups within the value chain;
- States or public entities with interest in the SAF Registry's operations and benefits;
- other relevant stakeholders indirectly benefiting from SAF deployment in aviation.

3.2 As of today, CADO registry has over 75 organizations as active participants, registering for SAF transactions.

Total Number of Organizations and Users per Account Type

Account Type	Organizations	Users
Airline	33	44
End Customer	19	22
Producer	15	18
Supplier	5	6
Freight Forwarder	3	5
Total	75	95



3.3 CADO is structured to ensure impartial governance and inclusive representation of all SAF value chain participants, including airlines, fuel producers and suppliers, airline customers, and governmental bodies. Its governance model is designed to foster broad international support and participation, thereby enhancing the Registry’s credibility and effectiveness.

3.4 CADO actively supports ICAO and its member States in achieving the objectives set forth by the Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3) and in facilitating SAF claims under CORSIA. The information collected via the CADO SAF Registry can support the ICAO LTAG Monitoring and Reporting efforts to robustly substantiate progress made or potentially assist in filling data gaps in relation to SAF claims, e.g., under CORSIA and other regulatory or voluntary frameworks. CADO stands ready to collaborate with the Committee on Aviation Environmental Protection (CAEP) working groups through the CAEP Observer of IATA to share knowledge and assess use-case scenarios for SAF Registry implementation.

3.5 It will be critical for ICAO and Member States to have access to detailed SAF information, e.g., to validate or accept emissions reduction claims stemming from SAF. As part of the future work in different CAEP working groups, multiple use case scenarios for States and State authorities could be explored. Examples of such scenarios include the tracking of SAF investment and use beyond CORSIA eligible fuels, complementing SAF data for the preparation of State Action Plans on CO₂ Emissions Reduction Activities, or the reconciliation of SAF emissions reduction with national emissions inventories. CADO invites ICAO to join the governance framework to spearhead the representation of States in the CADO registry, while ensuring impartiality and robust governance that is aligned with the ICAO principles.

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