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ASSEMBLY — 42ND SESSION

EXECUTIVE COMMITTEE

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

**EUROPEAN REGION ENVIRONMENTAL SUPPORT TO THE
NO COUNTRY LEFT BEHIND INITIATIVE**

(Presented by Denmark on behalf of the European Union and its Member States¹ and the other Member States of the European Civil Aviation Conference², and EUROCONTROL)

EXECUTIVE SUMMARY

This information paper provides an overview of funding and in-kind contributions provided by the European region, working in partnership with others, to enhancing the support available to States in implementing their aviation decarbonisation policies.

<i>Strategic Goals:</i>	This information paper relates to the Strategic Goals – <i>Aviation is Environmentally Sustainable and No Country Left Behind.</i>
<i>Financial implications:</i>	N/A
<i>References:</i>	Doc 7300, <i>Convention on International Civil Aviation</i> Annex 16 – <i>Environmental Protection</i> Resolutions A41-17, A41-18 and A41-19 A42-WP/367, <i>Supporting the Transition to Cleaner Energy in Aviation</i>

1. INTRODUCTION

1.1 In A42-WP/367, “Supporting the transition to cleaner energy in aviation”, presented by Denmark on behalf of the European Union and its Member States, the other Member States of the European Civil Aviation Conference, and EUROCONTROL, the authors highlight the critical role of capacity building initiatives including ACT-SAF, ACT-CORSIA, and the role of ICAO Finvest Hub in advancing the decarbonisation of the aviation sector.

¹ 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.

² Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, North Macedonia, Norway, San Marino, Serbia, Switzerland, Türkiye, Ukraine, and the United Kingdom.

1.2 The authors also underline the significant contribution provided by the European region, working in partnership with others, to enhancing the support available to States in implementing their aviation decarbonisation policies. The purpose of this IP is to provide additional details on the funding and in-kind contributions already delivered, as well as those that are forthcoming at the time of writing that will have been delivered in advance of A42.

1.3 The authors acknowledge that this list is non-exhaustive and is intended for reference purposes only.

2. SUPPORT PROVIDED

Supporting State / Organization	Support provided during the last triennium (Monetary values expressed in CAD)
Austria	Austria has contributed \$63,000 CAD in funds to be used for a SAF feasibility or business implementation study, and is offering support to countries working on a SAF Roadmap with tailored training.
France	France has provided and continues to provide funding and expertise to support the development and deployment of cleaner energies for aviation, in particular as part of ICAO's ACT-SAF programme, which France joined at the very beginning in 2022. For instance, France has contributed \$420,000 CAD in 2022, \$313,000 CAD in 2023 and \$313,000 CAD in 2024 to the ICAO Environmental Fund for feasibility studies and business implementation studies that are underway or due to begin shortly in African States. France is also contributing to the ICAO's work on decarbonisation, in particular by funding the secondment of staff to the ICAO Secretariat.
Germany	Germany provides support to ACT SAF via the GIZ-implemented project <i>International PtX Hub</i> . Funding is via the International Climate Initiative (IKI). Highlights are (i) the aviation training programme that has been held in various countries, (ii) support to regulatory bodies in Morocco, South Africa, Algeria, Kenya and Brazil; (iii) support to SAF demonstration plants in Algeria and Morocco and (iv) studies and publications on SAF and carbon sources.
Italy	Following ACT-CORSIA participation in 2018, Italy has been participating in ACT-SAF. Italy has continued to support ICAO in organising the ACT-SAF programme contributing in two phases (\$160,000 CAD each time) during the important discussions and achievements at CAAF/3 in order to help the Organisation to put in place all the necessary actions related to the implementation of LTAG (after A41) and of the outcomes of CAAF/3 (November 2023).
Netherlands	The Netherlands has contributed in two steps to the Voluntary Environment Fund of ICAO with budget labelled for ACT-SAF: <ul style="list-style-type: none"> • End of 2022 \$780,000 CAD for feasibility studies for Chile and Jordan and one still to be selected. • End of 2024 \$160,000 CAD specifically aimed for an assessment of the potential of revitalising an existing refinery for SAF production in Kenya.

<p>Spain</p>	<p>Since 2018, Spain has been working with 14 Latin American States within the framework of the ACT-CORSIA project, holding numerous seminars and working sessions on different aspects related to CORSIA. In this regard, it should be noted that since 2018, several States have decided to join the scheme, such as Costa Rica, El Salvador, Guatemala, Honduras and Mexico (joining on 1 January 2021); Belize and Uruguay (2022); and Cuba (joining in 2023).</p> <p>Spain also offers support within ACT-SAF, and is currently evaluating the areas and support mechanisms needed in various states in the Latin American region.</p> <p>In the framework of cooperation programmes funded by the European Union, such as the one coordinated by the European Aviation Safety Agency (EASA) in the Latin American region, , Spain has been implementing since 2020 support activities in the field of promoting the sustainability of the aviation sector in the Central and South American region, many of which have been focused on the development of sustainable aviation fuels, such as the coordinated Regional Workshop on "Deploying the 2050 vision on SAF, LCAF, and cleaner energies for aviation" held in Asunción, Paraguay, in 2023.</p>
<p>Sweden</p>	<p>Sweden hosted together with ICAO in January 2025 an ACT-SAF seminar concerning the experience of two Swedish companies in how they are supporting the implementation of cleaner energies for aviation through the development and production of SAF. The session gave a value chain perspective with topics such as investment decisions, business models, funding, new actor relations and value creation. Barriers and drivers to producing SAF was discussed through the actual experiences and insights of companies.</p>
<p>Switzerland</p>	<p>In June 2025, Switzerland became partner of the ACT SAF Program and will actively contribute to reaching its goals in the coming years. Its contribution will be in an order of magnitude of several hundred thousand CAD. At the time of writing the joint preparations between Switzerland and ICAO are ongoing.</p>
<p>United Kingdom</p>	<p>The United Kingdom has provided a contribution of \$750,000 CAD which is being used to support a business implementation study in Zimbabwe and feasibility studies in Ghana and Uganda. Separately, the UK has provided in-person training on SAF to five States from the Economic Community of Central African States, and Tanzania. As of May 2025, the UK is working to procure additional ACT-SAF support worth up to \$790,000 CAD. The UK has also spent \$1.4 million CAD since 2022 to provide ACT-CORSIA support to 11 receiving States, including 5 States through a partnership with Kenya.</p> <p>The UK has provided extensive advice and support to ICAO to ensure the success of the Finvest Hub initiative, including a voluntary contribution of \$460,000 CAD to support the establishment and operationalisation of the Finvest Hub.</p>

European Union	<p>The European Union is supporting the following actions:</p> <ul style="list-style-type: none">• It is funding under the EU Global Gateway Initiative a \$6.15 million CAD project under ACT-SAF which is implemented by ICAO and the European Union Aviation Safety Agency (EASA) and covers SAF feasibility and business implementation studies. It fosters local SAF value chains and supports economic entities in obtaining sustainability and technical certification for SAF, and to support access to SAF financing in India and 14 African States (Cameroon, Côte d'Ivoire, Egypt, Equatorial Guinea, Ethiopia, Kenya, Madagascar, Mauritania, Morocco, Mozambique, Nigeria, Rwanda, Senegal, South Africa).• It is also funding other capacity building and cooperation projects which have a SAF component and are implemented by EASA in the African, Latin America and Caribbean, and Asia Pacific regions amount to \$53 million CAD.• The EU is also funding the secondment of staff to the ICAO Secretariat to support the work on LTAG and ACT-SAF.• The EU concluded a Partnership with ICAO to support the development of the Finvest Hub Initiative.• The European Bank for Reconstruction and Development has also funded feasibility and business studies in Kazakhstan and in Egypt.
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