



| ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

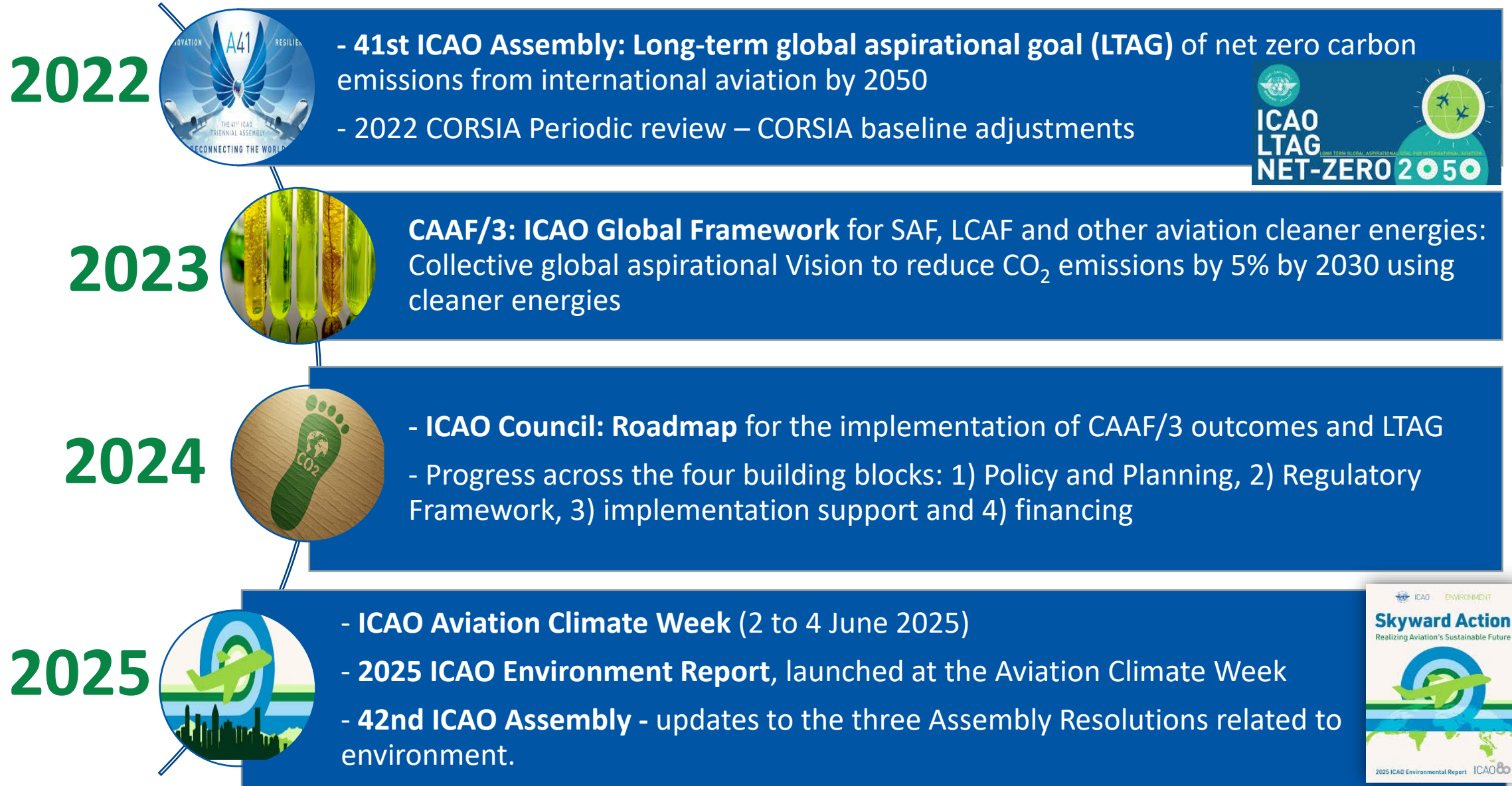
Decimotercera Reunión de Directores/as de Aviación Civil de Norteamérica, Centroamérica y Caribe
(NACC/DCA/13)

P/05 **Agenda Item 6: Environmental Matters**

ICAO'S PROGRESS ON AVIATION AND CLIMATE CHANGE

Presented by ICAO Secretariat

Overview of ICAO developments on Climate Change



ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies

- Collective global aspirational Vision to reduce CO₂ emissions in international aviation by 5 percent by 2030, compared to zero cleaner energy use
- Four interdependent Building Blocks (BBs) to provide clarity, consistency and predictability to all stakeholders
- In June 2024, the Council approved the ICAO Roadmap for the implementation of CAAF/3 outcomes (Global Framework) and the LTAG

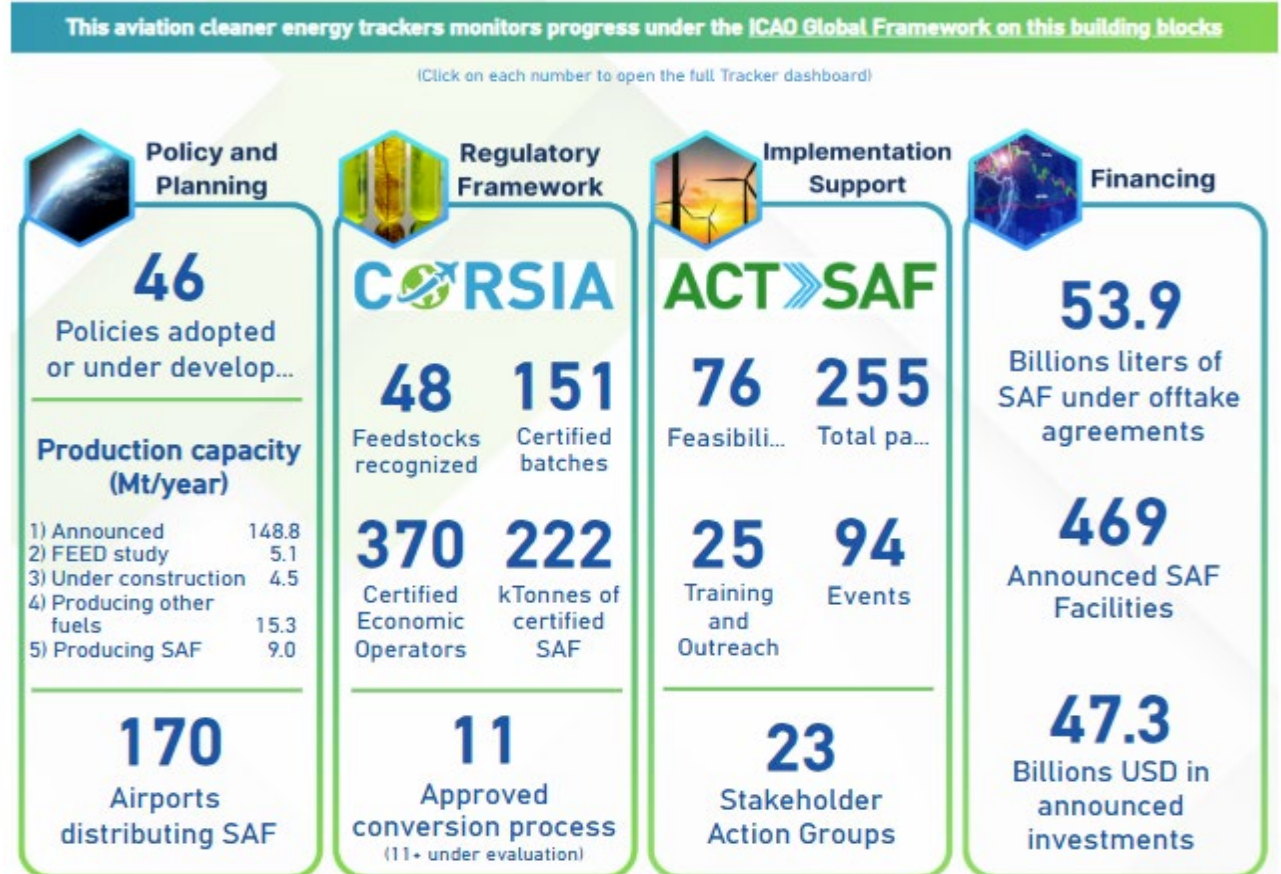


ICAO Cleaner Energy Tracker Tools



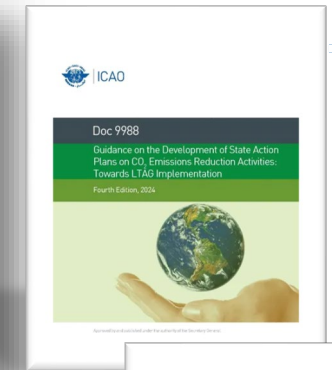
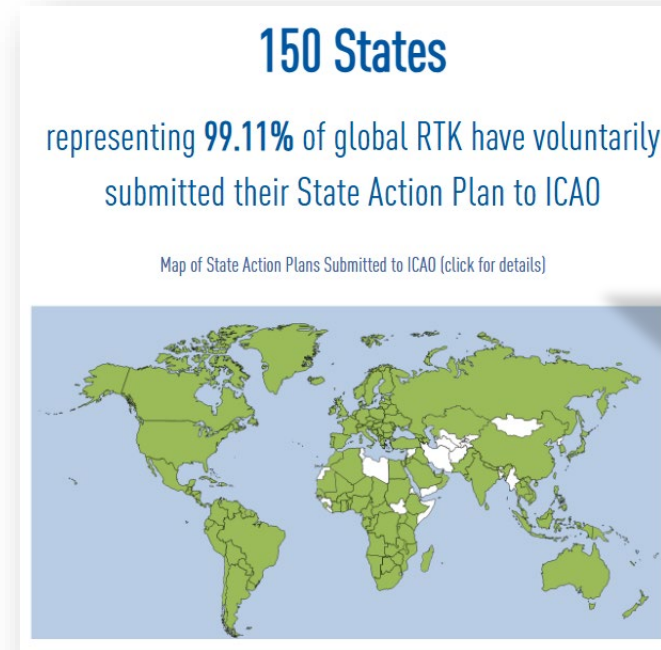
ICAO adopted a Vision to reduce CO₂ emissions in international aviation by 5 per cent by 2030 through the use of SAF, LCAF, and other aviation cleaner energies

This requires 23 million tonnes (Mt) of cleaner energies use in international aviation on 2030
(source: LTAG report data)



Policy and Planning

- **Global aspirational Vision** to be monitored and periodically reviewed.
- **LTAG Monitoring and Reporting (LMR) methodology** combines backward and forwarding-looking assessments, with a tiered implementation approach.
- Continued support for the **State Action Plan initiative** – 150 submissions, including 15 from the NACC region.
- Annual **LTAG Stocktaking** – 2025 Aviation Climate Week.
- **ICAO Cleaner Energy Tracker Tools** – reflects SAF-related indicators.




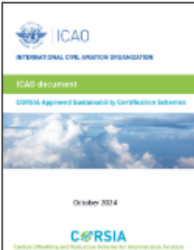



ENVIRONMENTAL POLICIES ON AVIATION FUELS

The following map provides a summary of the policies (adopted and under development) to foster the use of Sustainable Aviation Fuels and Lower Carbon Aviation Fuels.



Regulatory Framework

- **CORSIA framework as the accepted basis for SAF, LCAF and other aviation cleaner energies in international aviation.**
 - Robust eligibility framework for sustainability certification, sustainability criteria, life cycle assessment, recognized feedstock.
 - MRV system in place.
- CAEP/13 agreed on amendments to three ICAO documents related to CORSIA eligible fuels, for consideration by the Council.
- ‘ACT-SAF accelerator’ - Ongoing work to facilitate sustainability certification in line with CORSIA requirements.

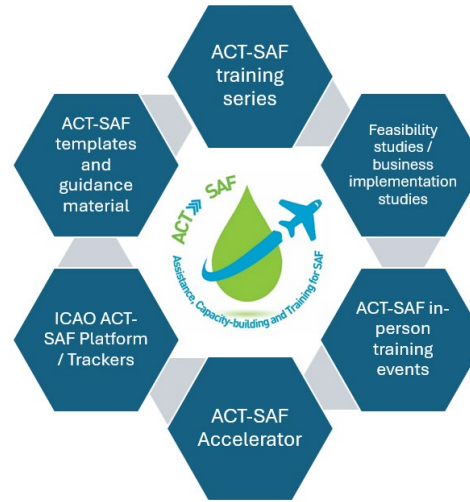
				
CORSIA Eligibility Framework and Requirements for Sustainability Certification Schemes Third Edition, March 2024	CORSIA Approved Sustainability Certification Schemes* Third Edition, October 2024	CORSIA Sustainability Criteria for CORSIA Eligible Fuels** Third Edition, November 2022	CORSIA Default Life Cycle Emissions Values for CORSIA Eligible Fuels*** Sixth Edition, October 2024	CORSIA Methodology for Calculating Actual Life Cycle Emissions Values Fifth Edition, October 2024

CORSIA Life Cycle Assessment of SAF



Implementation Support

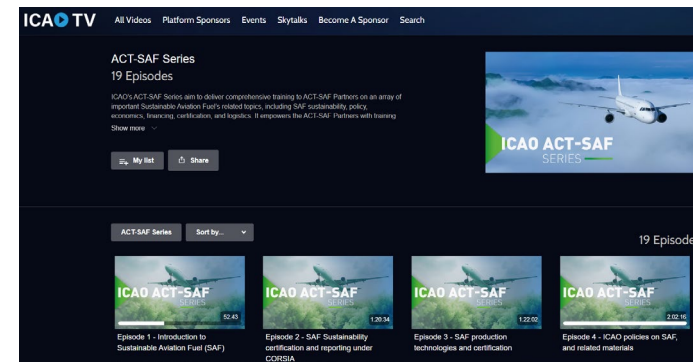
- **ACT-SAF programme** – tailored support for States, partnerships and cooperation, knowledge sharing, and recognition of global initiatives.
- ACT-SAF Knowledge Hub to enhance conceptual knowledge of SAF – series of training sessions, feasibility studies, events, technical references and reports.
- **15 States from the NACC region are ACT-SAF partners.**
- Completed SAF feasibility studies for Dominican Republic and Trinidad and Tobago (ICAO-EU).
- In June 2025, Airbus, Volaris and ICAO also signed a Declaration of Intent on providing a feasibility study in Mexico.



State (supported)	By Year	Supporting States/Org.	Study type	Status	Additional information	WebLink
Cameron	2024	EU	Feasibility Study	State invited and confirmed	A Feasibility Study in Cameroon is planned, funded by the EU. The current timeframe to start the study is Q3 2025.	
Chile	2024	Netherlands	Feasibility Study	Ongoing study and drafting	A Feasibility Study in Chile is ongoing, funded by the Netherlands. The study started in November 2024, a pre-feasibility assessment has been concluded and an on-site kickoff workshop was held. The report is being drafted.	
Côte d'Ivoire	2023	EU	Feasibility Study	Concluded	SAF Feasibility Study developed under the Phase II of the ICAO Assistance Project with the European Union (EU) Funding.	
Dominican Republic	2017	EU	Feasibility Study	Concluded	SAF Feasibility Study developed under the First Phase of the ICAO Assistance Project with the European Union (EU) Funding "Capacity Building for CO2 mitigation from international aviation".	
Egypt	2024	EU	Feasibility Study	State invited and confirmed	A Feasibility Study in Egypt is planned, funded by the EU. The current timeframe to start the study is Q4 2025.	

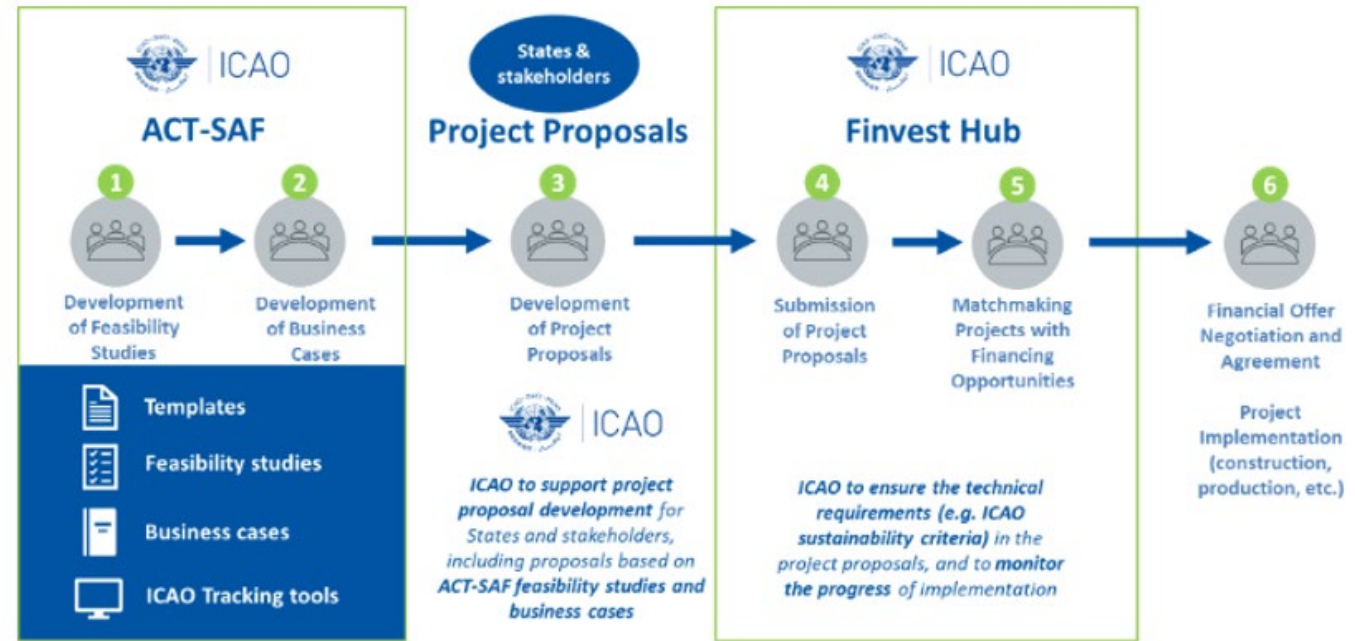
Templates and Guidance Materials
 The ACT-SAF template and guidance for the development of Feasibility Studies and Business Implementation Reports are provided below:

ACT-SAF template for feasibility studies on Sustainable Aviation Fuels Version 1 (July 2023)	ACT-SAF guide for feasibility studies on Sustainable Aviation Fuels Version 1 (July 2023)	ACT-SAF template for Business Implementation Reports Version 1 (July 2024)



Financing

- Access to financing is crucial –scaling up fuels in support of LTAG would require cumulative investments of **USD 3.2 trillion by 2050 by producers alone.**
- Ongoing advocacy and outreach efforts by ICAO.
- **ICAO Finvest Hub** to facilitate access to climate finance and to connect States and project developers with funding opportunities.
 - ICAO-IRENA partnership to identify financial resources.
- Consideration of establishment of climate finance initiative or funding mechanism under ICAO



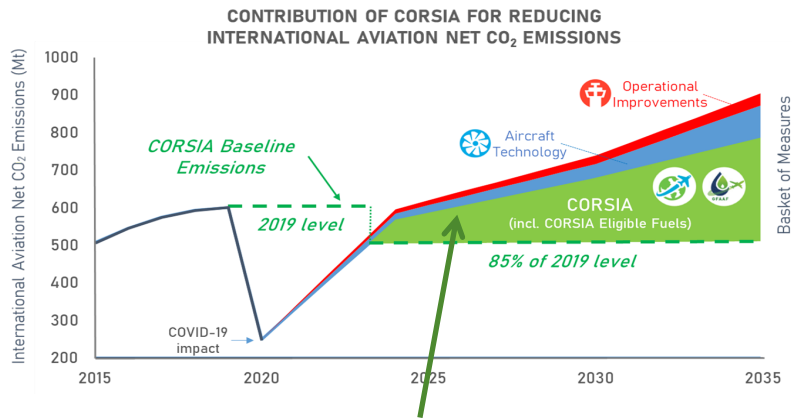
ICAO – IRENA agreement to boost financing opportunities for SAF and other cleaner aviation energy projects

The first global market-based measure for any industry sector

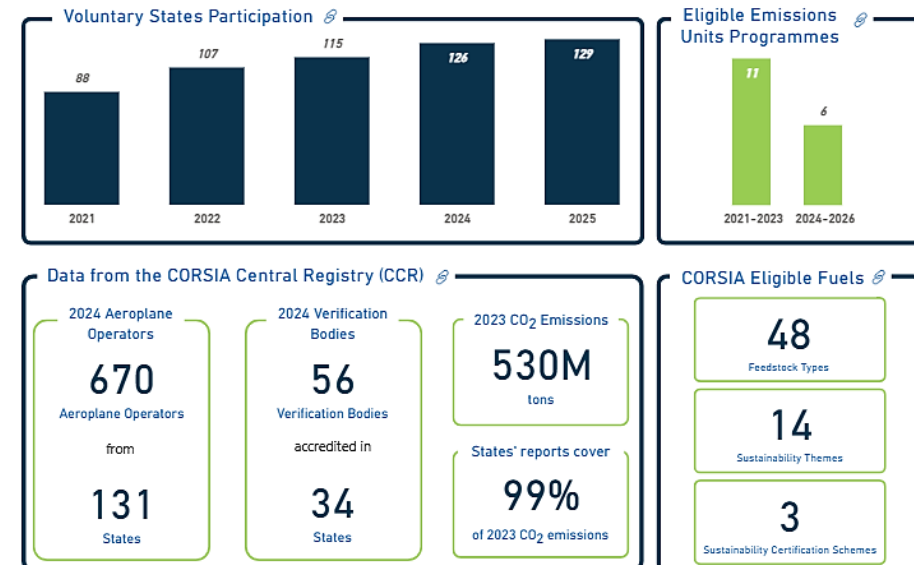
CORSIA complements the other three elements in the ICAO basket of measures:

- technological innovations
- operational improvements
- sustainable aviation fuels

Objective: Achieve ICAO’s global aspirational goal of carbon neutral growth from 2020 (CNG 2020)



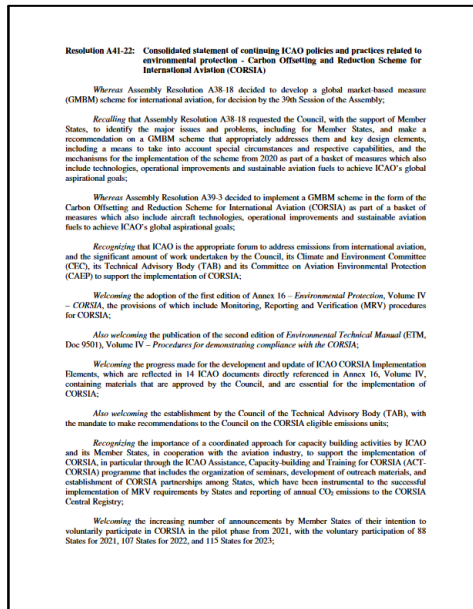
CORSIA addresses the remaining “emissions gap” to achieve CNG2020



The information presented here is based on the currently applicable editions of the ICAO documents for CORSIA implementation directly referenced in Annex 16, Volume IV and available on the ICAO CORSIA public website.

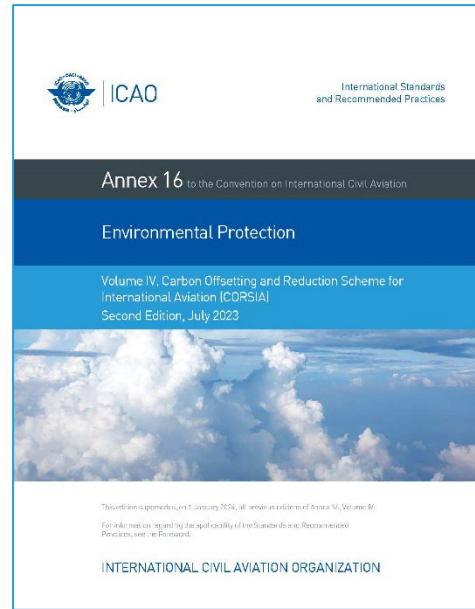
CORSIA Implementation Package

Assembly Resolution A41-22



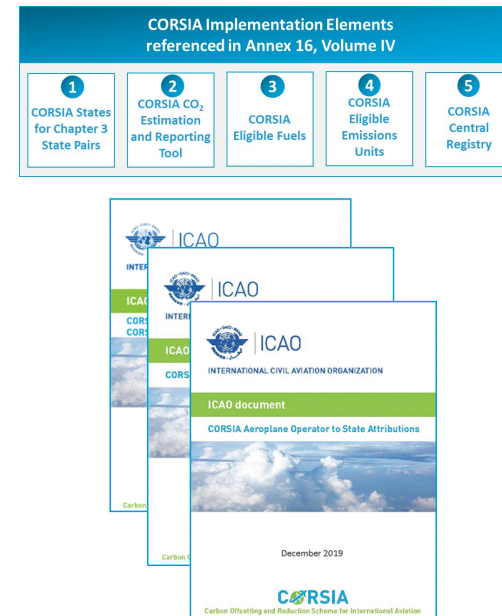
(overall ICAO policy on CORSIA)

Annex 16, Volume IV (2nd edition)



(applicable from 1 January 2024)

CORSIA Implementation Elements and ICAO CORSIA documents



(regularly updated)

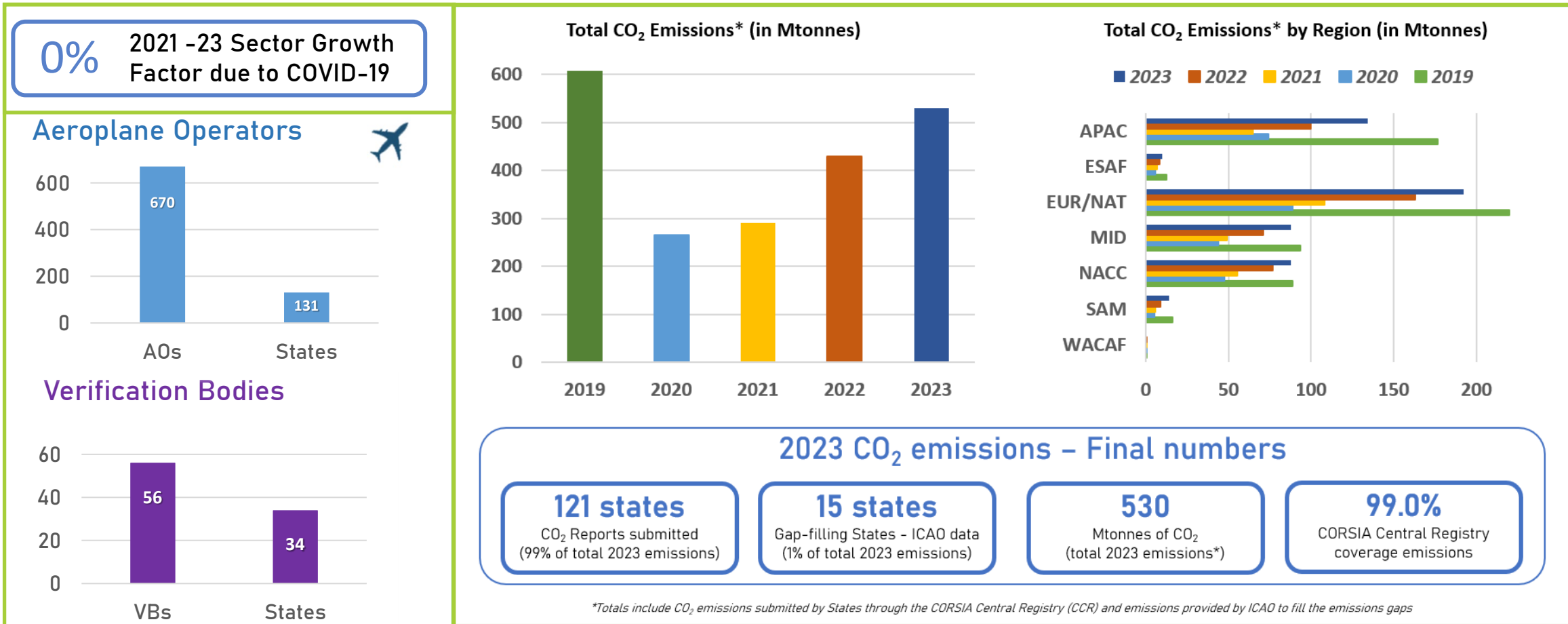
Doc 9501 (ETM), Vol. IV (CORSIA) (3rd edition)



(supports implementation of the 2nd ed. of Annex 16, Volume IV)

Monitoring, Reporting and Verification (MRV) of CO₂ emissions

CCR Data as of December 2024



Submission of the 2024 CO₂ emissions data due on 31 July 2025.

ICAO ACT-CORSIA Programme

Involves 130 States, including over 30 APAC States

Phase I (Sep 2018 – Apr 2019): 15 supporting States and 98 requesting States

- Development and approval of Emissions Monitoring Plans
- Establishment of national/regional regulatory frameworks

Phase II (May 2019 – Apr 2020): 16 supporting States and 114 requesting States

- CO₂ Emissions reporting and verification

Phase III (Apr 2020 – Dec 2024): 17 supporting States and 119 requesting States

Use of the CORSIA Central Registry (CCR)

Phase III (Jan 2025 – Ongoing): 16 supporting States and 120 requesting States

- Lessons learned and improved support to MRV



Climate Finance

A41-21 para 16.: ...clear concern on the use of international aviation as a potential source for the mobilization of revenue for climate finance to other sectors...”

Overlapping proposals for aviation emissions-related levies/taxes to mobilize financial resources for other purposes:

- No direct correspondence to emissions reduction.
- Diverts financial resources away from aviation decarbonization.
- Negative impact on connectivity, socio-economic development.



Norway Mulls Replacing Passenger Tax With Sustainability-Focused Levy
David Casey March 15, 2022

IMF calls for carbon levy on ships and planes
NEWS: Influential financial body estimates US\$30 a tonne tax on emissions international transport could have raised \$25 billion in 2014

Taking more than 2 flights a year? €50 frequent flyer tax could raise much-needed €64bn for climate
Press Release July 12, 2023
The aviation sector benefits from unjustified tax exemptions that, if left

UK hints at green taxes for frequent fliers
U-turn comes just five months after ministers snubbed the idea and industry is lagging.

France's eco-tax: the best way to cut down aviation emissions?

Destination Net Zero: The Urgent Need for a Global Carbon Tax on Aviation and Shipping
By Simon Black, Ian W.H. Parry, Sunalika Singh, Nate Vernon-Lin October 4, 2024

Carbon tax on fossils fuels, marine and aviation transport could generate additional development financing for Africa

Rail and clean industry players join forces with NGOs to call for the introduction of a fuel tax for planes

Guinea considers introduction of carbon levy for some sectors
The African state of Guinea could potentially introduce carbon pricing sectors as aviation and maritime, similar to measures that have...

Gabon introduces carbon levy for airlines and shipping

Denmark introduces green tax on air passengers from 2025

Djibouti to launch own carbon registry, tax this year

Malaysia to open for airline carbon levy from April
Published 06:34 on March 5, 2024 / Last updated at 06:43 on March 5, 2024 / Nikita Pandey / Asia Pacific, Aviation/CORSIA, Carbon Taxes, International, Other APAC, Voluntary

France, Kenya set to launch for global taxes to fund climate action
The taskforce, set to be launched at Cop28, will consider the feasibility of levies on shipping, aviation, financial transactions and fossil fuels.

How to tax aviation and shipping emissions
Jan 8, 2016

Malaysia will from April make it possible for airlines to impose a carbon levy on passengers with revenue raised set to offset aviation sustainable aviation fuel (SAF).

An Aviation Tax Could Be The Answer To Climate Change Worries

Green taxes could damage aviation and Caribbean tourism

Air Malta says aviation fuel tax could destroy jobs as costs soar and prices rise
Cost of aviation fuel will rise by 90% under a proposal included in the Energy Tax Directive as Air

Sweden planning to scrap aviation tax to boost its air travel industry
By Miquel Ros September 5, 2024, 11:43 (UTC +3)

Scope of the EU ETS
The EU ETS applies in all EU Member States, the European Liechtenstein and Norway) as well as Northern Ireland and Ireland and Northern Ireland (%). It covers greenhouse gas energy sector and manufacturing industry as well as air, Switzerland and the United Kingdom. From 2024, the EU transport.

ICCT20
WHITE PAPER
AVIATION CLIMATE FINANCE USING A GLOBAL FREQUENT FLYING LEVY
September 26, 2023 | By Xinyi Sola Zheng and Dan Rutherford

Thank You

