



Agenda Item 3: Environment

**FOLLOW-UP TO THE ENVIRONMENT PILLAR
 OF THE RAAC/17 DECLARATION**

(Presented by the Secretariat)

SUMMARY	
<p>This working paper presents a follow-up to the environment pillar of the RAAC/17 Declaration. It describes the actions and efforts undertaken by the Secretariat in coordination with industry and States, with the aim of advancing the implementation of ICAO environmental protection initiatives.</p>	
<p>References:</p> <ul style="list-style-type: none"> ➤ Annex 16, Vol IV - CORSIA ➤ Report of the Seventeenth Meeting of Civil Aviation Authorities of the SAM Region (RAAC/17) ➤ Report of the Third Conference on Aviation Alternative Fuels (CAAF/3) ➤ ACT-SAF series. ➤ 2024 ICAO NAM/CAR/SAM Environmental Regional Seminar 	
ICAO strategic objectives:	- <i>Environmental protection</i>

1. Introduction

1.1 ICAO promotes various initiatives to reduce the environmental impact of international civil aviation, aligned with its global commitment to decarbonization by 2050. In this context, it has adopted the Long Term Aspirational Goals (LTAGs) and has followed up on their implementation through letters to States, teleconferences, participation in industry meetings, regional seminars and technical missions. Within these initiatives, sustainable aviation fuels (SAF) have been identified as the fundamental pillar for achieving emission reduction targets. Therefore, the Secretariat, in collaboration with the industry and international organizations, has promoted training programs and feasibility studies for the development of SAF. In addition, RAAC/17 recognized the importance of the environment in its declaration “Regional Strategy for 2035 - Let's Transform South America”, highlighting the region's opportunity to lead in the production of SAF. However, significant challenges remain that require a joint effort by all stakeholders to overcome regulatory, economic and technical barriers to realize this transition to more sustainable aviation.

2. Discussion

2.1 ICAO's environmental protection initiatives seek to mitigate the effect of international civil aviation on the environment by promoting the decarbonisation of aviation by 2050. As part of this effort, the organization has established Long-Term Aspirational Goals (LTAGs), guiding States to implement these goals through CO₂ State Emission Reduction Action Plans (SAPs). To strengthen these actions, ICAO has developed training, technical assistance and dissemination programs, encouraging the adoption of CORSIA, the boost to the SAF industry and the implementation of other key environmental initiatives. In this framework, RAAC/17 included the environmental pillar as part of its regional strategy, recognizing South America's potential to lead in the production of SAF, but also noting the need to remove regulatory and economic barriers through coordinated work between States, industry and other key stakeholders. However, concerns persist around CORSIA, as some States maintain reservations for voluntary adherence due to potential cost overruns for airlines, legislative challenges, limitations in the monitoring of reports, and the lack of CO₂ emissions certifying agencies CO₂.

2.2 In line with the RAAC/17 Declaration, Conclusion RAAC/17-04 was also adopted, urging the Secretariat and States to take actions to advance the implementation of environmental protection measures in the South American Region. The Secretariat, following up on this conclusion, carried out the following activities:

- a) **Organization and holding of seminars:** Two Regional Seminars were held to disseminate ICAO's environmental protection objectives.
- b) **Capacity building:** Coordinated with industry and various organizations to develop environmental training and capacity building activities.
- c) **Follow-up on State Action Plans (SAPs):** The preparation and updating of the SAPs was supervised, highlighting the fact that the SAM Region is the first within ICAO to achieve complete coverage in all its States.
- d) **Promotion of SAF feasibility studies:** In coordination with industry and with the support of a State of the EUR-NAT Region, four SAF feasibility studies were conducted in the SAM Region.
- e) **Implementation of the ACT-SAF program:** ICAO launched the ACT-SAF Series [ACT-SAF Series](#) to build capacity and promote the development of the SAF industry.
- f) **Creation of spaces for dialogue:** ICAO promoted the establishment of thematic roundtables in the States to analyze the ecosystem necessary for the development of the SAF industry.

2.3 With regard to the preparation of a Strategic Plan for the Environment in the MAR Region, the Secretariat has initiated discussions with States, industries, international organizations, associations and oversight bodies to define the terms of reference and objectives of a group that can support and coordinate activities throughout Pan America. Additionally, the Secretariat had been working on a plan, but its development was delayed due to the approval, by CAAF, of the ICAO Global Framework for PAS, LCAF and other cleaner energies for aviation ([ICAO Global Framework on Aviation Cleaner Energies 24Nov2023_SP.pdf](#)). Considering that ICAO already has a global strategy and that the SAM Region itself has defined a strategic pillar in this area, it is suggested to prioritize the definition of a set of short and medium term actions aligned with the ICAO Global Plan and the Regional Strategy, in order to promote concrete initiatives with immediate impact in the Region.

2.4 The Meeting must consider that the Global Framework for SAFs, LCAFs and other forms of cleaner energy for aviation sets an intermediate goal of reducing CO₂ emissions **by 5% by 2030¹**.

2.5 The Meeting must note that the challenges related to the environment are to:

- a) Ensure that certification agencies in the States include in their business portfolio the capacity to certify CO₂ emissions reports for CORSIA;
- b) Consider joining the CORSIA scheme with the aim of increasing the number of pairs of States under the scope of the scheme;
- c) Increase the number of States, organisations and associations in the Region joining the ACT-SAF programme;
- d) Analyze the GAPS, in the States, among all stakeholders (Ministries, Producers Association, aircraft operators, airfield operators, fuel producers and distributors) between the current alternative fuels production ecosystem and the ideal ecosystem for developing the SAF industry;
- e) Update States' SAPs and include measures to mitigate CO₂ emissions from international civil aviation in order to achieve the intermediate target set out in the ICAO Global Framework for SAFs, LCAFs and other forms of cleaner energy for aviation;
- f) Increase the number of SAF feasibility studies and draft a roadmap for the development of the SAF industry.

2.6 The Meeting may wish to urge States to consider keeping Conclusion RAAC/17-04 in force, and to continue working on the challenges described in paragraph 2.5, as well as on the drafting and definition of a set of short and medium term actions aligned with the ICAO Global Plan and with the Regional Strategy, in order to promote concrete initiatives with immediate impact in the Region.

3. **Suggested action**

3.1 The Meeting is invited to:

- a) take note of the information provided in this document;
- b) consider the action outlined in paragraph 2.6;
- c) promote accession to the ACT-SAF programme among stakeholders that are not part of the civil aviation authority;
- d) promote other actions it may deem appropriate to strengthen environmental capabilities in the SAM Region.

¹ In pursuit of this goal, ICAO and its Member States are working to realize their shared global vision and ambition to reduce CO₂ emissions from international aviation by 5 percent by 2030 through the use of SAF, LCAF and other cleaner aviation energies.