



ICAO

ENVIRONMENT

ICAO Secretariat

Session 1 – Policy and Planning (LTAG Monitoring and State Action Plans)

Agenda



Session 1– Policy and Planning : Aviation Cleaner Energy Policies

- **CAAF/3 Global Framework: Building Block 1**
 - Introduction to Building Block 1 on Policy and Planning
 - LTAG Monitoring and Reporting (LMR) methodologies
 - Update on State Action Plans initiative
- **Regional update on State Action Plans**
- **States presentations on policies and State Action Plans**
- **Q&A session**

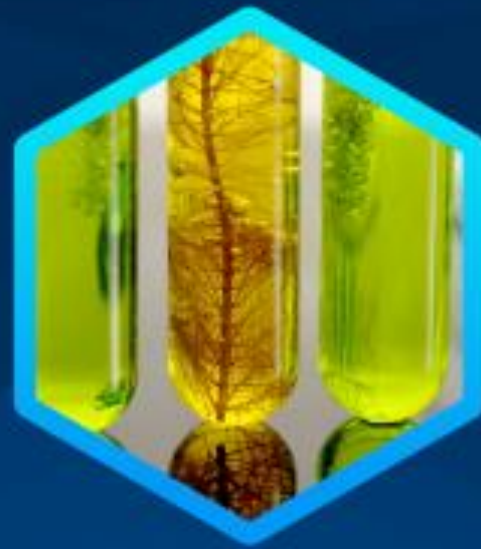


ICAO Global Framework on SAF, LCAF and other Aviation Cleaner Energies

Policy and Planning



Regulatory Framework



Implementation Support



Financing



- Supports global scale up of aviation cleaner energies – Collective Vision to reduce 5% CO₂ by 2030
- Provides clarity, consistency and predictability to all stakeholders on 1) policy and planning, 2) regulatory framework, 3) implementation support, and 4) financing – 4 Building Blocks
- Monitors the implementation progress on emissions reductions and means of implementation
- Aspiring to have cleaner energy production facilities in all regions by CAAF/4 (no later than 2028)
- To update the Vision at CAAF/4 on the basis of market developments

CAAF/3 Global Framework – 4 Building Blocks

1. Policy and Planning

- Global aspirational **Vision** to reduce international aviation CO₂ emissions by **5% by 2030**
- Each State's **special circumstances and respective capabilities**
- **CAAF/4** no later than 2028, with a view to update Vision
- **Collaborative effort** across different stakeholders, and encourage **State policies, action plans and roadmaps**
- Implementation **monitored** and periodically **reviewed**

2. Regulatory Framework

- **CORSIA eligibility framework as accepted basis** for SAF, LCAF and other aviation cleaner energies
- Increase the **number of SCS**, additional fuel production **pathways / life-cycle values**
- Parameters for **fuel accounting methodologies**, leveraging on CORSIA MRV system
- **Study of fuel accounting systems** to determine any possible ICAO role

3. Implementation Support

- **Robust, targeted and tailored** capacity -building and implementation support
- **Building on ACT-CORSIA and ACT-SAF programmes**
- Facilitate **partnerships**, and exchange of best practices
- Develop **policy toolkit/guidance** and support **State Action Plans**
- Support **feasibility studies, pilot projects**, which may facilitate access to investment
- Support **access to technology**

4. Financing

- **Advocacy and outreach** for greater investment in aviation cleaner energy projects, including UN and international financial community
- Welcome and request for **operationalization of ICAO Finvest Hub** to facilitate better access to public fund / private investment, to respond to Resolution A41-21, para 18. a)
- Expedite work to **consider the establishment of a climate finance initiative or funding mechanism under ICAO**, to respond to A41-21, para 18. b)

Policy and Planning: Aviation Cleaner Energy Policies

Building Block 1 – Policy and Planning



1. Policy and Planning

- Global aspirational **Vision** to reduce international aviation CO₂ emissions by **5% by 2030**
- Each State's **special circumstances and respective capabilities**
- **CAAF/4** no later than 2028, with a view to update Vision
- **Collaborative effort** across different stakeholders, and encourage **State policies, action plans and roadmaps**
- Implementation **monitored** and periodically **reviewed**

5. States are encouraged to implement policies in support of the Vision, in a socially, economically and environmentally sustainable manner and in accordance with their special circumstances and respective capabilities.
6. In developing these policies, States are invited to consider the usefulness and benefits of the non-exhaustive and non-prescriptive list of potential policy components contained within the 'toolkit' in paragraph 18 below, noting that ICAO guidance provides further detail on these potential policy components and the guidance does not provide any endorsement of specific policies.
7. In developing and implementing their policies, States are encouraged to recognize:
 - a) the need for, and benefits of, a combination of policies under a coherent and coordinated national plan for the scale-up in production and deployment of SAF, LCAF and other aviation cleaner energies, noting that no one single policy is likely to deliver the best and most efficient outcomes and that the appropriate policy-mix will differ between States due to different national circumstances;
 - b) the need for policies to take into account cost impacts and affordability, and to avoid extraterritorial measures;
 - c) the need for policies to take into account the latest scientific and technological developments;
 - d) the importance of the policy's transparency, certainty and stability, for aircraft operators, feedstock producers, fuel producers, financial institutions and other relevant stakeholders; and
 - e) the need for policies to be applied in accordance with the Chicago Convention and its relevant instruments and any appropriate bilateral and multilateral agreements in place between States, with particular regard for the fundamental principles of non-discrimination, fair and equal opportunity; and the avoidance of market distortion.
8. States are encouraged to work together towards the harmonization of policies, to the extent possible and appropriate to circumstances, across States and regions as a longer-term objective.

Need for Policies on Aviation Cleaner Energies



- **Cleaner energy production is limited by a number of barriers**
 - Higher costs
 - Limited feedstock and fuel production infrastructure
 - Perceived financial risks
- **In the presence of such barriers, policy intervention is required to develop cleaner energy production.**
 - In general, a supporting policy framework is in place in those states where cleaner energy production has initiated
- **Constraints and opportunities are specific to each State**
 - Specific climates, agricultural systems, available resources, economic factors, political contexts, regulatory structures, etc.



ICAO Guidance on Potential Policies and Coordinated Approaches for the deployment of SAF



- **Developed by CAEP based on studies performed since 2016**
- **A support reference for ICAO States to develop SAF production**
 - Insight on types of policy measures and their impacts
 - Examples of policies used or under preparation
 - Links to additional helpful resources
- **Completes a toolbox of guidance material for ICAO States**
- **Can be used in combination with the ICAO SAF Rules of Thumb**

<https://www.icao.int/environmental-protection/Documents/SAF/Guidance%20on%20SAF%20policies%20-%20Version%202.pdf>



ICAO Guidance provides details on various policy options, divided into 3 impact areas and 8 categories



Impact area: Stimulating Growth of SAF Supply			
1 Government funding for RDD	2 - Targeted incentives and tax relief to expand SAF supply infrastructure	3 - Targeted incentives and tax relief to assist SAF facility operation	4 - Recognition and valorization of SAF environmental benefits
1.1 - Government R&D 1.2 - Government demonstration and deployment	2.1 - Capital grants ; 2.2 - Loan guarantee programs 2.3 - Eligibility of SAF projects for tax advantaged business status ; 2.4 - Accelerated depreciation/‘bonus’ depreciation 2.5 - Business Investment Tax Credit (ITC) for SAF investments 2.6 - Performance-based tax credit 2.7 – Bonds / Green Bonds	3.1 Blending incentives: Blender’s Tax Credit 3.2 – Production incentives: Producer’s Tax Credit 3.3 - Excise tax credit for SAF 3.4 - Support for feedstock supply establishment and production	4.1 – Recognize SAF benefits under carbon taxation 4.2 - Recognize SAF benefits under cap and-trade systems 4.3 - Recognize non-carbon SAF benefits: improvements to air quality 4.4 - Recognize non-carbon SAF benefits: reduction in contrails

Impact area: Creating Demand for SAF		
5- Creation of SAF mandates	6 - Update existing policies to incorporate SAF	7 – Demonstrate government leadership
5.1 - Mandate renewable energy volume requirements in the fuel supply 5.2 - Mandate reduction in carbon intensity of the fuel supply	6.1: Incorporating SAF into existing national policies 6.2: Incorporating SAF into existing subnational, regional or local policies	7.1 Policy statement to establish direction 7.2: Government commitment to SAF use, carbon neutral air travel

Impact area: Enabling SAF Markets
8 - Market enabling activities
8.1 - Adopt clear and recognized sustainability standards and life cycle GHG emissions methods for certification of feedstock supply and fuel production 8.2 - Support development/recognition of systems for environmental attribute ownership and transfer 8.3 - Support SAF stakeholder initiatives

Qualitative metrics for assessing policy effectiveness



1 - Flexibility	2 - Certainty	3 - Financial costs and benefits	4 - Price sensitivity to externalities
Can the policy be easily adjusted given evolving circumstances?	Certainty on timeframe, legal conditions and political decisions increase investor interest.	Policies should be assessed on the its costs benefits they deliver, including social ones.	Higher sensitivity, more unintended consequences. Floor/Ceiling prices can reduce volatility
5 - Ease of implementation	6 - Contribution to SAF deployment and GHG reduction	7 - Unintended consequences	8 - Robustness of policy
Administrative, governance and/or procedural complexity can hinder implementation.	Clear criteria on target quantity, sustainability, commercial parameters and timeframe improve results	Mechanisms to identify and mitigate unintended consequences (economic, environmental or social)	Regulating systems to ensure that policy objectives are achieved and procedures have been followed.



SAF Estimates – “SAF Rules of Thumb”

ICAO SAF Rules of Thumb - order of magnitude estimations on SAF costs, investment needs and production potential.

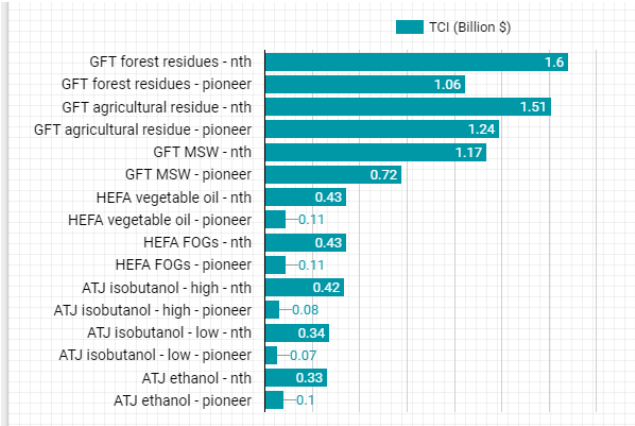
They can be used to inform policymakers and project developers.

Summary Table 2 - SAF facilities information

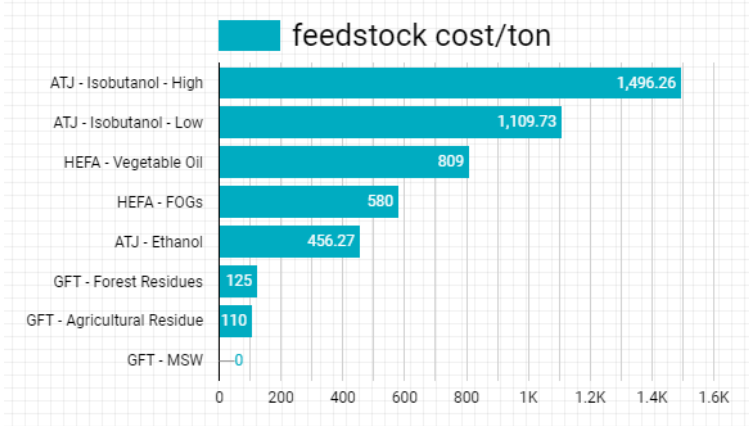
Total capital investment (TCI), capital cost, and minimum selling price (MSP) for nth and pioneer facilities for each pathway.

Processing Technology	Feedstock	TCI (million \$)		Capital Cost (\$/L total distillate)		MSP (\$/L)	
		n th	pioneer	n th	pioneer	n th	pioneer
FT*	MSW	1428	813	2.9	8.1	0.9	2.1
FT*	forest residues	1618	1088	4.0	10.9	1.7	3.3
FT*	agricultural residues	1509	1267	5.0	12.7	2.0	3.8
ATJ	ethanol**	328	117	0.3	1.2	0.9	1.1
ATJ	ethanol, agricultural residues	581	170	0.6	1.7	2.2	2.5
ATJ	isobutanol-low**	332	94	0.3	0.9	1.3	1.5
ATJ	isobutanol-high**	410	110	0.4	1.1	1.7	1.9
HEFA	FOGs	448	-	0.4	-	0.8	-
HEFA	vegetable oil	456	-	0.5	-	1.0	-
FT	DAC CO ₂ , H ₂	3366	-	3.4	-	4.4	-
FT	waste CO ₂ , H ₂	3209	-	3.2	-	3.5	-
Pyrolysis***	forest residues	1038	594	2.6	5.9	1.3	2.1
Pyrolysis***	agricultural residues	1084	619	2.7	6.2	1.3	2.2

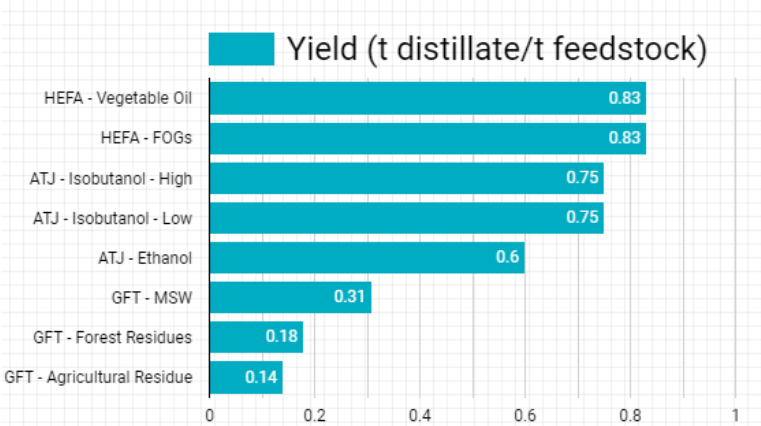
total capital investment (TCI)



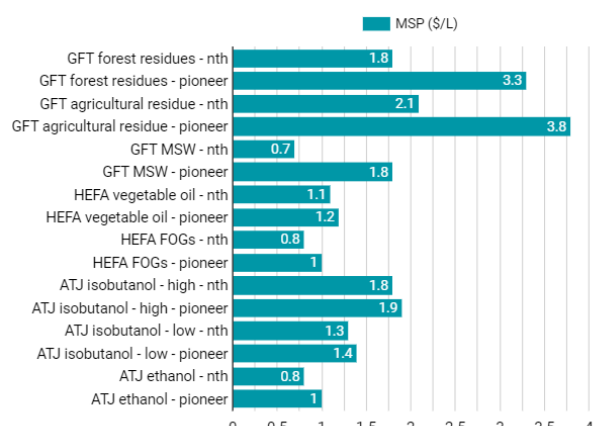
Feedstock costs



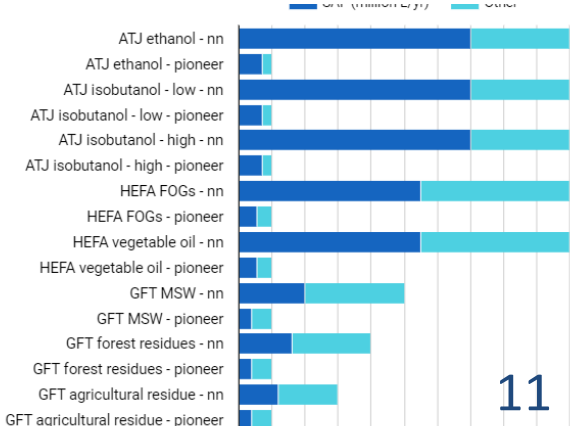
Feedstock Yield



Minimum Selling Price



Refinery capacity



ICAO SAF Policies Tracker



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policies adopted
or under
development

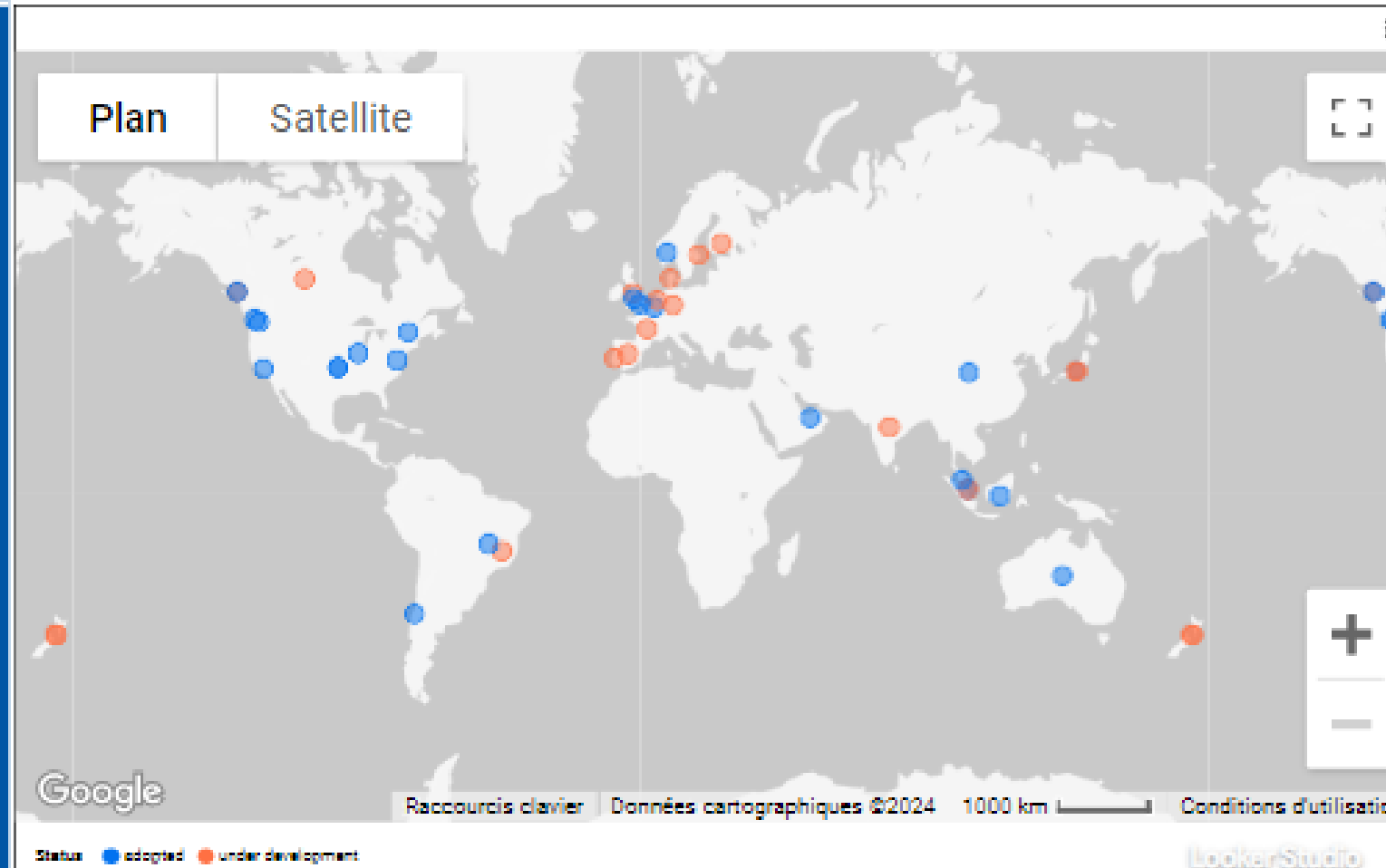
Tracker of policies adopted or under development to foster SAF development



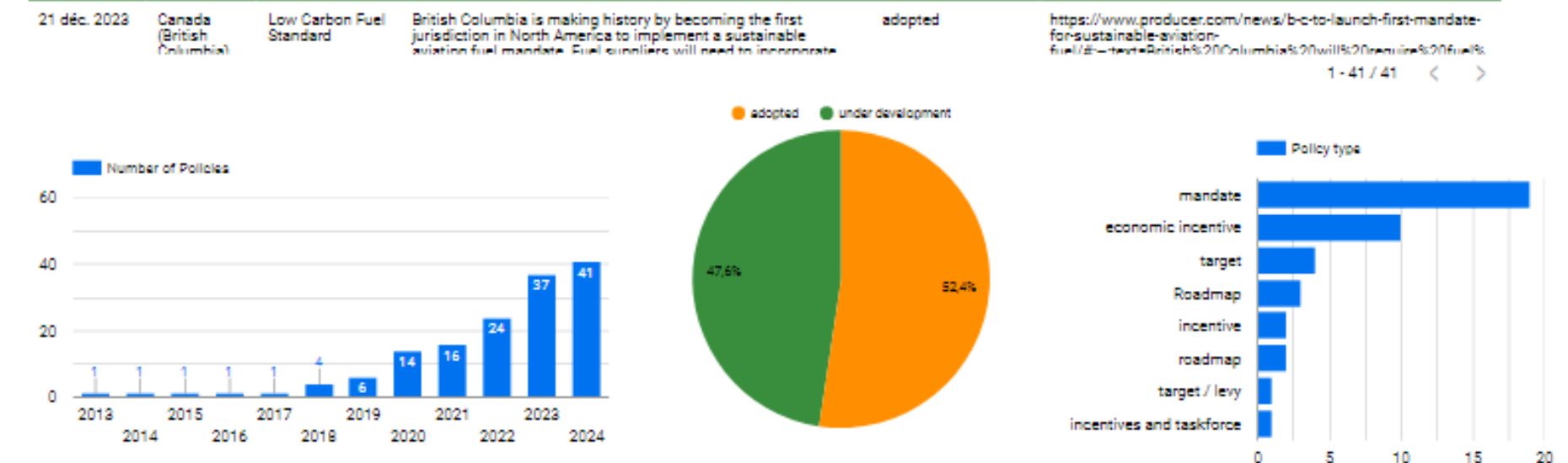
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Environmental Policies on Aviation Fuels

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



Date	State	Policy Title	Policy Description	Status	Source
22 mai 2024	United States	Nebraska production tax credit for SAF	Nebraska Gov. Jim Pillen has signed into law LB 937, which includes establishing a production tax credit for sustainable aviation fuel (SAF) in Nebraska. Ethanol and oils from corn and soybean processing serve as low-carbon, low-cost feedstocks for the production of SAF, which can reduce emissions by more than 50 percent compared to conventional jet fuel, according to NEB. LB937 establishes an income tax credit for the production of SAF beginning in 2027.	adopted	https://www.wastetodaymagazine.com/news/nebraska-governor-signs-landmark-saf-legislation-into-law/
12 avr. 2024	Chile	SAF Roadmap 2030	Chile announced the country's sustainable aviation fuel (SAF) Roadmap 2030 with plans to begin production by 2030 while setting a target to use 50% of jet fuel made from oils, fats, and biological and municipal waste by 2050. The roadmap was announced by Fernanda Cabañas, program coordinator for Chile's public-private "Clean Flight" initiative, at an aviation conference in Santiago, Chile. The initiative is targeting to develop a large-scale SAF production facility operational by 2030.	adopted	https://www.safinvestor.com/news/144779/chile-announces-saf-roadmap-targets-production-facility-by-2030/?utm_medium=email&utm_source=p2ANqztz-9VmAOS7eEsQ8SdbG3T8rQfcznFHWYv4aLDF8885MJNK20fNhtg7S1VIsBk3Dz8nlsV1e4Sy0AzuPAIXnxXoNAPw&utm_content=8593065&utm_source=hs_email
19 févr. 2024	Malaysia	National Energy Transition Roadmap	Malaysia has established an SAF blending mandate starting with 1%, according to the National Energy Transition Roadmap published by the government in 2023. It is targeting a 47% SAF blending mandate by 2050.	adopted	https://www.hydrocarbonprocessing.com/news/2024/02/asia-s-saf-projects-and-agreements/
19 févr. 2024	Singapore	Singapore Sustainable Air Hub Blueprint	To kickstart SAF adoption in Singapore, flights departing Singapore will be required to use SAF from 2026. We will aim for a 1% SAF target for a start, to encourage investment in SAF production and develop an ecosystem for more resilient and affordable supply. Our goal is to raise the SAF target beyond 1% in 2026 to 3 - 5% by 2030, subject to global developments and the wider availability and adoption of SAF. CAAS will introduce a SAF levy for the purchase of SAF to achieve the uplift target. As the market for the supply of SAF is still nascent and the price of SAF can be volatile, this approach will provide cost certainty to airlines and travellers.	adopted	https://www.caas.gov.sg/docs/default-source/default-document-library/annex-1-blueprint-report-exec-summary.pdf https://www.businesstimes.com.sg/companies-markets/transport-logistics/outbound-travellers-singapore-pay-levy-2026-part-sustainable
21 déc. 2023	Canada (British Columbia)	Low Carbon Fuel Standard	British Columbia is making history by becoming the first jurisdiction in North America to implement a sustainable aviation fuel mandate. Fuel suppliers will need to incorporate	adopted	https://www.producer.com/news/b-c-to-launch-first-mandate-for-sustainable-aviation-fuel/#~:text=British%20Columbia%20will%20require%20fuel%20to,14-41/41



Policy examples

Financing grant competitions for SAF production (USA, France)

SAF blending/use mandates in energy content or CO₂ emissions reductions (EU, Brazil)

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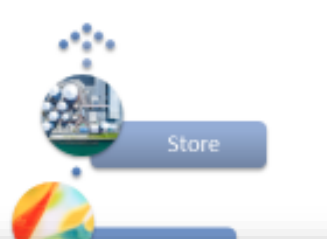
IRA SAF and Clean Technology Grant Program

ACT>>SAF

Support projects to rapidly scale-up domestic SAF production

IRA FAST Grant Program

\$40007
\$245 million competitive grant program
Specifies consideration criteria and eligible entities
FAST Meeting – Dec. 14



Text - H.R.5376 - 117th Congress (2021-2022) | Congress.gov | Library of Congress

2. French endeavour for SAF

Mid-2020 launched a **Call for Expression of Interest** to assess stakeholders' interest and needs

July 2021: **calls for proposal** to support the development of a French SAF production sector :

- 200 million € for pilot/demonstrator construction or engineering studies
- Closed in September 2022 – 5 winning projects to date

Concrete application via a mandatory incorporation mandate :

- January 2022: **blending mandate of 1%** implemented
- Mid-2022 : launch of a working group to address the **industrialization phase** at government level
- December 2022 : study on **PTL fuels potential** in France




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ReFuelEU Aviation legislative proposal Design*

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Ramp-up: binding minimum SAF shares in aviation fuel supplied in the EU:

Total shares in the fuel mix (in %)	2025	2030	2035	2040	2045	2050
Sustainable	2	7	14	21	28	35
Sustainable	2	7	14	21	28	35

Eligible Sustainable



- No blending mandate or tax incentives – limited budget
- Alternative: a mandate of CO₂ emissions reduction (in %) by the use of SAF
 - Applied to airlines (thus not on SAF distribution).
 - Fosters competition for the use of the best technology available and the most efficient SAF

For details – ACT-SAF Series #12 Training –
<https://www.icao.int/environmental-protection/Pages/ACT-SAF-Series.aspx>



Policy examples

Tax credits on SAF (USA, France)

Design of a national SAF roadmap (UAE, Japan)



ICAO ENVIRONMENT Inflation Reduction Act (IRA) - Production support through 2027 ACT>>SAF

IRA Tax Credits

SAF Tax Credit §13203 - 2023-2024

- Achieves 50% lifecycle GHG reduction
- \$1.25 with additional up to \$1.75 for additional lifecycle emissions reduction

Production Credit §13704 - 2023-2024

- Lifecycle GHG <50kg CO₂e/MMBTU
- Enhanced value for SAF up to \$1.75

Text - H.R.5376 - 117th Congress (2021-2022): In 2022 | Congress.gov | Library of Congress

2- Focus on French endeavour for SAF

TIRUERT : an existing tax instrument

- Incentive mechanism to encourage the blending of biofuels in diesel and gasoline, and now kerosene
- Set-up via the **budget law** & update annually
- To evolve over the coming years to match our SAF roadmap objectives

Principles

- Separate annual objective per type of fuel (non fungible)
- SAF blending mandate set at **1% since 2022** (in energy)
- Tax level of **168 € / hectolitres** (at present)

Recent development

- Mandate level raised to 1,5% in 2024
- Upgrade of the biofuel management platform** developed by the French Energy Ministry

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Direction du transport aérien



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ICAO ENVIRONMENT UAE SAF Roadmap ACT>>SAF

2022-2050: Key strategic points

5 Sustainable Aviation Fuel (SAF) principles are highlighted with the intent to accelerate the decarbonization of the UAE's aviation sector and transform it into a regional hub for low carbon aviation fuels

National Sustainable Aviation Fuel Roadmap of the United Arab Emirates 2022-2050

ICAO ENVIRONMENT SAF Roadmap and Utilization target in 2030 ACT>>SAF

- The roadmaps for promoting decarbonization in aircraft operation sector were established in 2021 and are shared among public/private parties in Japan.
- Two quantitative targets for decarbonization were established within roadmaps.
 - SAF: Replacing 10% of the fuel consumption by Japanese airlines with SAF in 2030
 - Operational improvement: Reducing CO₂ emissions by about 10% through future efforts of improvement of flight operations by renovating air navigation services

Introduction of SAF

New Technologies

Improvement of Flight Operation

For details – ACT-SAF Series #12 Training –
<https://www.icao.int/environmental-protection/Pages/ACT-SAF-Series.aspx>



Policy examples

Industry engagement (UAE, Japan “Act for Sky”, Singapore “Buyers club for SAF”)



Participants

ACT»SAF

The UAE SAF Committee

Private Initiative for SAF
- Act for Sky -

ACT»SAF

■ Establishment of “Act For Sky”
On 2 March 2022, a voluntary organisation, “ACT FOR SKY”, was launched with JGC HD, Revo INTL, ANA and JAL as lead companies, with the aim of promoting and expanding domestic SAF.

◆ What is Act For Sky

◆ Member companies: 24 (as of February 2023)

Corporate Buyers’ Club for SAF

ACT»SAF

- Studying the feasibility and design of a corporate buyers’ club to encourage early adopters to take collective action, to aggregate SAF demand and provide stronger demand signals for SAF production and scale-up
 - Tap on business travelers and air cargo users and encourage them to become first movers
 - Potential of collaborating with regional partners to expand the buyers’ club to the broader ASEAN region
- As the buyers’ club would be the first of its kind in Singapore, need careful assessment of its commercial viability and operating model
- Plan to commence study in second quarter of 2023, which will take around 3 months



Defining SAF aspirational targets (Japan 10% SAF by 2030, USA 3 Billion gallons of SAF by 2030)



U.S. SAF Grand Challenge

ACT»SAF

- Agreement by the Departments of Transportation, Energy and Agriculture
- Achieve 3 billion gallons of SAF production by 2030
- At least a 5% reduction in greenhouse gas emissions by 2030
- Multi-agency to support



Public-Private Councils

ACT»SAF

- In Mar21, JCAB established “Study Group on CO2 Reduction in the Aircraft Operation Sector” which consists of air-carriers, academic experts etc.
- The study group established roadmaps for promotion of decarbonisation in aviation operation sector.

<Target> Replacing 10% of the fuel consumption by Japanese airlines with SAF in 2030

- Accelerating actions in the roadmaps, JCAB has established **public-private councils**.

Private-Public Councils for promotion of SAF deployment

Purpose

- ✓ Coordination of demand (airlines) and supply (oil companies) to facilitate the development and production of domestic SAF
- ✓ Construction of future supply chain including imported SAF

Key actions

- ✓ Coordinating of **demand and supply of SAF**
- ✓ Demonstration of **imported neat SAF refueling in Japan**
- ✓ Assistance of **ICAO CEF certification**

Member

- ✓ **Private sector:** Air-carriers, Airport company, Oil company, etc.
- ✓ **Public sector:** MAFF, METI, MLIT, MOE, NEDO(observer)



Vice-minister of MLIT, Mr. Nakayama at the 1st council

For details – ACT-SAF Series #12 Training –
<https://www.icao.int/environmental-protection/Pages/ACT-SAF-Series.aspx>





Policy and Planning: State Action Plans

Building Block 1 – Policy and Planning



1. Policy and Planning

- Global aspirational **Vision** to reduce international aviation CO₂ emissions by **5% by 2030**
- Each State's **special circumstances and respective capabilities**
- **CAAF/4** no later than 2028, with a view to update Vision
- **Collaborative effort** across different stakeholders, and encourage **State policies, action plans and roadmaps**
- Implementation **monitored** and periodically **reviewed**

10. States are encouraged to include their respective policies, actions and roadmaps for the development and deployment of SAF, LCAF and other aviation cleaner energies, in their State Action Plans, and where possible, to:
 - a) identify resources, capacity and other factors (e.g. capacity assistance and access to technology) required;
 - b) help ICAO to tailor capacity building and implementation support measures, including facilitating access to financing and funding, in line with the State's needs; and
 - c) to quantify their Plans, to support ICAO's work in monitoring progress towards achieving the LTAG.
11. The implementation of the global framework should be continually monitored and periodically reviewed, including through annual ICAO stocktaking, and the convening of CAAF/4. In this regard, ICAO, with the technical contribution of CAEP, should identify and develop methodologies for monitoring the:
 - a) progress on emissions reductions from SAF, LCAF and other aviation cleaner energies toward the achievement of the LTAG, including through the gathering, compiling and analyzing, by ICAO, of actions undertaken by States according to their State Action Plans and other relevant State reporting mechanisms;
 - b) progress, at a global and regional level, on means of implementation support, including financing, provided to achieve the emissions reductions from SAF, LCAF and other aviation cleaner energies toward the achievement of the LTAG, including through the gathering, compiling and analyzing, by ICAO, of actions undertaken by States, industry, and other stakeholders; and
 - c) impacts on the sustainable growth of the aviation industry, the geographical distribution of SAF production, cost impacts (including airfares and the price of SAF, LCAF and other cleaner

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energies), and the maintenance of fair and equal opportunities for the development and deployment of SAF, LCAF and other aviation cleaner energies, aspiring to have production sites in all ICAO regions before CAAF/4.

Building Block 3 – Implementation Support



3. Implementation Support

- **Robust, targeted and tailored** capacity -building and implementation support
- **Building on ACT-CORSIA and ACT-SAF** programmes
- Facilitate **partnerships**, and exchange of best practices
- Develop **policy toolkit/guidance** and support **State Action Plans**
- Support **feasibility studies, pilot projects**, which may facilitate access to investment
- Support **access to technology**

Building Block 3 – Implementation Support

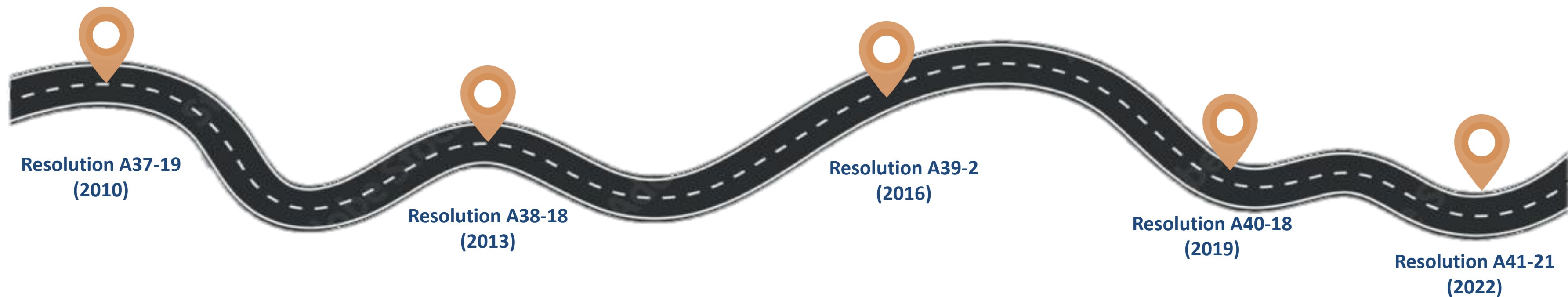
17. All States should have access to the means to participate across all stages of the development and deployment of SAF, LCAF and other aviation cleaner energies, and all States and regions are encouraged to work together in a spirit of solidarity to ensure there is a truly global effort to contribute to, and benefit from, the work to reduce emissions from such aviation cleaner energies.

18. The global scale-up in production of SAF, LCAF and other aviation cleaner energies requires a robust and substantial capacity-building and implementation support programme. States, ICAO, industry, academia and other relevant stakeholders are encouraged to work together to deliver such a programme that:

- a) recognizes the need for an expanded, robust, targeted and tailored support to account for the various stages of readiness across the entire SAF/LCAF value chain, taking into account different circumstances across States and regions;
- b) facilitates partnerships, alliances and cooperation between States and all relevant stakeholders, including regional collaborations that may result in regional solutions that produce fuels efficiently;
- c) includes exchange of information, sharing of best practices and technological developments among States, for which ICAO should provide a platform to facilitate this exchange and track progress;
- d) supports States in their planning, development and implementation of national and regional policies that can be applied across all stages of fuel supply-chain, including the following potential policy components that form part of a non-exhaustive ‘toolkit’ (referred to paragraph 6 above):

- h) assists in the development of relevant aspects of State Action Plans and roadmaps, including ICAO guidance and tools, and State-to-State support partnerships, noting that State Actions Plans may also include information on specific assistance needs for the implementation of measures to reduce aviation CO₂ emissions, which may facilitate access to investment and technology.

Background of State Action Plan Initiative



Resolution A41-21 (2022): *Consolidated statement of continuing ICAO policies and practices related to environmental protection — Climate change* reaffirmed this initiative.



Encourages States to submit and update their **voluntary action plans** outlining respective policies, actions and roadmaps, including long-term projections
(A41-21 Para. 10)



Invites States to **prepare or update** action plans to submit them to ICAO **as soon as possible preferably by the end of June 2024** and once every three years thereafter
(A41-21 Para. 11)



Encourages to share information contained in action plans and **build partnerships** with other Member States
(A41-21 Para. 11)

Purpose of the State Action Plans



• State

- ✓ to voluntarily report international aviation CO₂ emissions to ICAO and develop a better understanding of the projections of international aviation CO₂ emissions
- ✓ to voluntarily include respective policies, actions and roadmaps for the development and deployment of Sustainable Aviation Fuels (SAF), Low-Carbon Aviation Fuels (LCAF) and other aviation cleaner energies
- ✓ to voluntary quantify action plans to support monitoring progress towards achieving the LTAG
- ✓ to voluntarily provide information to ICAO on the basket of measures implemented for emission reduction and on any specific assistance needs

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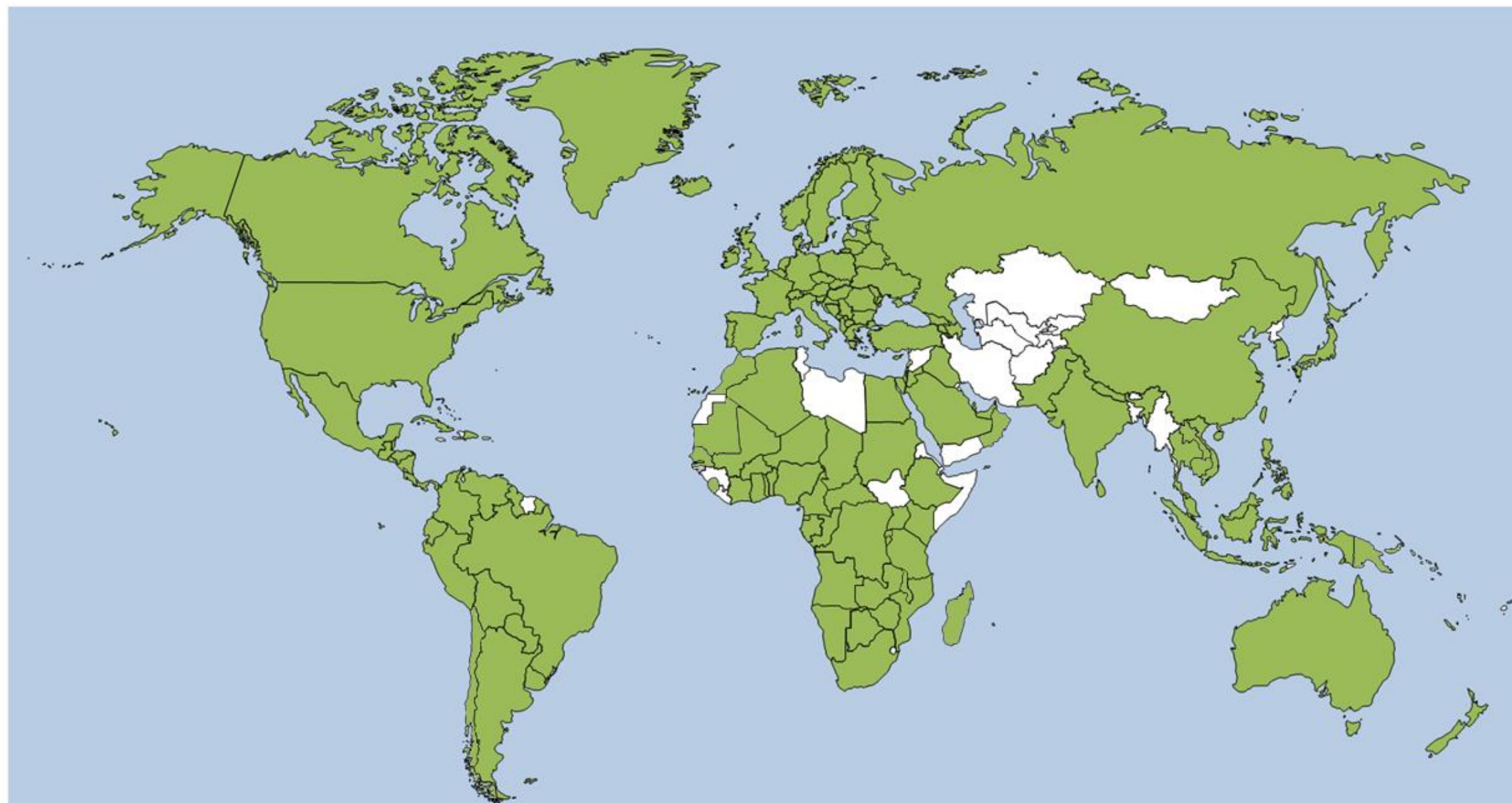
- ✓ to compile information about the achievement of the global aspirational goals and to monitor the implementation and achievement of the long-term global aspirational goal (LTAG)
- ✓ to facilitate the dissemination of economic and technical studies and best practices related to aspirational goals
- ✓ to identify and respond to States' needs and provide assistance such as facilitating feasibility studies
- ✓ to tailor capacity building and implementation support measures, including facilitating access to financing and funding, in line with each State's needs

Up-to-date achievement on SAP submissions

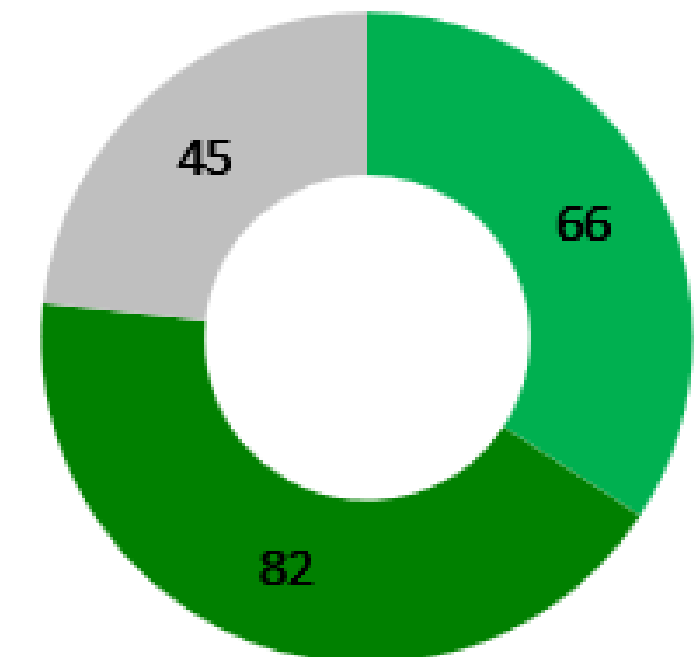


148 States representing **98.99% of global RTK** have voluntarily submitted their State Action Plan

Global SAP Submissions / Updates



Global SAP Submissions / Updates



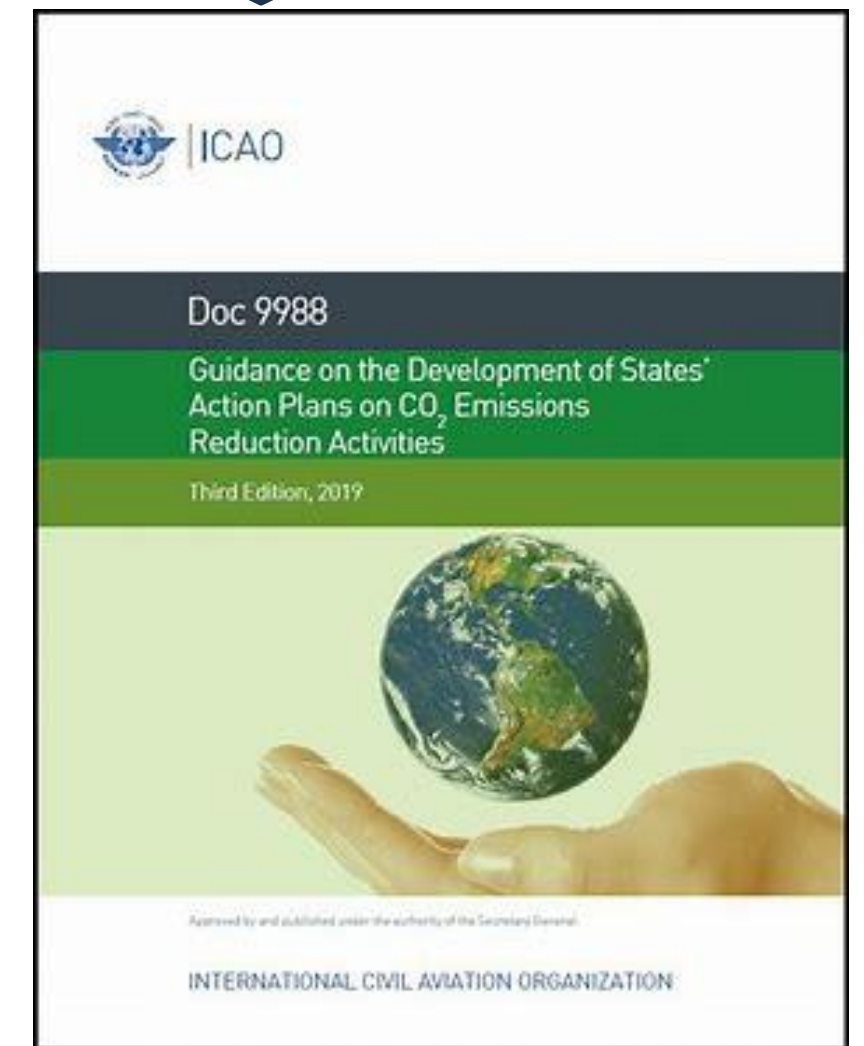
- States Submitted Once
- States Updated
- States left to submit

Guidance on the Development of State Action Plans on CO₂ Emissions Reduction Activities (Doc 9988)



- Guidance on the Development of States' Action Plans on *CO₂ Emissions Reduction Activities*
 - Describes what a State Action Plan should include and provides a step-by-step guide on how to develop it.
- More details about everything presented in this Seminar can be found in this document
 - Overview and introduction;
 - Baseline scenario estimation;
 - Mitigation measures and expected results;
 - Implementation and assistance;
 - Appendix with examples and detailed information.

**Fourth Edition
now available at
APER Portal**



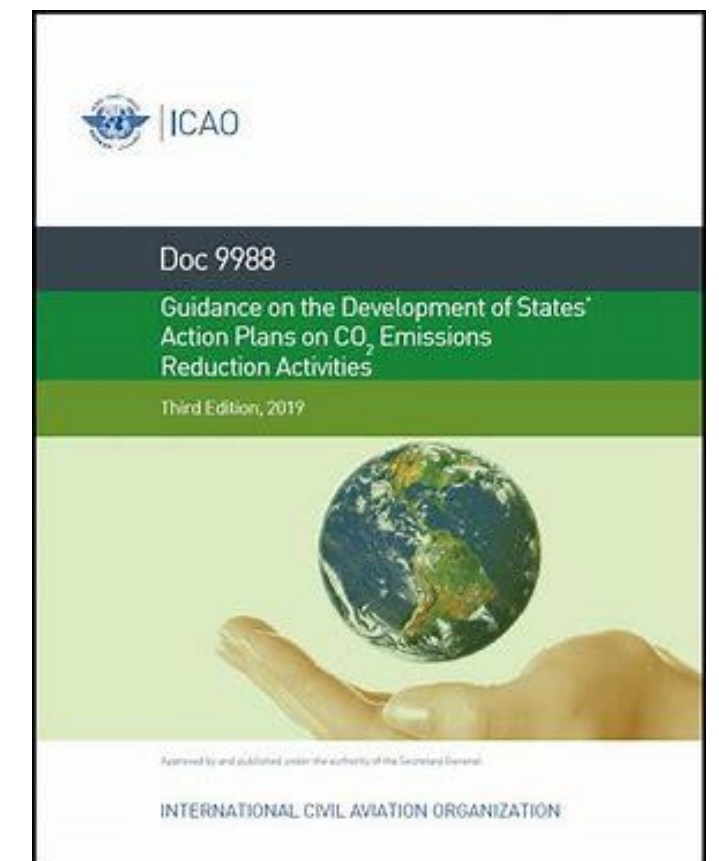
Guidance on the Development of State Action Plans on CO₂ Emissions Reduction Activities (Doc 9988)



Updates in the Guidance (Fourth Edition):

- 1 Reflects 2022 ICAO Assembly's agreement on a long-term global goal for aviation (LTAG) and highlights importance of State Action Plans in contributing to the achievement of the international aviation sector's collective goal and monitoring the global progress.
- 2 Details benefits of sustainable aviation fuels (SAF), lower carbon aviation fuels (LCAF), and other clean energy options, guided by the ICAO Global Framework adopted by CAAF/3.
- 3 Updates the Action Plan template, which allows States to report quantified data in a harmonized manner.
- 4 Adds information on assistance needs, ICAO's latest capacity-building programs, possible financial instruments, and examples of eligibility criteria for financing decarbonization projects.
- 5 Includes lessons from the past decade, updated information resources, and best practices for CO₂ mitigation.

***Fourth Edition
now available at
APER Portal***



State Action Plan Process



(1) Selecting Focal Point(s)

**(2) Estimating the baseline
scenario (scenario without action)**

**(3) Selecting measures to mitigate
CO2 emissions (from basket of
measures)**

**(4) Estimating the expected results
(scenarios after the action)**

**(5) Identifying any assistance
needed to develop and/or
implement plan**

**Focal Point(s)
establishing
State Action
Plan Team**

**Establishing the
SAP Team with
national
stakeholders**

**SAP Team to
coordinate on
creation of SAP**

**Submit SAP
via APER
portal**

Welcome to the Action Plan on Emissions Reduction (APER) Portal

This portal has been developed to assist States that want to prepare and submit their State Action Plan to ICAO. State Action Plans enable all ICAO Member States to establish a long-term strategy on climate change for the international aviation sector, involving all interested parties at national level.

Following the agreement at the 41st Session of the ICAO Assembly in 2022 on the long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050, State Action Plans will play a pivotal role in monitoring the progress on the implementation of all elements of the basket of measures towards the achievement of the LTAG (A41-21 operative clause 9).

Therefore, it is now more important than ever for States to develop or update their action plans to outline their respective policies, actions, and roadmaps, including long-term projections, and to include quantified information related to achieving the global aspirational goals, including the LTAG of net-zero carbon emissions by 2050.

Consistent and harmonized presentation of quantified data across all submitted action plans will assist ICAO to aggregate data from various State Action Plans, thereby facilitating the assessment of progress towards the achievement of ICAO's aspirational goals. States are invited to update their State Action Plans every three years, so that ICAO can continue to compile the quantified information submitted.

As defined within ICAO Document 9988 (provided below) a complete State Action Plan should contain:

1. Contact information for the officially nominated State Action Plan Focal Point, alternate Focal Point (if applicable) and any other person(s) responsible for the compilation and submission of the Action Plan;
2. Baseline Scenario (scenario without action): Projected annual fuel consumption, CO₂ emissions and traffic data (from the latest available year until at least 2050) for international aviation;
3. List of selected measures proposed for mitigating CO₂ emissions from international civil aviation;
4. Expected Results (scenario after taking action): Estimated impact of the selected mitigation measures from the first implementation year to at least 2050 on the baseline scenario (including annual fuel consumption and CO₂ emissions); and
5. Identification of any assistance needs (for example financial, technological, training or capacity building) for the State.

What is included in a State Action Plan?



5 basic elements (minimum requirements):

1- Contact Information of the State Focal Point(s).

2- Baseline Scenario (scenario without action) annual fuel consumption, CO2 emissions and traffic data (from the latest available year until at least 2050).

3- Measures to mitigate CO2 emissions (deriving from the Basket of Measures).

4- Expected results (scenario after taking action): annual fuel consumption, CO2 emissions and traffic data after implementation of mitigation measures from the first implementation year to at least 2050.

5- Assistance needs for example financial, technological or capacity building.

After Submission



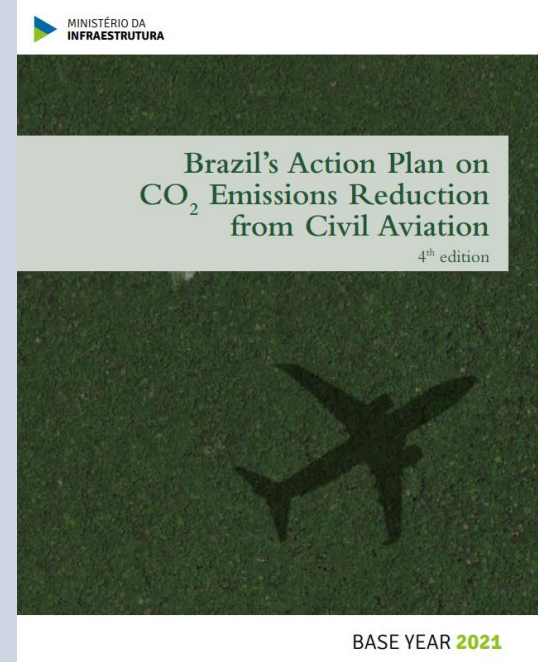
- Development and submission of an Action Plan is not the end goal !
- Key points:
 - ✓ States to set in motion a process to implement the relevant measures in the Action Plan
 - ✓ Continuous consultation and coordination between the various stakeholders is essential for implementation
 - ✓ States to contribute to the achievement of the LTAG in accordance with national circumstances
 - ✓ States to continue to work closely with ICAO to achieve the implementation of the Global Framework for SAF, LCAF and other cleaner energies

SAF and Cleaner Energy initiatives from State Action Plans



United Kingdom

Renewable Transport Fuel Obligation - fuel suppliers to ensure a proportion of fuel from renewable origin



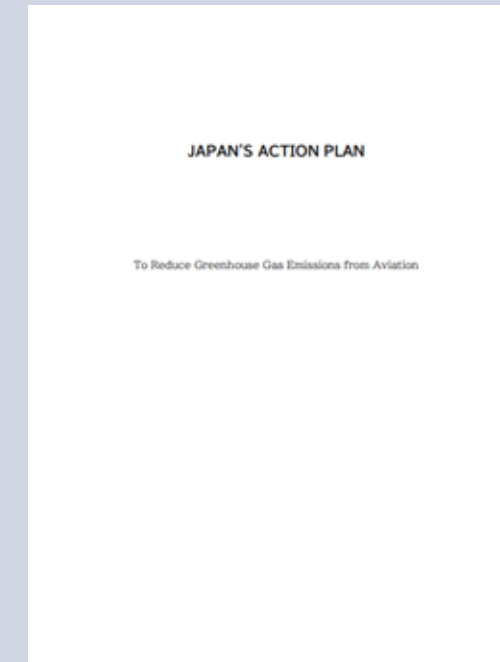
Brazil

Brazil has a wide range of raw materials to produce jet fuel, such as babassu, sugar cane, macaúba, palm, soy and forest resources (eucalyptus)



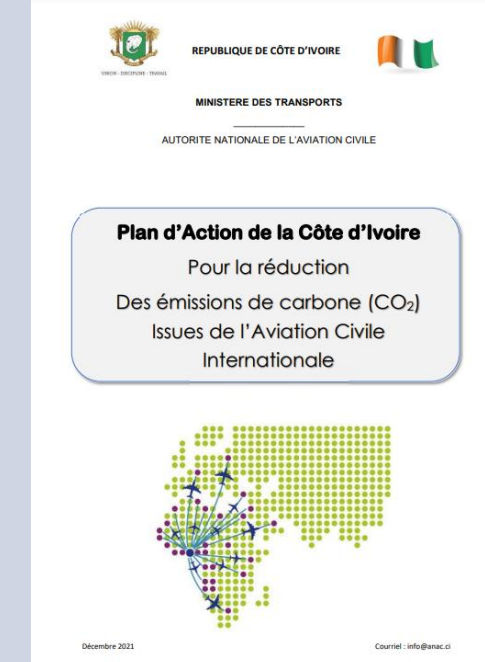
Dominican Republic

Use of photovoltaic energy in airports



Japan

Target of replacing 10% of fuel consumption by Japanese airlines with SAF by 2030



Cote d'Ivoire

Feasibility Study completed on the use of Sustainable Aviation Fuels

Policy and Planning: Monitoring and Reporting Methodologies

Background on the 41st Session of the ICAO Assembly



Resolution A41-21* requested the ICAO Council...

to consider necessary methodologies for the regular monitoring of progress on the implementation of all elements of the basket of measures towards the achievement of the long-term global aspirational goal for international aviation (LTAG), including through:

- a) ICAO environment stocktaking process;
- b) review of the ICAO vision for SAF;
- c) assessment of the CO₂ emissions reduction;
- d) cost impacts of a changing climate on international aviation, regions and countries, in particular developing countries;
- e) impact on the development of the sector;
- f) cost impacts of the efforts to achieve the LTAG;
- g) monitoring of information from State Action Plans for international aviation CO₂ emissions reduction; and
- h) means of implementation.



Building Block 1 – Policy and Planning

1. Policy and Planning

- Global aspirational **Vision** to reduce international aviation CO₂ emissions by **5% by 2030**
- Each State's **special circumstances and respective capabilities**
- **CAAF/4** no later than 2028, with a view to update Vision
- **Collaborative effort** across different stakeholders, and encourage **State policies, action plans and roadmaps**
- Implementation **monitored** and periodically **reviewed**

Building Block 1 – Policy and Planning:

1. ICAO and its Member States will work together to strive to achieve a Vision of implementing the elements of this global framework in order to globally scale-up the development and deployment for SAF, LCAF and other aviation cleaner energies, as such fuels are expected to have the largest contribution to aviation CO₂ emissions reductions in the 'basket of measures' to achieve the LTAG. To support the achievement of the LTAG, ICAO and its Member States strive to achieve a collective global aspirational 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 (compared to zero cleaner energy use). In pursuing this Vision, each State's special circumstances and respective capabilities will inform the ability of each State to contribute to the Vision within its own national timeframe, without attributing specific obligations or commitments in the form of emissions reduction goals to individual States.
2. This Vision will be continually monitored and periodically reviewed, as described in paragraph 11 below, including through the convening of CAAF/4 no later than 2028, with a view to updating the ambition on the basis of market developments in all regions.
3. Increasing the production of SAF, LCAF and other aviation cleaner energies across all regions will be integral to achieving the Vision and will rely on means of implementation including financing, technology transfer and capacity building.
4. In addition, the Vision should:
 - a) enable the increased production and supply of SAF, LCAF and other aviation cleaner energies across all regions;
 - b) be flexible, attainable and feasible;
 - c) be continually monitored and periodically reviewed (refer to paragraph 11 below);
 - d) be ambitious, in order to send a positive market signal to induce demand, trigger supply and attract significant additional investment, taking into account special circumstances and respective capabilities of States;
 - e) not negatively impact the growth of air transport, especially in developing countries;
 - f) contribute to a level playing field among all States and avoid market distortion;
 - g) be supported by the appropriate means of implementation including financing, technology transfer and capacity building;
 - h) not exclude any particular fuel source, pathway, feedstock or technology, as long as it meets the CORSIA sustainability criteria;
 - i) take account of the projections included in the LTAG report and subsequent analysis by CAEP;
 - j) note national fuel-related emissions reduction goals and roadmaps by States and any other industry commitments;
 - k) not give rise to any mandatory measures to achieve this Vision and the objective of this framework; and
 - l) contribute to mitigating air pollution, maximising both public health and climate benefits.

Building Block 1 – Policy and Planning



1. Policy and Planning

- Global aspirational **Vision** to reduce international aviation CO₂ emissions by **5% by 2030**
- Each State's **special circumstances and respective capabilities**
- **CAAF/4** no later than 2028, with a view to update Vision
- **Collaborative effort** across different stakeholders, and encourage **State policies, action plans and roadmaps**
- Implementation **monitored** and periodically **reviewed**

11. The implementation of the global framework should be continually monitored and periodically reviewed, including through annual ICAO stocktaking, and the convening of CAAF/4. In this regard, ICAO, with the technical contribution of CAEP, should identify and develop methodologies for monitoring the:

- a) progress on emissions reductions from SAF, LCAF and other aviation cleaner energies toward the achievement of the LTAG, including through the gathering, compiling and analyzing, by ICAO, of actions undertaken by States according to their State Action Plans and other relevant State reporting mechanisms;
- b) progress, at a global and regional level, on means of implementation support, including financing, provided to achieve the emissions reductions from SAF, LCAF and other aviation cleaner energies toward the achievement of the LTAG, including through the gathering, compiling and analyzing, by ICAO, of actions undertaken by States, industry, and other stakeholders; and
- c) impacts on the sustainable growth of the aviation industry, the geographical distribution of SAF production, cost impacts (including airfares and the price of SAF, LCAF and other cleaner energies), and the maintenance of fair and equal opportunities for the development and deployment of SAF, LCAF and other aviation cleaner energies, aspiring to have production sites in all ICAO regions before CAAF/4.

CAEP LTAG Monitoring and Reporting (LMR) Task Group



- After its establishment at the 2023 CAEP meeting, the LMR-Task Group started to develop the LTAG Monitoring and Reporting methodology (LMR Methodology).
- The CAEP LMR-TG has been working on a comprehensive and robust methodology comprised of:
 - **Backward and forward-looking approaches** to track the actual historical performance of the international aviation sector and generate new updated paths towards the 2050 goal (LTAG)
 - **Tiered approach** based on a core methodology and future enhancements
 - **Considerations on how to implement the methodology and organize the work** *(for internal CAEP purposes i.e., if requested by Council).*
- The LMR-TG delivered the initial methodology at the SG/2024.

Key Objectives & Principles



- **The LMR Methodology should:**
 - address the request from Assembly A41-21 (para 9);
 - allow for the review of historical performance of the international aviation sector and updated outlooks;
 - leverage existing relevant data, methods, tools and analyses from ICAO and/or CAEP; and
 - evolve and be enhanced over time to address existing gaps in data and/or methods.



Next Steps towards the Final LMR Methodology

- The CAEP Steering Group meeting (CAEP SG/2024) agreed on the overarching proposed approach for the methodology on LTAG monitoring and reporting, including the inclusion of backward- and forward-looking assessments, and options in the form of tiers.
- The LMR-TG will address and integrate input, feedback and guidance from CAEP SG/2024.
- The LMR-TG will draft a comprehensive report to CAEP/13 on Final LMR Methodology.
- The LMR-TG will report back to CAEP/13 (February 2025), the ICAO Council and the ICAO Assembly.

ICAO Roadmap Building Block 1 – Policy and Planning

Planned Actions

ICAO Roadmap BB1 – Policy and Planning (Monitoring Methodologies & State Action Plans)

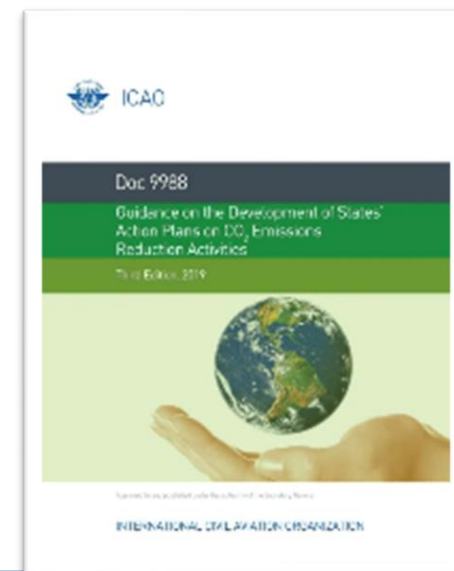
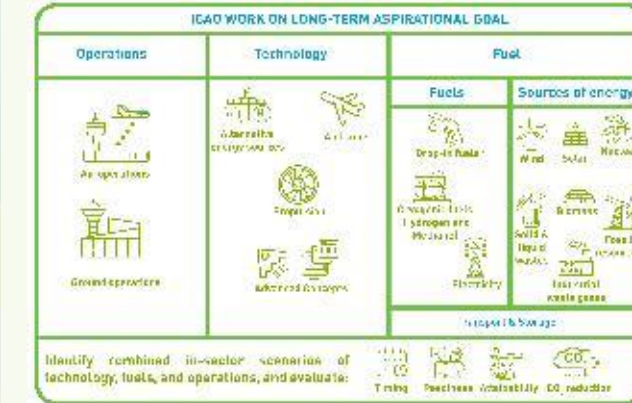
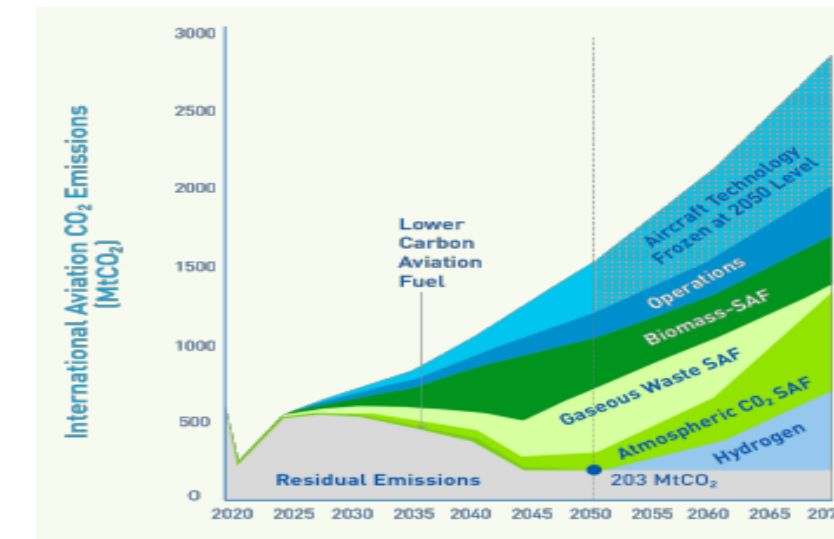


Planned Actions



- To expand ongoing work for the development of **LTAG monitoring methodologies** by including specific methodologies for **monitoring the achievement of the collective global aspirational Vision and the implementation of the Global Framework**
- To add monitoring of the Global Framework implementation, as part of **annual ICAO LTAG Stocktaking events**, including **monitoring of the implementation support and financing**
- To increase **new and updated State Action Plans**, with focus on SAF, LCAF and other aviation cleaner energies, and gather, compile and analyse the data submitted, aiming to assist in monitoring progress
- To **convene CAAF/4 no later than 2028**, with a view to updating the Vision and the Global Framework

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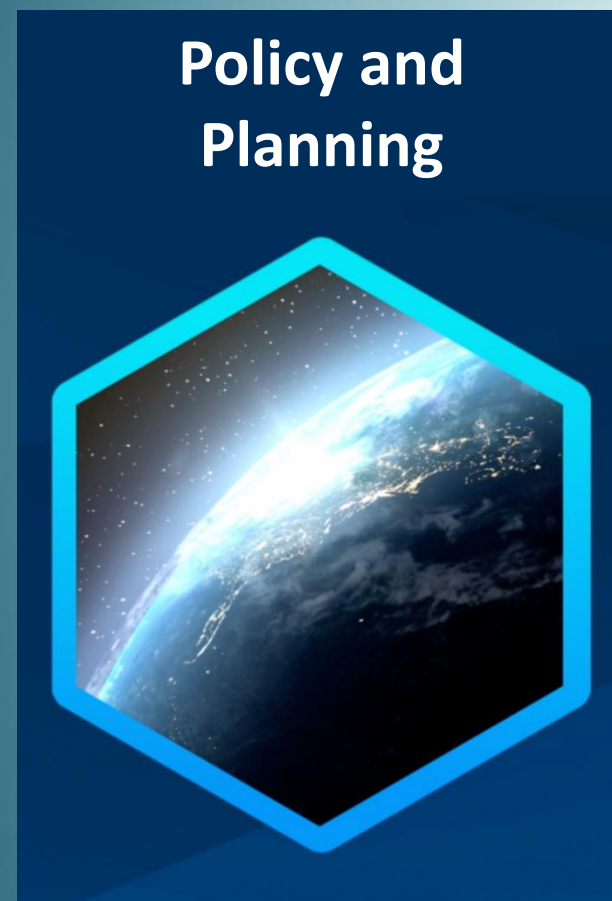


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Policy and Planning Q&A Session

Next:



Session 1– Policy and Planning : Aviation Cleaner Energy Policies

- **Regional update on State Action Plans**
- **States presentations on policies and State Action Plans**

Thank You

