



UNITED NATIONS FRAMEWORK CONVENTION ON CLIMATE CHANGE (UNFCCC)

Subsidiary Body for Scientific and Technological Advice
Sixty-first session (SBSTA61)

(Baku, Azerbaijan, 11 to 16 November 2024)

Agenda item 14 (b): Emissions from fuel used for international aviation and maritime transport

Submission by the International Civil Aviation Organization (ICAO)

1. INTRODUCTION

1.1 Under the leadership of the International Civil Aviation Organization (ICAO), the international aviation sector has committed to addressing its impact on the global climate, and is fully implementing its clean energy transition *en route* to Net-Zero 2050.

1.2 At the 41st Session of the ICAO Assembly in 2022, Member States adopted [Assembly Resolution A41-21](#) and the historic agreement on the [long-term aspirational goal \(LTAG\) of net-zero carbon emissions by 2050](#), in support of the Paris Agreement's temperature goal.



1.3 Recognizing that cleaner energies are expected to have the largest contribution to aviation CO₂ emissions reductions for Net-Zero 2050, the [Third ICAO Conference on Aviation and Alternative Fuels \(CAAF/3\)](#), which took place in Dubai, UAE in November 2023, adopted an [ICAO Global Framework for Sustainable Aviation Fuels \(SAF\), Lower Carbon Aviation Fuels \(LCAF\) and other Aviation Cleaner Energies](#) to facilitate the global scale up in the development, production and deployment of aviation cleaner energies. To support the achievement of the LTAG, ICAO and its Member States strive to achieve a collective global aspirational Vision to reduce international aviation CO₂ emissions by 5 per cent by 2030, through the use of aviation cleaner energies.



THIRD ICAO CONFERENCE ON
AVIATION AND ALTERNATIVE FUELS

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1.4 Access to financial resources is particularly crucial for the deployment of SAF and other cleaner energies for aviation, as the scaling-up of fuels in support of the LTAG would require cumulative investments of around USD 3,2 billion by 2050.

1.5 In this regard, ICAO and its Member States continue to express strong concern regarding proposals to use international aviation as a potential source for the mobilization of revenue for climate finance to other sectors, which may adversely affect aviation's decarbonization efforts and the global benefits resulting from air transport connectivity and economic growth, in particular in developing countries which will be most affected by such taxation measures (refer to Section 7 below).

1.6 In June 2024, the ICAO Council approved the roadmap for the implementation of the ICAO Global Framework, and the Organization continues to make further progress including through

[ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels \(ACT-SAF\) programme](#) and [ICAO State Action Plans \(SAPs\) initiative](#), and is currently operationalizing [ICAO Finvest Hub](#) to facilitate access to financing and investments for aviation decarbonization projects.

1.7 The continued and robust implementation of the [Carbon Offsetting and Reduction Scheme for International Aviation \(CORSIA\)](#) is on-track. Additional States have notified their intentions to voluntarily participate in the scheme to define routes subject to offsetting requirements, bringing a total number of 129 States participating in CORSIA. Every year since 2019, almost 100% coverage of annual CO₂ emissions have been reported from States to the CORSIA Central Registry, through the CORSIA CO₂ emissions Monitoring, Reporting and Verification (MRV) system, while ensuring that the eligible fuels and carbon credits meet the ICAO sustainability and integrity criteria.

2. ICAO GLOBAL FRAMEWORK FOR AVIATION CLEANER ENERGIES

2.1 The adoption of the [ICAO Global Framework on SAF, LCAF and other Aviation Cleaner Energies](#)¹ only one year following the LTAG agreement, sends a clear signal to the international community regarding the continued leadership role and determination of ICAO and its Member States in addressing emissions from international aviation.

2.2 The Framework also provides clarity, consistency and predictability to governments, public and private investors, industry and fuel producers, on policies, regulations, implementation needs, and investments required to support and unlock the full potential of the aviation sector's energy transition globally. The Framework is structured with four Building Blocks of 1) policy and planning, 2) regulatory framework, 3) implementation support, and 4) financing², with the following key features:



Building Block 1 – Policy and Planning:

- “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” (paragraph 1 of the Framework);

¹ China, Iraq, Russian Federation and Saudi Arabia expressed their reservations to certain aspects of the global framework. The United States expressed its view that the global framework was not legally binding in nature.

² [ICAO video on CAAF/3 outcomes](#)

- The Vision and global framework will be **continually monitored and periodically reviewed** on the progress of emissions reductions and means of implementation support, aspiring to have production sites in all regions before the convening of **CAAF/4 no later than 2028**, with a view to updating the ambition on the basis of market developments;
- Achieving the Vision will rely on **means of implementation including financing, technology transfer and capacity building**, and the Vision should follow other points, e.g., contributing to a level playing field among all States and avoiding market distortion;
- Development and implementation of [aviation cleaner energy policies](#) and [State Action Plans](#) in accordance with their special circumstances and respective capabilities, as well as related actions by aviation and fuel stakeholders, in support of the Vision;

Building Block 2 – Regulatory Framework:

- [CORSA sustainability criteria, sustainability certification, and the methodology for the assessment of life cycle emissions](#) **should be the accepted basis** for the eligibility of SAF, LCAF and other aviation cleaner energies used in international aviation;
- Acceleration for the development and approval of **new Sustainability Certification Schemes** for aviation cleaner energies, and the analysis and approval of **life cycle values for new fuel sources and pathways**, without excluding any particular fuel source, pathway, feedstock or technology;
- **Accounting methodologies and reporting frameworks** on the use of aviation cleaner energies and their environmental benefits for international aviation should take into account various **parameters**, including the avoidance of double-counting, and leveraging on the CORSIA Monitoring, Reporting and Verification (MRV) system;
- ICAO will undertake **a study of fuel accounting systems to determine any possible ICAO role** to facilitate access to environmental benefits of cleaner energies for international aviation, with a view to fostering the global production, in particular in developing countries;

Building Block 3 – Implementation Support:

- Delivery of **a robust, targeted and tailored capacity-building and implementation support** for the global scale-up in production of SAF, LCAF and other aviation cleaner energies, taking into account various stages of readiness in different States and regions, and **building upon the success of ICAO ACT-CORSIA and ACT-SAF programmes**, with the contributions of resources by States and the industry;
- Implementation support should facilitate **partnerships, alliances and cooperation** between States and all relevant stakeholders, including regional collaborations, as well as the **exchange of information, sharing of best practices** under the ICAO's platform;
- Support for **feasibility studies, pilot projects, and proof of concept plans**, which may facilitate access to investment, including training on financial aspects of project development, financial planning and investment promotion, as well as support for [State Action Plans](#) and **roadmaps** which may also facilitate access to investment;
- **Support access to technology** related to aviation cleaner energy development and deployment, in particular to developing countries and States with particular needs, such as comprehensive technical skills, manufacturing, processing and equipment;

Building Block 4 – Financing:

- Recognition of the Assembly Resolutions in particular A41-21, paragraphs 18 a) and b), and the **primary objective for ICAO and its Member States on financing** is to support developing countries and States with particular needs, to improve access to low-cost financing and funding, and further **de-risking of projects to develop and deploy SAF, LCAF and other aviation cleaner energies**;
- ICAO, States and the industry should **advocate and outreach for greater investment in SAF, LCAF and other aviation cleaner energy projects**, by increasing understanding amongst the international finance community, regarding the collective commitment of States and the industry, environmental and other benefits of aviation cleaner energies, and opportunities for potential investments;
- Welcoming the establishment of the [ICAO Finvest Hub](#), initiative, which delivers on A41-21, paragraph 18 a) to facilitate enhanced access to public and private investment capacities and funding from financial institutions, as well as encourage new and additional funding for this purpose, **ICAO should urgently put in place the necessary structure and capability, toward its operationalization**, while identifying how it complements broader aviation decarbonization capacity building and implementation efforts, including the [ACT-SAF](#) programme;
- Private capital alone will not be enough to fully scale-up the development and deployment of SAF, LCAF and other aviation cleaner energies, and public investment will be also required to support aviation cleaner energy projects. Underscoring the importance of A41-21, paragraph 18 b), **ICAO should expedite its work to further consider the establishment of a climate finance initiative or funding mechanism under ICAO**, while addressing the possible financial, institutional and legal challenges; and
- ICAO and its Member States should actively identify, analyse gaps and **monitor developments in the UN and across the international financing community**, to pursue opportunities to increase the allocation or earmarking of public and private capital devoted to aviation decarbonization projects, particularly on aviation cleaner energies.

3. IMPLEMENTATION SUPPORT AND FINANCING

3.1 Being recognized by CAAF/3 as one of important Building Blocks for the Global Framework, the [ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels \(ACT-SAF\) programme](#) provides tailored support for States in various stages of SAF development and deployment, facilitates partnerships and cooperation under ICAO coordination, and serves as a platform to facilitate knowledge sharing and recognition of all initiatives around the world.

3.2 For example, a set of training sessions have been organized as the [ACT-SAF Series](#), where ICAO and ACT-SAF supporting partners deliver presentations on various SAF-related topics, such as the fuel sustainability, certification, production technology, policies, logistics, market, and feasibility assessment. So far, 14 sessions have been completed, with over 100 participants per session benefiting from immediate interactions with speakers and Q&A segments. The ACT-SAF Series material is available on [ICAO TV](#), [YouTube](#), and [ACT-SAF](#) website.

3.3 Monitoring progress and facilitating information exchange is also a key feature of the ACT-SAF programme, which is achieved through the [ICAO Cleaner Energy Tracking Tools](#). This platform is regularly updated to showcase the latest developments, including 136 airports distributing SAF, 47 national/regional policies adopted or under development, over 50 billion litres of SAF offtake agreements, and 48 SAF feedstocks recognized under [CORSA](#).

214 States and Organizations joined ICAO ACT-SAF Programme (as of November 2024)



ICAO Cleaner Energy Tracker tools (click for details)



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
(according to the LTAG report data).

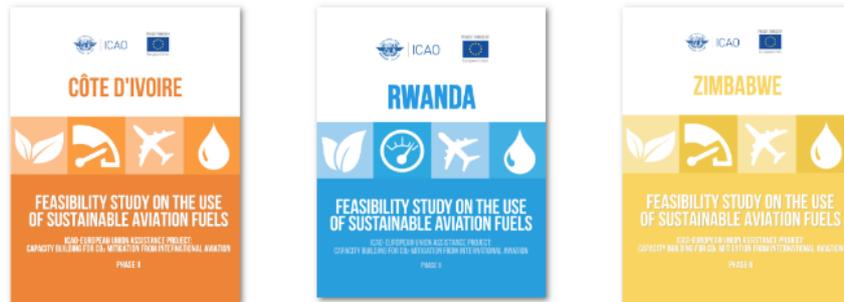
This aviation cleaner energy trackers monitors progress under the ICAO Global Framework on its four building blocks

(Click on each number to open the full Tracker)



3.4 In addition, ICAO has been supporting the SAF feasibility studies for States to realize their potentials in the SAF development and deployment. Each feasibility study identifies priority SAF pathways for the State according to its circumstances, an assessment of implementation support and financing needs, and recommendations of action plans and the way forward.

3.5 Building on the successful ICAO partnership with the EU in [Phase I of the ICAO Capacity Building for CO2 Mitigation from International Aviation assistance project](#), which delivered four SAF feasibility studies in Burkina Faso, Dominican Republic, Kenya and Trinidad and Tobago, [Phase II of the project](#) successfully concluded in October 2023 with the delivery of three additional SAF feasibility studies in Côte d'Ivoire, Rwanda and Zimbabwe.



3.6 In 2024, ICAO has been significantly scaling up the deployment of SAF feasibility studies in States across all regions, and this momentum is expected to continue in the coming years, aiming to foster the public and private actors of the SAF value-chain in each beneficiary State, laying the ground for investments and the emergence of concrete new SAF production projects.

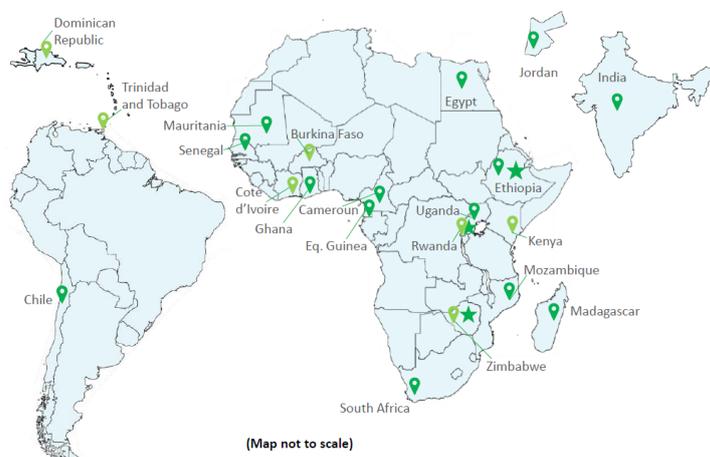
3.7 ICAO also developed [a template for SAF feasibility studies](#), in consultation with ACT-SAF partners, to facilitate harmonization in the preparation of standardized SAF feasibility studies. The template, along with its [accompanying guide](#), aims for the coherence and comparability between studies, and facilitates its outreach and access to investment and financing. ICAO has also developed [an additional template for SAF business implementation studies](#) to support States in facilitating investment flows to drive commencement of SAF projects.

3.8 The ACT-SAF feasibility and business implementation studies will be expected to follow the approach taken in these templates, allowing partners world-wide to undertake such studies while ensuring the consistency of results.

Planning of ACT-SAF studies coordinated by ICAO

- **Already completed:** Burkina Faso (FS/EU), Cote d'Ivoire (FS/EU), Dominican Rep. (FS/EU), Kenya (FS/EU), Rwanda (FS/EU), Trinidad and Tobago (FS/EU), Zimbabwe (FS/EU)
- **2024:** Ethiopia (FS/EU), India (FS/EU), South Africa (FS/EU), Jordan (FS/NL), Chile (FS/NL), Rwanda (BI/FR), Zimbabwe (BI/UK) + 3 States TBC (FS/Airbus)
- **2025 - 2026 :** Cameroun (FS/EU), Egypt (FS/EU), Ethiopia (BI/FR), Equatorial Guinea (FS/EU), Ghana (FS/UK), Madagascar (FS/EU), Mauritania (FS/EU), Mozambique (FS/EU), Senegal (FS/EU), Uganda (FS/UK), + 1 State TBC (FS/NL)

- 📍 Feasibility study (FS)
- ★ Business Implementation study (BI)



3.9 Access to financial resources is particularly crucial for the deployment of SAF and other cleaner energies for aviation, as the scaling-up of fuels in support of the LTAG would require cumulative investments of around USD 3,2 billion by 2050 (according to the [ICAO LTAG Report](#)). Recognizing the importance of financing in aviation decarbonization projects, ICAO continues to actively engage financial institutions such as development banks and private equity entities, by communicating on the LTAG and the crucial role of SAF and other cleaner energies and the associated investment needs for aviation.

3.10 ICAO is currently working on the establishment and operationalization of the [ICAO Finvest Hub](#), a financial platform to facilitate enhanced access to public and private investment, as well as funding from financial institutions, for projects contributing to the decarbonization of international aviation. The ICAO Secretariat is exploring possible options including in-house developments or partnerships with Financing Platforms of other organizations, to facilitate financial access to aviation cleaner energy and other decarbonization project proposals, while ensuring that the ICAO requirements (e.g. sustainability criteria for SAF, LCAF and other aviation cleaner energies) are reflected in the project proposals.

3.11 In addition, ICAO is also undertaking a study to consider the establishment of a climate finance initiative or funding mechanism under ICAO, while addressing the possible financial, institutional and legal challenges. The results of this study are to be presented at the next ICAO Assembly in 2025.

4. ICAO STATE ACTION PLANS INITIATIVE

4.1 The [ICAO State Action Plans \(SAPs\) initiative](#) also plays an important role in the development and deployment of cleaner energies and other decarbonization measures for international aviation. Within the SAPs, policies, actions and roadmaps to reduce CO₂ emissions from international aviation through aircraft technologies, operational improvements and cleaner energies should be considered and selected, including long-term projections with the provision of quantified data, as well as the identification of necessary resources, capacity building and other implementation support in line with the State's needs. All the latest information related to SAOs and ICAO capacity-building activities are updated on the ICAO website.



148 Member States submitted their Action Plans (as of November 2024)

4.2 In June 2024, ICAO updated the *Guidance on the Development of States' Action Plan on CO₂ Emissions Reduction Activities* (Doc 9988) in order to provide up-to-date guidance and support for States to incorporate their initiatives in the development and update of their SAPs, and contribute to the achievement of collective ICAO global aspirational goals.

4.3 With this updated guidance, States receive better support to consider decarbonisation pathways through innovations in a robust, quantitative, and forward-looking manner, which will also facilitate the monitoring of progress for the implementation of the LTAG and the Global Framework. The updated guidance also reflected the outcomes of CAAF/3, including relevant provisions from the Global Framework to facilitate the inclusion of the relevant context and cleaner energy policies and actions into the new and updated SAPs.

5. ICAO ENVIRONMENT EVENTS 2024

5.1 In order to facilitate the clean energy transition at the airport level, the [ICAO Green Airports Seminar](#) was organized in Athens, Greece, in April 2024, covering a broad spectrum of environmental airport operations, and providing a unique opportunity to a diverse range of stakeholders to discuss their initiatives towards the implementation of the LTAG and the Global Framework for SAF, LCAF and other Aviation Cleaner Energies. All Sessions considered the opportunity and challenge of financing green projects and innovations, recognizing the importance of connecting and facilitating project developers' access to public funding and private investments.

5.2 From August to October 2024, ICAO also organized the [2024 Regional Seminars on Environment](#), with the objectives of raising awareness and exchanging views on the implementation of the LTAG and the ICAO Global Framework in all regions, by sharing of the latest information on the implementation of its four Building Blocks to familiarize States with the Global Framework and the ongoing efforts to implement it:

5.3 In September 2024, ICAO held the [2024 ICAO Symposium on Non-CO₂ Aviation emissions](#) in Montréal, Canada, aiming at raising awareness on non-CO₂ emissions from aviation operations and creating synergies between different stakeholders. The event took stock of the scientific knowledge on non-CO₂ effects and sharing relevant work undertaken by ICAO and stakeholders, as well as exploring future activities and measures to potentially mitigate and address these effects, considering the existing scientific uncertainties.

5.1 Finally, ICAO held the [2024 ICAO LTAG Stocktaking event](#) in October 2024 in ICAO Headquarters, Montréal, Canada, to build upon the continued success of the annual ICAO Stocktaking events since 2019. The four-day event brought together participants from a diverse range of stakeholders including governments, aviation and energy sectors, research institutions, financial institutions and civil society organizations, covering all aviation in-sector CO₂ emission reduction measures and innovations (technologies, operations, fuels and cleaner energies) and showcasing the latest information in view of monitoring progress on the implementation of the basket of measures towards the achievement of the LTAG, with a particular focus on SAF, LCAF and other aviation cleaner energies, in view of implementing the Global Framework.

5.2 As the aviation sector progresses towards achieving the LTAG, the annual ICAO LTAG Stocktaking events will continue to be instrumental in fostering collaboration, sharing knowledge, and accelerating the implementation of decarbonization solutions across the aviation industry. The 2025 LTAG Stocktaking is planned in June 2025.

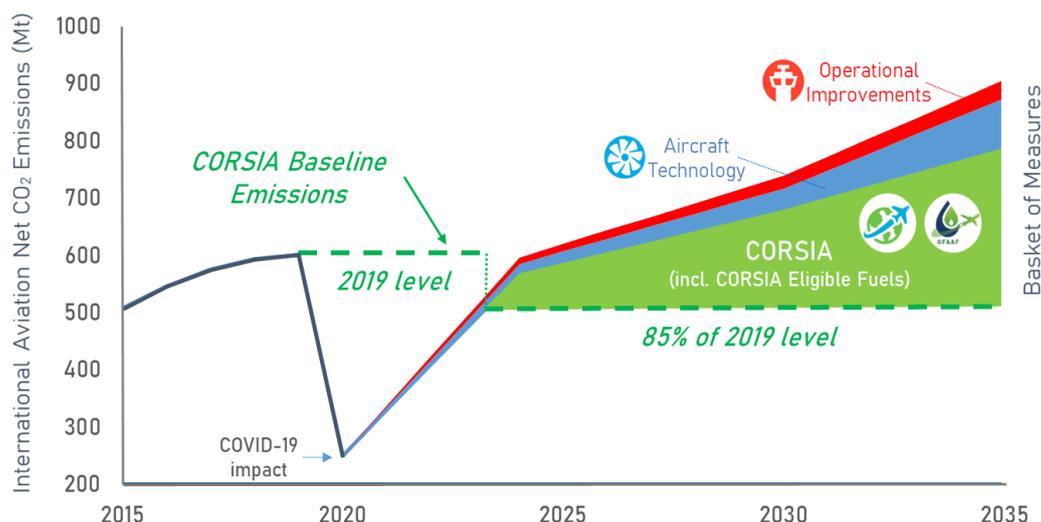
6. CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION (CORSA)

6.1 While ICAO and its Member States have agreed on the LTAG at the 41st Session of the ICAO Assembly in 2022 and further adopted the ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies at the CAAF/3 in November 2023, a concrete mechanism had already been in place to complement the aviation in-sector CO₂ reduction measures and achieve ICAO's medium-term goal of 2020 carbon neutral growth for international aviation, through the [Carbon Offsetting and Reduction Scheme for International Aviation \(CORSA\)](#).

6.2 CORSIA was agreed at the 39th Session of the ICAO Assembly in 2016, as the first-ever global market-based measure for any industry sector, reflecting many years of intensive efforts and negotiations by Member States in cooperation with the aviation industry and other stakeholders. Since its agreement, timely implementation of CORSIA has been a top priority for ICAO. Despite the challenges of the COVID-19 pandemic on international aviation, joint efforts of Member States have made it possible for the implementation of CORSIA according to its established schedule.

Milestones for CORSIA Implementation

- a) In June 2018 – less than two years since the CORSIA agreement – the ICAO Council adopted the Standards and Recommended Practices (SARPs) that put in place the concrete and robust requirements for CORSIA implementation;
- b) In July 2018, ICAO launched the Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) programme to assist the implementation of the Scheme, including the establishment of partnerships among Member States (see more information below);
- c) From 1 January 2019, States and aeroplane operators started to implement the CORSIA MRV system, including Monitoring, Reporting and Verification of CO₂ emissions from international flights, and the reporting of CORSIA-specific data to ICAO through the CORSIA Central Registry (CCR) on an annual basis (see more information below);
- d) To support the implementation of CORSIA's pilot phase (2021-2023), all necessary CORSIA Implementation Elements were timely put in place. The ICAO Council approved 11 emissions unit programmes that could supply CORSIA eligible emissions units for the pilot phase. Regarding CORSIA eligible fuels, sustainability criteria, life-cycle emissions values and methodologies, and certification schemes for the pilot phase were defined;
- e) The ICAO Council conducted the first (2022) CORSIA periodic review, which was significantly influenced by the outbreak of the COVID-19 pandemic. The resulting recommendations on amendments to the CORSIA design elements were adopted by the 2022 [Assembly Resolution A41-22](#), namely:
 - Use of 2019 CO₂ emissions as the CORSIA baseline for the pilot phase (2021 - 2023), and use of 85% of 2019 CO₂ emissions as the CORSIA baseline after the pilot phase (2024 – 2035) (see Figure below); and
 - Revised percentages of the sectoral and individual operator's growth factors for the calculation of CORSIA offsetting requirements to aeroplane operators: 100% sectoral for 2021 – 2032; and 85 % sectoral and 15% individual for 2033 – 2035;



Contribution of CORSIA for reducing international aviation net CO₂ emissions (with adjusted CORSIA baseline emissions, as a result of 2022 ICAO Assembly).

- f) Work continued in 2023 to 2024 to update the various CORSIA Implementation Elements, including their application in CORSIA’s first phase (2024-2026). In this regard, some recent milestones are particularly significant:
- In March 2023, the ICAO Council adopted amendments to the SARPs for CORSIA implementation, reflecting technical recommendations from the ICAO Committee on Aviation Environmental Protection (CAEP), as well as the amendments to the CORSIA design elements adopted by the 2022 ICAO Assembly. The amended Standards are now applicable from the start of CORSIA first phase (2024-2026);
 - Regarding [CORSIA eligible emissions units](#), the ICAO Council approved to apply a 2021 vintage start date in addition to the existing 2016 crediting start date parameter for the first phase. In October 2024, the ICAO Council has approved the recommendations from its Technical Advisory Board (TAB), bringing the total number of approved programmes for the CORSIA first phase to six; and
 - Regarding [CORSIA eligible fuels](#), the ICAO Council approved the CORSIA sustainability criteria applicable to these fuels during the first phase. The ICAO Council also expanded the approval of two Sustainable Certification Schemes (SCSs) beyond CORSIA’s pilot phase. In light of the CAAF/3 request for the life cycle values for new fuel sources and pathways and new SCSs to support the global development and deployment of aviation cleaner energies, the ICAO Council in October 2024 approved additional fuel pathways and 3rd SCS.

Voluntary participation in CORSIA

6.3 The number of ICAO Member States that voluntarily participate in CORSIA for the definition of routes subject to offsetting requirements has steadily increased since the start of the scheme’s pilot phase (88 States for 2021, 107 States for 2022, to 115 States for 2023). This trend continues during the first phase: eleven more States notified ICAO of their voluntary participation from 1 January 2024, bringing the total number of volunteer States at the start of CORSIA’s first phase to 126. Three more States have notified their voluntary participation from 1 January 2025, bringing the total to [129 CORSIA volunteer States](#).

CORSIA Eligible Emissions Units and Article 6 of Paris Agreement

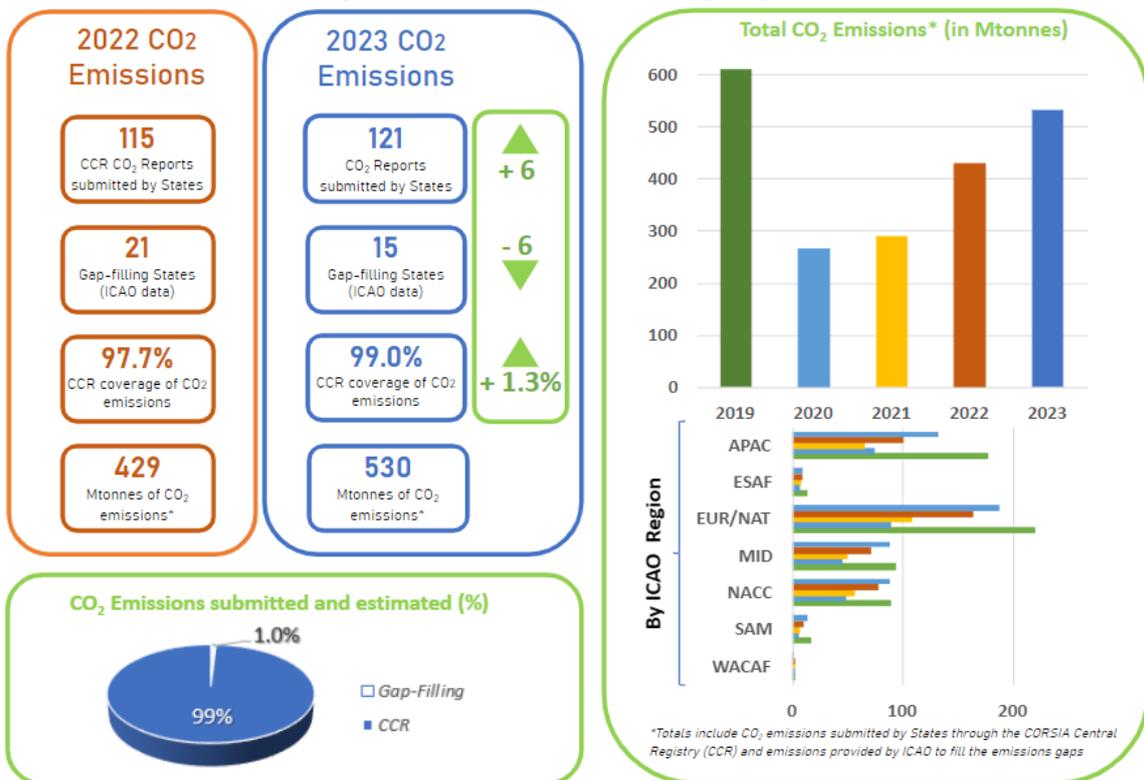
6.4 ICAO continues to monitor the UNFCCC discussion on matters related to Article 6 of the Paris Agreement, in particular any implications for the eligibility of emissions units under CORSIA, such as the guidance on avoidance of double-counting and double-claiming. Ensuring the effective alignment between Article 6 of the Paris Agreement and CORSIA is essential, as the future demand for CORSIA eligible emissions units is expected to grow and aeroplane operators will need to meet their offsetting requirements under CORSIA with the eligible emissions units that fully meet the quality and environmental integrity set by the CORSIA Emissions Unit Eligibility Criteria. ICAO would like to encourage the issuance of Letters of Authorization by the Governments hosting the activities that generate CORSIA eligible emissions units, which will facilitate their access and availability to aeroplane operators.

CORSIA Central Registry

6.5 The CORSIA Central Registry (CCR) is the platform through which States meet the CORSIA requirements, by reporting to ICAO necessary information on such as: aeroplane operators attributed to States; verification bodies accredited in States; annual CO₂ emissions from international flights; and emissions reductions claims from the use of CORSIA eligible fuels.

6.6 The data reported by States through the CCR serves as the basis for the preparation of [CCR-related ICAO documents](#), allowing for the calculation of the CORSIA annual Sector’s Growth Factor (which in turn is used to determine annual CORSIA offsetting requirements for aeroplane operators). 2023 CO₂ emissions reported by States through the CCR correspond to 99.0% of the total CO₂ emissions; this is an indication of the determination of both States and aeroplane operators to ensure the successful implementation of CORSIA.

Setting new records: Unprecedented number of States reporting CO₂ Emissions through ICAO CORSIA Central Registry (CCR)



ICAO ACT-CORSIA Programme

6.7 As part of the ICAO’s *No Country Left Behind* initiative, ACT-CORSIA (Assistance, Capacity-building and Training for CORSIA) programme aims to support all Member States with the implementation of CORSIA. The ICAO Assembly emphasized the importance of a coordinated approach under the ACT-CORSIA to harmonize and bring together all relevant actions and promote coherence to capacity building efforts.

ICAO ACT-CORSIA Buddy Partnerships among 136 States

 ACT-CORSIA Phase III Assistance, Capacity-building and Training on CORSIA	
AUSTRALIA 1. BRUNEI DARUSSALAM 2. INDONESIA 3. NAURU 4. PAPUA NEW GUINEA 5. SRI LANKA 6. THAILAND	KENYA / UNITED KINGDOM 1. ETHIOPIA 2. RWANDA 3. SEYCHELLES 4. SOUTH SUDAN 5. UGANDA 6. UNITED REPUBLIC OF TANZANIA
BRAZIL 1. ANGOLA 2. CABO VERDE 3. MOZAMBIQUE 4. SAO TOME AND PRINCIPE	NEW ZEALAND 1. FIJI 2. SAMOA 3. SOLOMON ISLANDS 4. VANUATU
CANADA (Facilitated by CASSOS) 1. ANTIGUA AND BARBUDA 2. BARBADOS 3. GUYANA 4. HAITI 5. JAMAICA 6. SURINAME 7. TRINIDAD AND TOBAGO	NIGERIA 1. GAMBIA 2. GHANA 3. LIBERIA 4. SIERRA LEONE 5. SUDAN
CANADA / FRANCE 1. BENIN 2. BURKINA FASO 3. BURUNDI 4. CAMEROON 5. CENTRAL AFRICAN REPUBLIC 6. CHAD 7. COMOROS 8. CONGO 9. CÔTE D'IVOIRE 10. DJIBOUTI 11. D. R. OF CONGO 12. GABON 13. GUINEA 14. MADAGASCAR 15. MALI 16. MAURITANIA 17. MAURITIUS 18. NIGER 19. SENEGAL 20. TOGO	REPUBLIC OF KOREA 1. LAO PEOPLE'S D. R. 2. MONGOLIA 3. PAKISTAN 4. PHILIPPINES 5. VIETNAM
FRANCE (Facilitated by ACAO) 1. ALGERIA 2. MOROCCO 3. TUNISIA	QATAR 1. SAUDI ARABIA 2. IRAQ 3. JORDAN 4. KUWAIT 5. LIBYA 6. OMAN
GERMANY 1. ALBANIA 2. ARMENIA 3. AZERBAIJAN 4. BELARUS 5. GEORGIA 6. KAZAKHSTAN 7. NORTH MACEDONIA 8. REPUBLIC OF MOLDOVA 9. SAUDI ARABIA 10. SERBIA 11. TAJIKISTAN 12. TURKMENISTAN	SINGAPORE 1. COOK ISLANDS 2. KIRIBATI 3. MARSHALL ISLANDS 4. PALAU 5. TONGA 6. TUVALU
ITALY / UNITED KINGDOM 1. BAHAMAS 2. ERITREA 3. SOMALIA	SOUTH AFRICA 1. BOTSWANA 2. ESWATINI 3. LESOTHO 4. MALAWI 5. NAMIBIA 6. ZAMBIA 7. ZIMBABWE
JAPAN 1. AFGHANISTAN 2. BANGLADESH 3. BHÜTAN 4. CAMBODIA 5. MALAYSIA 6. MYANMAR	SPAIN (* Facilitated by CDCESNA) 1. BELIZE * 2. BOLIVIA 3. COLOMBIA 4. COSTA RICA * 5. CUBA 6. EL SALVADOR * 7. EQUATORIAL GUINEA 8. GUATEMALA * 9. HONDURAS * 10. MEXICO 11. NICARAGUA * 12. PARAGUAY * 13. PERU 14. URUGUAY
 17 SUPPORTING STATES 119 REQUESTING STATES	

6.8 The Buddy Partnerships among States are the cornerstone of the ACT-CORSIA programme, currently involving 136 States (17 supporting States and 119 requesting States). Through such partnerships, supporting States offer experts on CORSIA to provide training and necessary follow-up with the CORSIA focal points of the requesting States, in close coordination with ICAO.

6.9 In order to maintain the coordinated approach for the ACT-CORSIA programme, the ICAO Secretariat organizes an annual Training of Trainers (ToT) to the experts of the supporting States involved for the delivery of harmonized training activities to the requesting States under the Buddy Partnerships. ICAO Secretariat also organizes a series of seminars/webinars sessions, as well as hands-on training for the use of the CCR.

6.10 The ACT-CORSIA programme has been contributing to the robust CORSIA implementation, as demonstrated by data such as the increase in the number of CORSIA volunteer States, and the high coverage of annual CO₂ emissions data submitted by States through the CCR.

7. UNFCCC – CLIMATE FINANCE

7.1 One of the key elements in the Paris Agreement is that developed country Parties should continue to take the lead in mobilizing climate finance from a wide variety of sources, instruments and channels, with a concrete roadmap to achieve the goal of jointly providing USD 100 billion annually by 2020 for mitigation and adaptation through 2025. In addition, the Conference of the Parties serving as the meeting of the Parties to the Paris Agreement shall set a new financial goal prior to 2025 from a floor of USD 100 billion per year (Paris Agreement, Article 9, paragraph 3, and associated COP21 Decision 1/CP.21, paragraphs 53 and 114).

7.2 It should be noted that in 2010, ICAO Member States adopted global aspirational goals for the international aviation sector for improving the sector's fuel efficiency by two percent per year and keeping its global CO₂ emissions from 2020 at the same level. These aspirational goals were affirmed by the subsequent Sessions of the ICAO Assembly.

7.3 In addition, as mentioned above, the 41st Session of the ICAO Assembly in 2022 adopted a long-term global aspirational goal (LTAG) for the international aviation sector of net-zero carbon emissions by 2050 (*refer to Resolution A41-21, paragraph 7*). ICAO and its Member States have also agreed at the CAAF/3 in 2023 to strive to achieve a collective global aspirational Vision to reduce CO₂ emissions in international aviation by 5 per cent by 2030 (*refers to [ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies](#), paragraph 1*).

7.4 The achievement of the ICAO's global aspirational goals and aviation's clean energy transition requires adequate financial resources within the international aviation sector itself, enabling it to effectively respond to the global climate change challenge. The growing commitment of Member States and other partners to support ICAO's assistance, capacity-building and financing efforts demonstrates how critical these activities and resources are to the achievement of the ICAO global aspirational goals for international aviation.

7.5 For example, ICAO continues to make further progress on concrete assistance, capacity building and implementation support to its Member States, through [ICAO ACT-SAF programme](#) and [ICAO State Action Plans \(SAPs\) initiative](#), and is operationalizing [ICAO Finvest Hub](#) to facilitate access to financing and investments towards aviation decarbonization projects.

7.6 In this regard, the 41st Session of the ICAO Assembly urged that "ICAO and its Member States express a clear concern, through the UNFCCC process, on the use of international aviation as a potential source for the mobilization of revenue for climate finance to the other sectors, in order to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner" (*refer to [ICAO Assembly Resolution A41-21](#), paragraph 16*).

7.7 In October 2024, ICAO Council also expressed concerns regarding proposals presently under consideration by certain United Nations bodies and international organizations, including the UN Committee of Experts on International Cooperation on Tax Matters as well as the International Monetary Fund (IMF), identifying the aviation and maritime transport sectors as potential sources for levies and taxes to mobilize financial resources for climate action in other sectors.