



**DIRECTORS GENERAL OF CIVIL AVIATION - ICAO EUROPEAN AND NORTH ATLANTIC
REGIONS**

2024 MEETING (EUR/NAT-DGCA/2024)

(Toulouse, France, 23 April 2024)

Agenda Item 5: Sustainability: timely actions and cooperation to achieve the LTAG

SUSTAINABILITY: TIMELY ACTIONS AND COOPERATION TO ACHIEVE THE LTAG

(Presented by the Secretariat)

SUMMARY

The aim of this paper is to:

- a) provide updates on ICAO's activities at the global level as well as actions undertaken in the ICAO EUR/NAT Office's accreditation area (EUR/NAT area) in follow up to EUR/NAT-DGCA Conclusion 2023/2 on Further enhancing engagement, information-sharing, coordination and cooperation to achieve the Long Term Aspirational Goal (LTAG); and*
- b) invite EUR/NAT States and Organizations active in the EUR/NAT area to engage in these activities and to further enhance information-sharing, coordination and cooperation in order to avoid duplication of efforts and to optimize benefits for States.*

1. Introduction

1.1 After the adoption by the 41st session of the ICAO Assembly of a global Long-Term Aspirational Goal (LTAG) for international aviation of net-zero CO₂ emissions by 2050 (Assembly Resolution A41-21 refers), in support of the United Nations Framework Convention on Climate Change (UNFCCC) Paris Agreement's temperature goal, in 2023, Member States reached a landmark decision during the third ICAO Conference on Aviation and Alternative Fuels (CAAF/3) held in Dubai, United Arab Emirates, with the adoption of the ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other Aviation Cleaner Energies. The adoption of the Framework 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.

1.2 At the global level, several events organized by ICAO on environment have been planned for 2024, such as the ICAO Seminar on Green Airports in April 2024, the 2024 ICAO LTAG Stocktaking event addressing the different components of the basket of measures as well as SAF, LCAF, and implementation

support and financing and a symposium on non-CO₂ Aviation Emissions aiming at raising awareness on non-CO₂ emissions from aviation operations.

1.3 The ICAO Assembly Resolutions require ICAO to play a pivotal role in providing assistance to its Member States for the implementation of the ICAO environmental standards and policies. In the EUR/NAT area, the ICAO Regional Office's capacity building and training activities are aligned with these ICAO Assembly Resolutions through the dissemination of the latest information on best practices, and the provision of guidance and other technical assistance in order to enhance capacity building and the transfer of technology.

2. Discussion

Updates on ICAO's global activities in support of the LTAG and CORSIA

2.1 The LTAG represents the most important and significant decision of ICAO for the environmentally-sustainable future of international civil aviation. The LTAG is primarily an environmental objective and needs various areas of expertise and cooperation of relevant stakeholders to make global, effective and timely progress. The ICAO LTAG report, which presents the background, methodologies, results and interpretations of the LTAG analysis, shows that Sustainable Aviation Fuels (SAF) have the greatest potential to reduce CO₂ emissions from international aviation. The ICAO LTAG report also highlights the importance of Lower Carbon Aviation Fuels (LCAF) and cleaner energy sources for aviation, including hydrogen and renewable electricity.

2.2 The ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies strives 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). The framework is composed of 4 building blocks on Policy and Planning, Regulatory Framework, Implementation Support and Financing. The CAAF/3 outcomes highlight the commitment of ICAO and its Member States in tackling emissions from international aviation and to the industry on the need to further develop and deploy SAF and LCAF for aviation.

2.3 ICAO continues its collaborative efforts with Member States to facilitate the development of State Action Plans (SAPs). In particular, ICAO encourages Member States to incorporate the latest innovations in aviation technologies and cleaner energies, outlining respective policies, actions, and roadmaps, including long-term projections within their action plans.

2.4 The update of ICAO Doc 9988, *Guidance on the Development of States' Action Plans on CO₂ Emissions Reduction Activities* is progressing with the aim to support States for incorporating their long-term CO₂ emissions reduction initiatives into SAPs and reporting quantified data in a more harmonized manner to facilitate the monitoring of the LTAG progress. In this regard, the Secretariat has engaged with experts in CAEP who have experience in SAP development, by gathering their views and suggestions regarding the amendments to the guidance document. The updated guidance included the outcomes of CAAF/3 as well as the relevant provisions from the ICAO Global Framework for SAF, LCAF and other aviation cleaner energies.

2.5 As of January 2024, 90 States and 60 organizations have joined the ACT-SAF programme and are recognized on the website¹. The ACT-SAF programme includes training, SAF feasibility studies, support for SAF certification and policy development, as well as the implementation of specific SAF projects, and the establishment of partnerships amongst States and other stakeholders.

2.6 In the EUR/NAT area, 6 States have joined ACT-SAF in 2023 and in the first quarter of 2024, namely Austria, Estonia, Georgia, Greece, Netherlands, Poland, as well as ~~17-18~~ organizations, namely: ASTOG-Energy GmbH, Avions de Transport Regional (ATR), Cranfield University, European Aviation Safety Agency (EASA), European Civil Aviation Conference (ECAC), IATA, Innoenergy, Oneiros Aerospace

¹ ICAO ACT-SAF programme website: <https://www.icao.int/environmental-protection/Pages/act-saf.aspx>

Limited, Rolls Royce, Royal Air Maroc, Roundtable on Sustainable Biomaterials (RSB), Safran, Sustainable Flight Solutions (SFS) Ireland, Topsoe, UN World Food Program Aviation Service, Wizz Air, ~~and~~ World Travel and Tourism Council [and JAA Training Organization \(JAA TO\)](#).

2.7 The ICAO ACT-SAF program takes a holistic approach to bring States across all regions the expertise and capacity to develop and deploy SAF at national level in line with the objectives of the ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies. With the financial contributions of several States and organisations (Austria, Cote d'Ivoire, France, the Netherlands, the United Kingdom and the European Union (EU)), and building on the previous successful partnerships with the EU, ICAO initiated in 2023 a new Assistance Project to develop 10 sustainable aviation fuels (SAF) feasibility studies between 2024 and 2026 in Africa and India. At least four additional studies will start in 2024 and seven more are foreseen so far between 2025 and 2026, to be undertaken across various regions, notably Africa, the Middle-East, Asia and South America. Those include the development of feasibility and business implementation studies as well as other capacity-building and assistance activities. The objective is to provide the beneficiary States with all the State-specific information necessary to attract investments and develop policies to create a viable and sustainable SAF market.

2.8 The ACT-SAF Series of trainings organised by ICAO will continue to provide all ACT-SAF Partners with thematic trainings on a monthly basis, while one-on-one SAF trainings for States are also being organised together with supporting States and in coordination with ICAO Regional Offices.

2.9 Launched at the 2023 ICAO Stocktaking in July 2023, an ACT-SAF feasibility study template was developed in consultation with the programme partners to facilitate the preparation of standardized feasibility studies on SAF and can be used to assess the feasibility of SAF development and deployment both at the State and regional (e.g., groups of States) levels. An accompanying ACT-SAF guide was also developed, which is consistent with the structure defined in the template and incorporates examples from a selection of publicly available feasibility studies, as well as resources on SAF published by ICAO, to show in a practical manner varying approaches in support of the development of a SAF feasibility study. The template and guide aim to stimulate in depth discussions between States and consultancies performing feasibility studies, and facilitate next steps in SAF development and deployment, which may also facilitate financing.

2.10 In order to ensure the successful implementation of the ACT-SAF programme, ICAO encourages States to contribute financial resources to the ICAO Environment Fund (A41-21, paragraph 18 e) and State letter 22/103 refer). In that regard, funding towards the support of the programme has been provided by Austria, Côte d'Ivoire, France, the Netherlands, the United Kingdom and the EU.

Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

2.11 Amendment 1 to Annex 16, Volume IV became applicable on 1 January 2024 as the second edition of Annex 16, Volume IV, coinciding with the start of CORSIA's first phase (2024-2026). Doc 9501 (*Environmental Technical Manual, ETM*), Volume IV, containing guidance on CORSIA implementation, was updated in alignment with the second edition of Annex 16, Volume IV. The resulting third edition of the document was published on the ICAO-NET in October 2023.

2.12 The ICAO Assembly strongly encouraged all States to voluntarily participate in the pilot phase (2021-2023) and the first phase (2024-2026) of CORSIA (Resolution A41-22, paragraph 9 c) refers), as more participating States will contribute to the higher environmental integrity of the scheme. The ICAO document *CORSIA States for Chapter 3 State Pairs* was published on the ICAO CORSIA website, containing a list of CORSIA 126 volunteer States for 2024. More participating States will bring ICAO closer to meeting the global aspirational goal of carbon neutral growth for international aviation. In this regard, 30 June 2024 is the deadline for States that have not volunteered to participate in CORSIA to notify ICAO of their intention to volunteer from 2025.

2.13 In accordance with the relevant provisions of Annex 16, Volume IV, 115 States reported 2022 CO₂ emissions data through the Central CORSIA Registry (CCR), representing an emissions coverage of

97.7% of the total CO₂ emissions of the year (highest coverage in percentage terms since the start of annual CO₂ emissions reporting in 2019), while emissions from an additional 21 States were calculated through the application of the emissions gap filling methodology.

2.14 Using the CO₂ emissions data from 2022 and 2019 (the baseline of CORSIA for the pilot phase), the Secretariat calculated the 2022 Sector's Growth Factor (SGF). The 2022 SGF value is 0.0 given that the CO₂ emissions subject to offsetting requirements in 2022 (about 272 million tonnes) were less than the 2019 baseline emissions (about 346 million tonnes). This means that aeroplane operators do not have any offsetting requirements under CORSIA for 2022.

2.15 The Council requested CAEP to support the Council in undertaking the 2025 CORSIA periodic review, building upon the 2022 CORSIA review process, with a focus on the assessment of supply, demand, price and cost impact of the CORSIA offsetting requirements, and technical analyses to facilitate the development of a methodology for the periodic review.

Updates on ICAO's regional activities in the EUR/NAT area in support of the LTAG

Capacity-building and assistance activities in the EUR/NAT Regions

2.16 The ICAO EUR/NAT Office has developed a capacity-building strategy through a technical assistance programme that aims at providing direct support to States or group of States through workshops and regular follow-up calls with the States' Focal Points. Since 2018, the Environment Task Force has the objectives of sharing information on the latest ICAO developments on environment, providing support and developing capacity-building activities for the States in the EUR/NAT area in collaboration with partner States and organizations.

2.17 Since the 2023 EUR/NAT DGCA meeting, the ICAO EUR/NAT Office has organized several events to support:

- a) the development and update of the State Action Plans, as well as the implementation of the CORSIA requirements and the related ICAO Environment tools;
- b) to promote the ACT-SAF programme; and
- c) the implementation of existing techniques and emerging innovations related to airport environmental management.

2.18 In addition, the ICAO EUR/NAT Office has carried out a number of capacity-building and assistance activities for States' Focal Points. Besides providing technical support to individual States upon request, several capacity-building and training meetings with groups of States have also been conducted virtually.

2.19 In February 2024, a hybrid meeting of the ICAO Environment Task Force was held. The participants received information on the latest version of ICAO Doc 9988 *Guidance on the Development of State Action Plans on CO₂ Emissions Reduction Activities* and the preparation and update of the State Action Plan. A second meeting of the Environment Task Force will be held later this year; this 3-day meeting will be hosted by Uzbekistan in Samarkand, from 10 to 12 September 2024.

2.20 Over the last year, the ICAO EUR/NAT Office has further strengthened cooperation with regional organizations to facilitate capacity-building activities and avoid duplication. Several events have been organized in coordination with the Arab Civil Aviation Organization (ACAO) for the North African States in the EUR/NAT area and the ICAO Middle East (MID) Region on State Action Plans and implementation of CORSIA requirements. Furthermore, the ICAO EUR/NAT Office has participated in several capacity-building webinars organized by other organizations. ECAC has invited the ICAO EUR/NAT Office to participate at several capacity-building webinars. In February 2024, the ICAO EUR/NAT Office delivered a presentation on latest developments in ACT-SAF, the ICAO template and guidance documents to perform feasibility studies and the latest Studies recently finalized in African States.

2.21 The ICAO EUR/NAT Office supported the ACAO Environment Forum held in February 2024 including with several presentations. In addition, a technical assistance mission to Tunisia was organized in February to support the State with the State Action Plan and CORSIA. These activities are aligned with the Memorandum of Understanding between the ICAO EUR/NAT Office and ACAO. Further events will be organized with the ICAO EUR/NAT Office and ACAO including an event on sustainable fuels, with support from the French Direction Générale de l'Aviation Civile (DGAC), in Tunisia in June 2024.

2.22 Following up with the global ICAO Green Airport Seminar in Greece, the ICAO EUR/NAT Office, jointly with Airports Council International – Europe (ACI Europe), will organize a regional environmental event on Green Airports to be hosted in Kazakhstan in November 2024.

2.23 Concerning the State Action Plan initiative, this has become a key element of the Organization's comprehensive capacity-building and assistance strategy to support Member States' implementation of a broad range of CO₂ emissions mitigation measures selected from the ICAO "basket of measures". As of today, 49 EUR/NAT States have developed and submitted to ICAO their State Action Plan (SAP). In addition, 45 EUR/NAT States have re-submitted their SAP using the Action Plan Emissions Reduction (APER) website. States that need support to develop or update their State's Action Plan are invited to contact the ICAO EUR/NAT Office.

2.24 While State Action Plans remain an important tool for communicating national plans of climate action for international aviation, they also serve as a key tool for ICAO to assess Member States' progress toward achieving their collective global aspirational goals. States are invited to include in their State Action Plan more concrete long-term strategies and plans to reduce carbon emissions from international aviation with the use of new innovative technologies, operations and sustainable aviation fuels. Future updates and submissions of State Action Plans should focus on the latest innovative solutions available, while also enabling States to tap into potential funding sources, in order to facilitate States' voluntary contributions to reduce international aviation CO₂ emissions. In addition, SAPs have helped to establish governance structures within States, in the form of multi-stakeholder groups. The update and effective implementation of State Action Plans will continue to play a pivotal role to ensure cooperation of all partners towards the LTAG, and the ICAO EUR/NAT Office is committed to continue supporting States in their efforts to develop and update SAPs.

2.25 Under the ICAO ACT-CORSIA programme (Assistance, Capacity-building and Training for the CORSIA), which aims to harmonize and bring together all relevant actions and promote coherence to capacity building efforts, bilateral or multilateral partnerships among States are coordinated with ICAO. "CORSIA Buddy Partnerships" have been established across various ICAO Regions, involving 16 donor States (including 5 EUR/NAT States: France, Germany, Italy, Spain and United Kingdom) and 98 recipient States (including 14 EUR/NAT States). The ICAO EUR/NAT Office has organized two ACT-CORSIA webinars since the beginning of 2024 and supported follow-up coordination calls. Additional webinars are planned for 2024.

2.26 For 2024, the focus of the training under the ACT-CORSIA Buddy Partnerships continues to be on the use of the CORSIA Central Registry (CCR) and, in particular, on the functionalities of the updated CCR:

- a) with Germany as the Donor State, 11 States from Central and Eastern Europe have been trained; and
- b) with France as the Donor State, the 3 Maghreb States and 20 African French-Speaking States have been trained.

2.27 With regard to the implementation of CORSIA requirements, the ICAO EUR/NAT Office continues to support States' Focal Points with upcoming deadlines such as:

- a) informing ICAO on the voluntary participation to CORSIA prior to 30 June 2024 (for first time participation only);

- b) verification and submission by the States of the CO₂ emissions data for the year 2023 to ICAO through the CCR by 31 July 2024; and
- c) submission of the list of aeroplanes operators and verification bodies for the year 2024 by 30 November 2024.

2.28 Further video calls with groups of States will be organized as well as individual technical support will be provided upon request.

Outreach activities

2.29 The Regional Director has undertaken several outreach activities since June 2023, during official State visits (meeting with Ministers, State aviation authorities, industry leaders and the academia) and during high-level conferences and seminars where ICAO's environmental activities and programmes were presented and discussed. Follow-up States letters will be sent to some EUR/NAT States to provide additional information specifically on ICAO ACT-SAF and invite them to join this programme.

2.30 Based on the foregoing, the following is proposed:

Draft EUR/NAT-DGCA Conclusion 2024/1 – Further enhancing coordination and cooperation to achieve LTAG

That the ICAO Regional Director, Europe and North Atlantic, take action to:

- a) remind EUR/NAT States that they shall verify and submit their reports on CO₂ emissions from international flights for the year 2023 to ICAO using the Central CORSIA Registry (CCR) before end of July 2024;
- b) encourage EUR/NAT States to:
 - i) develop or update their quantified States' Action Plans on CO₂ Emissions Reduction Activities in accordance with the provisions in the new *Guidance on the Development of States' Action Plans on CO₂ Emissions Reduction Activities* (ICAO Doc 9988) including cleaner energies, green technologies and innovations mitigation measures as well as long-term emission reduction initiatives and submit the Plan to ICAO before June 2024;
 - ii) use the ICAO environmental tools to estimate the emissions reductions from the implementation of the mitigation measures as part of the development of States' action plans;
 - iii) join CORSIA in the first phase and notify ICAO accordingly (by 30 June 2024 for voluntary participation from 1 January 2025);
 - iv) join (as donor States or beneficiary States) the ICAO ACT-CORSIA Capacity-Building activities, including the CORSIA buddy partnerships;
 - v) join (as donor States or beneficiary States) the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ICAO ACT-SAF) programme by signing the Terms and Conditions available on the ICAO website;
 - vi) inform the ICAO EUR/NAT Office of any ongoing or envisaged activity related to Sustainable Aviation Fuels (SAF), including SAF feasibility studies and capacity building activities ;
 - vii) reach out to the ICAO EUR/NAT Office for any support needed for the preparation and submission of States' Action Plans, and implementation of the related mitigation measures; and
 - viii) invite Organizations active in the EUR/NAT area, including international and regional organizations, to continue to support information-sharing and coordination, in order to

avoid duplication of efforts and promote synergies and ensure consistency, and support ICAO regional activities related to environmental protection.

3. Action by the Meeting

3.1 The meeting is invited to:

- a) note the information provided;
- b) amend as necessary and endorse the proposed Conclusion; and
- c) provide direction as deemed necessary.

— **END** —