



SAFE SKIES.
**SUSTAINABLE
FUTURE.**

ICAO: Limiting and reducing the
impact of international aviation on
the global climate



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WFP UNHAS

Humanitarian Aviation Environmental Summit

The International Civil Aviation Organisation (ICAO)



- established in 1944, ICAO is a United Nations specialized agency
 - which helps 193 countries to cooperate and share their skies to their mutual benefit.
- Member States and industry groups develop international civil aviation Standards & Recommended Practices (SARPs) & policies
 - in support of a safe, efficient, secure, economically sustainable and **environmentally** responsible civil aviation sector.
- Member States have an international obligation to adopt, implement, oversee & enforce SARPs & policies



Member States (193)



Assembly



Council (36)



Secretariat



ICAO

ENVIRONMENT

ICAO HQ and Regional Offices



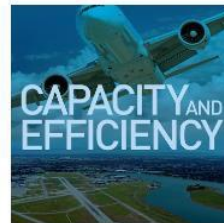
ICAO



The International Civil Aviation Organisation (ICAO)



ICAO Strategic Objectives



Climate action within the aviation sector

Aviation's current and projected carbon footprint.

- The Intergovernmental Panel on Climate Change (IPCC) [IPCC Special Report on Aviation and the Global Atmosphere](#):
 - aviation (domestic and international) accounts for **2% of global CO₂ emissions**.
- Environmental trend assessment by the ICAO Council's Committee on Aviation Environmental Protection (CAEP):
 - international aviation fuel consumption is estimated to grow by between 1.9 and 2.6 times by 2050 compared to the 2018 levels.



ICAO

ENVIRONMENT

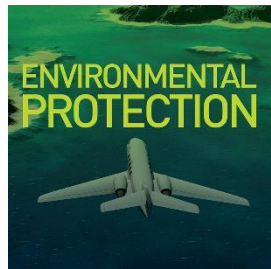


ICAO AND ENVIRONMENT

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ICAO STRATEGIC OBJECTIVE

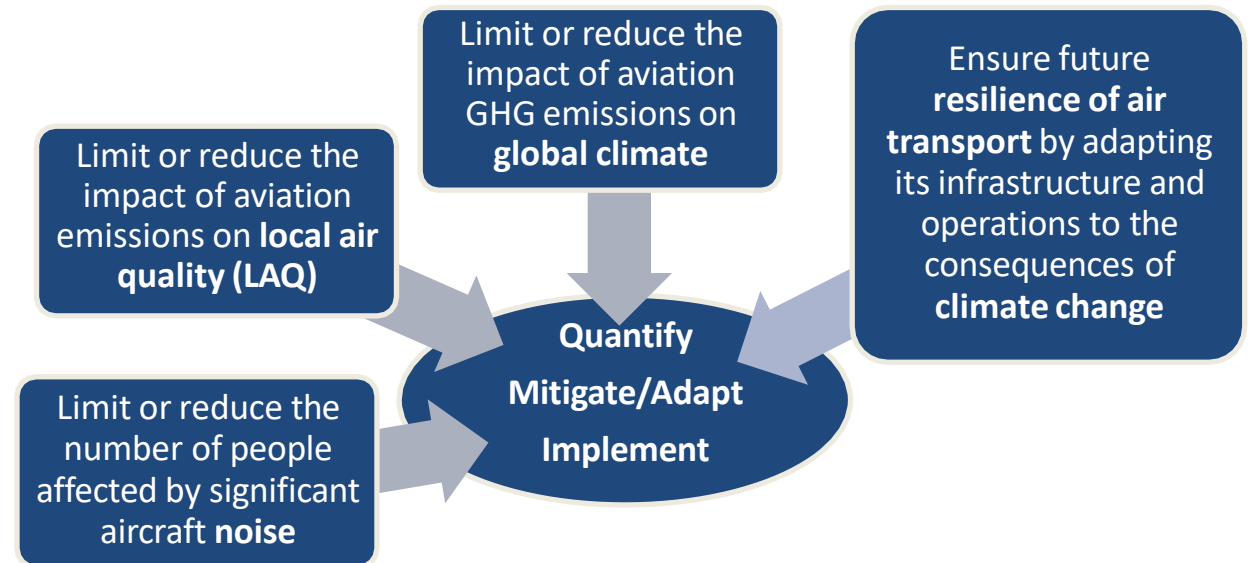
Minimize the adverse effect of global civil aviation on the environment



ICAO's environmental work contributes to 14 out of the 17 United Nations SDGs



ICAO ENVIRONMENTAL GOALS



41st ASSEMBLY RESOLUTIONS

- **A41-20:** General provisions, noise and local air quality
- **A41-21:** Climate change
- **A41-22:** Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

CLIMATE CHANGE

Continuous fuel efficiency improvements

States and relevant Organizations will work through ICAO to:

- achieve a **global annual average fuel efficiency improvement** of 2 per cent until 2020 and
- an **aspirational global fuel efficiency improvement rate**
 - of 2%/year from 2021 to 2050,
 - calculated on the basis of volume of fuel used per revenue tonne kilometre (RTK) performed;

These goals mentioned above:

- would not attribute specific obligations to individual States, and
- the different circumstances, respective capabilities and contribution of developing and developed States to the concentration of aviation GHG emissions in the atmosphere will determine how each State may voluntarily contribute to achieving the global aspirational goals;

CLIMATE CHANGE

a collective medium-term global aspirational goal (Carbon Neutral Growth (CNG) 2020)

- without any attribution of specific obligations to individual States, ICAO and its Member States with relevant organizations will work together to:
- strive to achieve a collective medium-term global aspirational goal of keeping the global net carbon emissions from international aviation from 2020 at the same level,
- taking into account:
 - the special circumstances and respective capabilities of States, in particular developing countries;
 - the maturity of aviation markets;
 - the sustainable growth of the international aviation industry; and that
 - emissions may increase due to the expected growth in international air traffic until lower emitting technologies and fuels and other mitigating measures are developed and deployed,
 - while also recognizing the long-term global aspirational goal (LTAG)

CLIMATE CHANGE

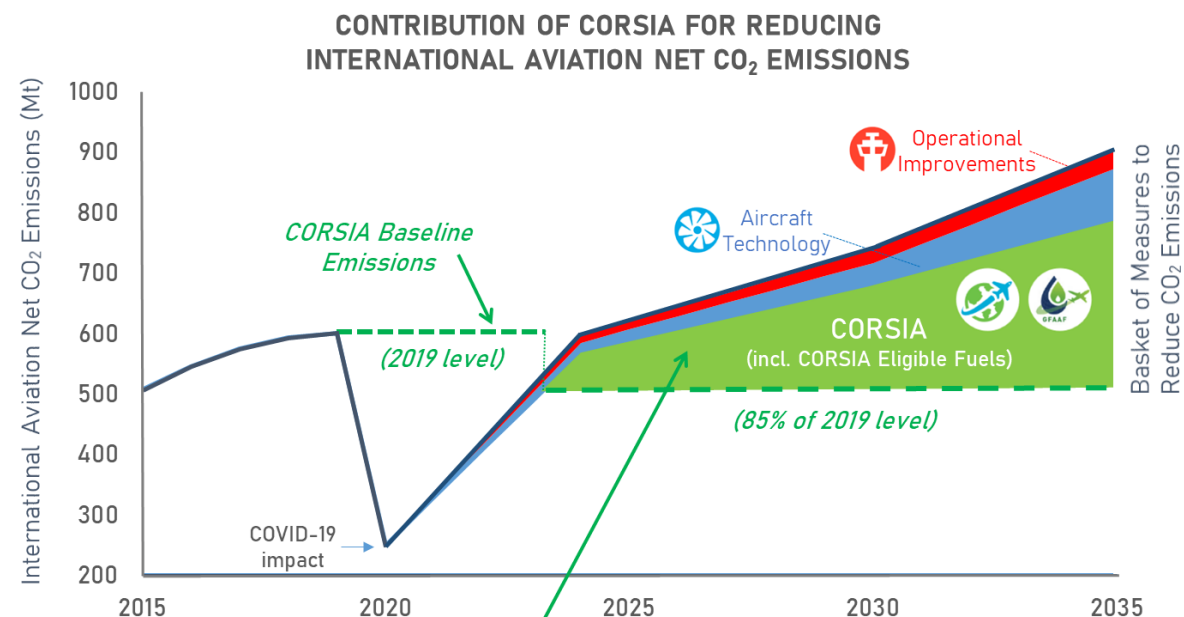
a collective medium-term global aspirational goal (Carbon Neutral Growth 2020)

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To achieve ICAO's global aspirational goal of carbon neutral growth from 2020 (CNG 2020):

CORSIA is one complementary element in the basket of measures to:

- Aircraft technology
- Operational improvements
- Sustainable aviation fuels



CORSIA addresses the remaining "emissions gap" to achieve Carbon Neutral Growth 2020

CORSIA

CLIMATE CHANGE

a collective long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050

In addition to CNG2020, ICAO and its Member States are encouraged to work together to strive to:

- achieve a collective **long-term global aspirational goal** for international aviation (**LTAG**) of **net-zero carbon emissions by 2050**:
 - In support of the Paris Agreement's temperature goal

The Paris Agreement:

- was adopted by the Conference of the Parties to the UNFCCC in December 2015:
 - enhances the *implementation of the UNFCCC* including its objective, and
 - aims to strengthen the **global response to the threat of climate change** in the context of sustainable development and efforts to eradicate poverty, including by:
 - holding the increase in the global average temperature to well below 2°C above pre-industrial levels and
 - pursuing **efforts to limit the temperature increase to 1.5°C above pre-industrial levels**
 - recognizing that this **would significantly reduce the risks and impacts of climate change**

CLIMATE CHANGE

a collective long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050

The collective **long-term global aspirational goal** for international aviation (**LTAG**) of **net-zero carbon emissions by 2050**:

- recognizes each State's special circumstances and respective capabilities e.g.:
 - the level of development, maturity of aviation markets,
 - sustainable growth of its international aviation,
 - just transition, and
 - national priorities of air transport development
- will inform the ability of each State to contribute to the LTAG within its own national timeframe;
- it does not attribute specific obligations or commitments
 - in the form of emissions reduction goals to individual States,
- urges each State to contribute to achieving the goal in a socially, economically and environmentally sustainable manner and in accordance with national circumstances.



CLIMATE CHANGE

a collective long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050

The collective **long-term global aspirational goal** for international aviation (**LTAG**) of **net-zero carbon emissions by 2050**:

- the ICAO Council was requested to regularly monitor progress on the implementation of all elements of the basket of measures towards the achievement of the LTAG, including through:
 1. *the ICAO environment stocktaking process;*
 2. *the review of the ICAO Vision for SAF;*
 3. *further assessment of the CO₂ emissions reduction*
 4. *cost impacts of a changing climate on international aviation, regions and countries, in particular developing countries,*
 5. *impact on the development of the sector,*
 6. *cost impacts of the efforts to achieve the LTAG;*
 7. *monitoring of information from State Action Plans for international aviation CO₂ emissions reduction; and*
 8. *means of implementation*
- **CAEP LMR WG**

ICAO 2050 Vision for SAF

Adopted at the 2nd ICAO Conference on Aviation and Alternative Fuels (CAAF/2 - 2017)

- Calls on States, industry and other stakeholders to substitute a significant proportion of conventional aviation fuels with sustainable aviation fuels by 2050
 - Stocktaking process supporting these goals – yearly events held since 2019



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

Adopted at the 3rd Conference on Aviation and Alternative Fuels (CAAF/3 – 2023) --Collective global aspirational Vision to reduce CO₂ emissions in international aviation by 5 % by 2030, through aviation cleaner energy use

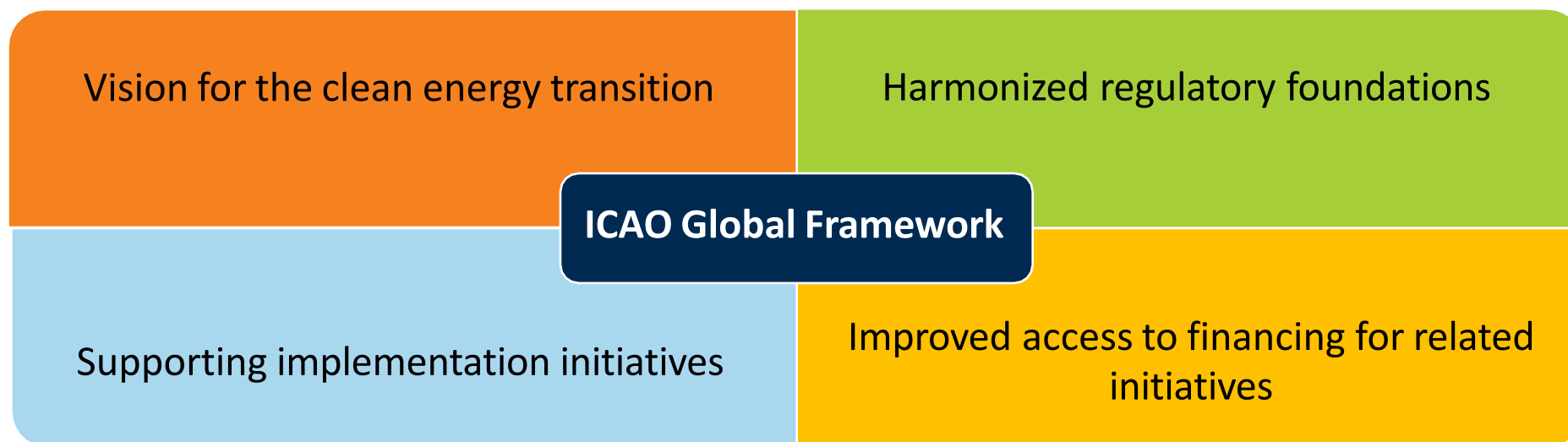
To support the achievement of the LTAG, ICAO and its Member States strive to:

- 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).
 - Supports the clean energy transition of the aviation sector needed to achieve the current goal of Net-Zero carbon emissions by 2050
 - 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.

Supports the clean energy transition of the aviation sector needed to achieve the current goal of Net-Zero carbon emissions by 2050

Key outcomes from ICAO Conference on Aviation and Alternative Fuels (CAAF)/3

ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other Aviation Cleaner Energies



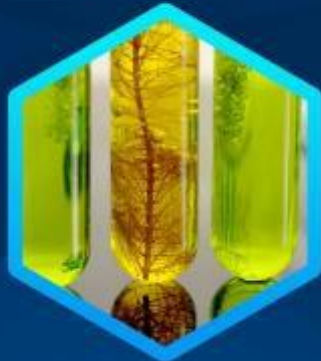


ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies

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
- 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

Special Environment Report



ICAO¹⁸



ICAO

2023



SAF development and Deployment

- CAAF/3 - ICAO Global Framework, as a landmark decision to support global scale up of aviation cleaner energies
 - A clear signal on the continued leadership of ICAO
 - Provides clarity, consistency and predictability to all stakeholders on policies, regulations, implementation support and investments
- CAAF/4 before 2028 CAAF/4 based on market developments
- States and Organisations are invited to join ACT SAF
- The WFP is an ACT SAF Partner

How to become an ACT- SAF Partner

How ACT-SAF works

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ACT-SAF Newsletters

- provide latest information on the ACT-SAF.

The screenshot shows the cover of the ACT-SAF Newsletter for July 2024. At the top left is the ICAO logo and the text "ICAO". To the right is the word "ENVIRONMENT" in green. Below this is the "ACT-SAF" logo with a green arrow and the word "Newsletter" in blue. The date "July 2024" is displayed below the logo. The main text describes the "ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme" as supporting States to develop their full potential in SAF through training, feasibility studies, and implementation support. A link "here" is provided for more details. Below this is a green header for the "ICAO ACT-SAF Series". The text describes the series as monthly training sessions on SAF-related topics. It mentions that thirteen sessions have been delivered and are available on the "ACT-SAF Series" website. A specific event, "ACT-SAF Series #13", is highlighted, held on 3 July 2024, focusing on SAF business implementation studies and techno-economic assessment models. A list of topics is provided: "Latest developments on ACT-SAF" and "ICAO presentation on the SAF business implementation study template". A small image of an airplane is shown in the bottom right corner with the text "ICAO ACT-SAF SERIES".

How ACT-SAF works

You can become an ACT-SAF Partner by agreeing to the [ACT-SAF Terms and Conditions](#)

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1) Interested party* expresses interest in becoming an ACT-SAF Partner	2) ICAO coordinates with the interested party the details of the offers and requests, and suggest possible projects	3) Agreement is signed and projects defined**	4) ICAO connects ACT-SAF Partners
Supporting State / Organization* can participate by providing experts and/or resources Requesting State can participate by providing a focal point for coordination	Possible projects: • Feasibility Studies • Training programmes • Support for SAF certification • Support for Policy implementation	The Agreement will contain: Details on the cooperation terms, including the roles and responsibilities of ICAO and each participant	Criteria for connection • Matching expertise • Language, cultural and geographical aspects • Resources availability

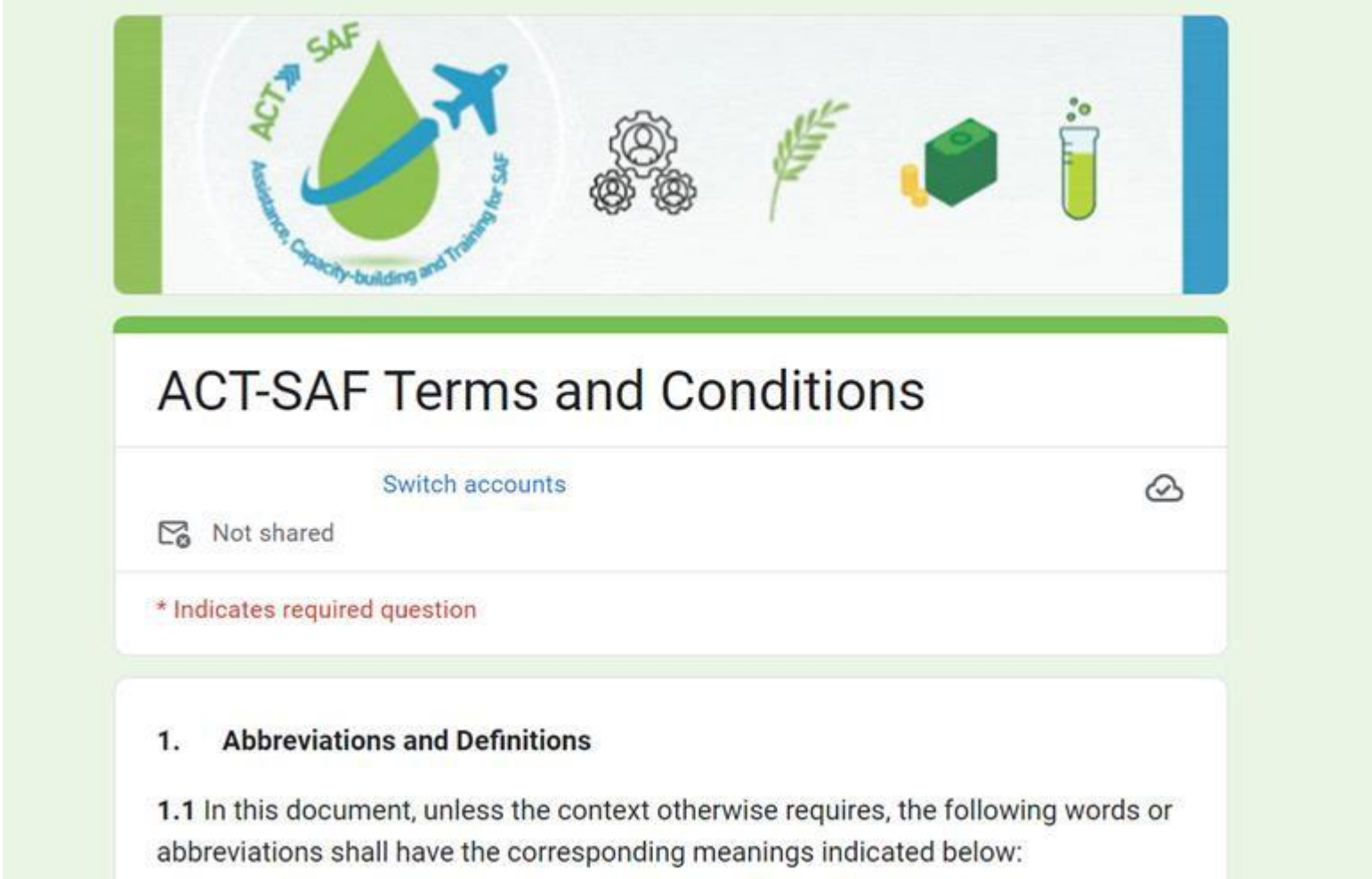
How ACT-SAF works

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ICAO Member States, Organizations and Stakeholders are encouraged to become ACT-SAF Partners.

- States and Organizations that have expressed the intention to actively participate in ACT-SAF are listed on the [ACT-SAF Platform](#).



ACT-SAF Terms and Conditions

Switch accounts

Not shared

* Indicates required question

1. Abbreviations and Definitions

1.1 In this document, unless the context otherwise requires, the following words or abbreviations shall have the corresponding meanings indicated below:

QUESTIONS?

Thank You

