



AIRBUS - Frédéric Eychenne
Corporate Affairs - Policies and Regulations

Session VI- Capacity Building and Cooperation

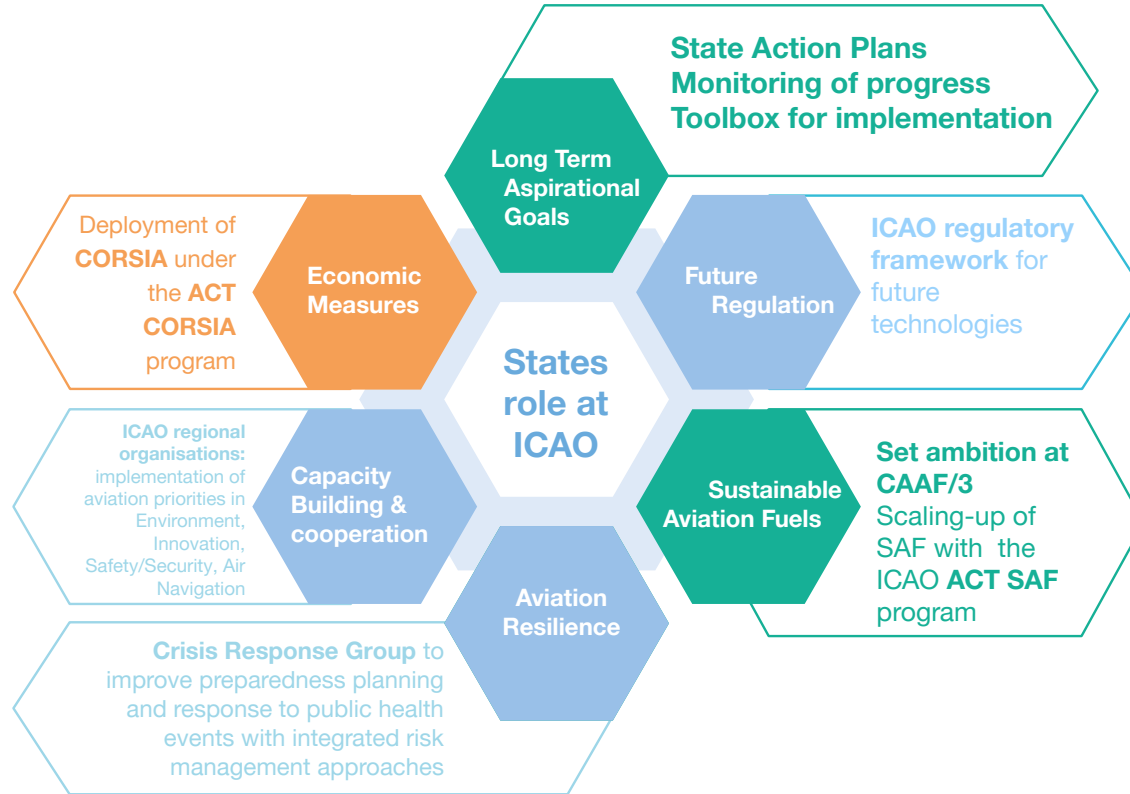
Marrakech, 26th & 27th February 2024

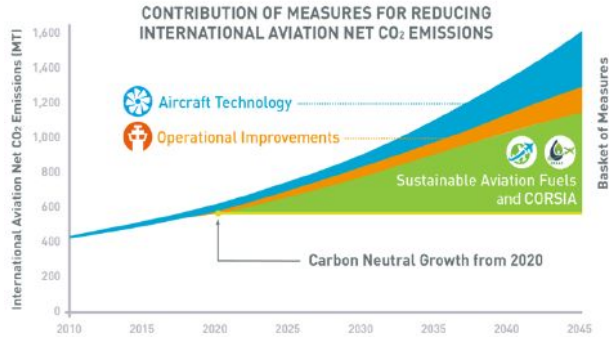
Aviation's path towards zero emissions





The Airbus approach supports the ICAO objectives





2019

ICAO Assembly requested the ICAO Council to:

- explore the feasibility of a long-term global aspirational goal (LTAG)

2010

ICAO adopted two Global Aspirational Goals

2% annual fuel efficiency improvement through 2050
Carbon neutral growth from 2020 (CNG2020)



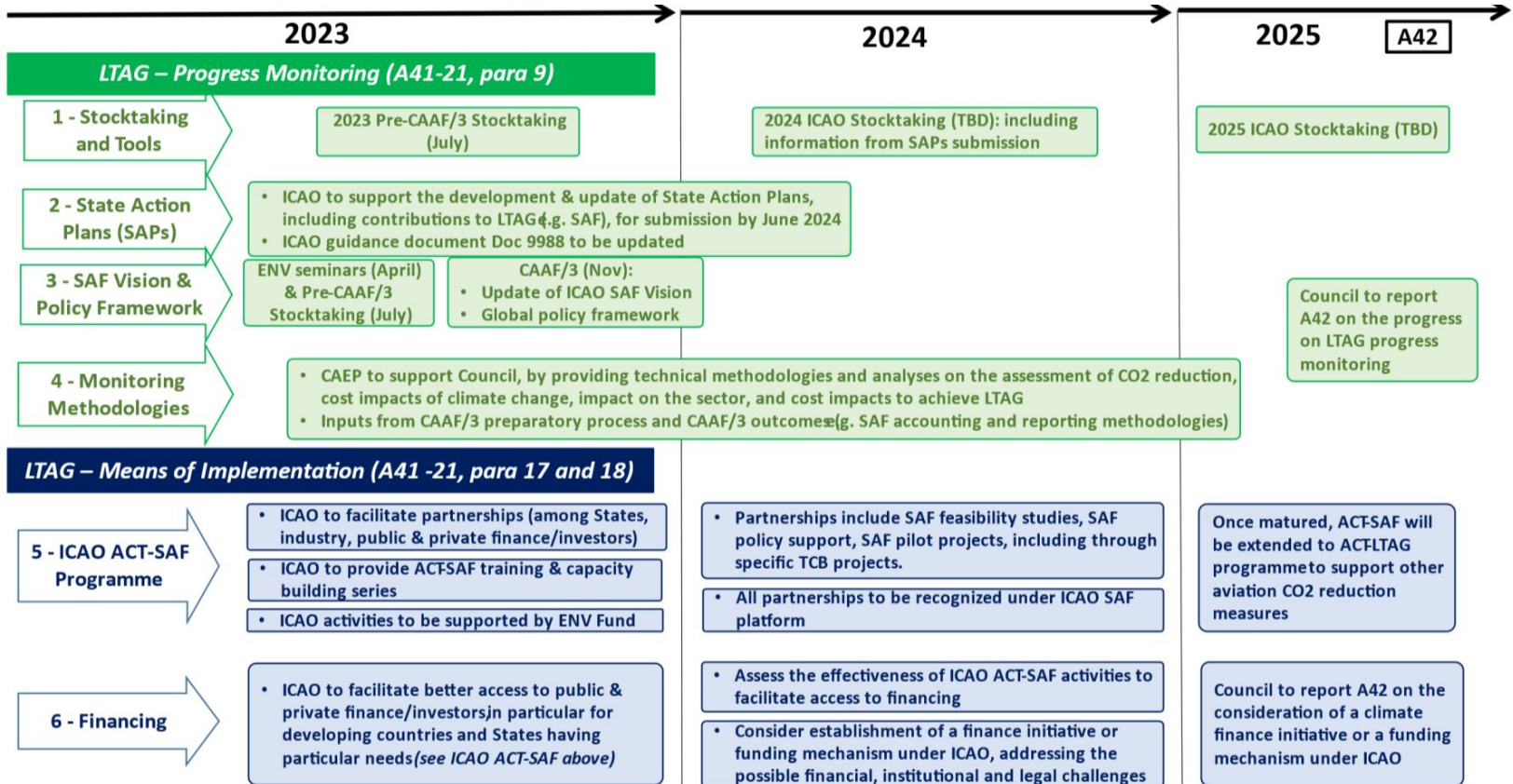
2022

**LTAG High-Level Meeting (HLM)
41st ICAO General Assembly**

2024

CAAF/3

Source: ICAO Global Aviation Dialogues - March 2022





SAF - The CAAF/3 framework



1. Policy and planning (linked to A41-21, para 7 to 13, 28)

- Quantified and collective ICAO Vision/goals for SAF, LCAF and other aviation cleaner energy, in support of the LTAG
- Development and implementation of voluntary State Action Plans and roadmaps, with the ICAO guidance and tools
- Monitoring of progress and enabling adjustment mechanisms
- Non-financial policy options for States to consider to support scale-up and deployment of fuels at national/regional level

3. Implementation support (linked to A41-21, para 17, 18, 28)

- ACT-SAF (assistance, capacity-building and training) programme for SAF/LCAF and other aviation cleaner energy
- Specific support to States on feasibility studies, policy development, pilot projects
- Facilitating State-based action for business implementation
- Partnerships amongst States, industry and other stakeholders, and coordination/cooperation at national/regional levels

2. Regulatory framework (linked to A41-21, para 9, 27, 28)

- Continued harmonized-approach on fuel sustainability criteria, life-cycle values, and certification
- Aviation infrastructure framework to support deployment and use to alternate fuels.
- Harmonized fuel accounting & reporting methodologies (as part of LTAG monitoring)

4. Financing (linked to A41-21, para 17, 18, 28)

- Financial-support measures for States to consider (e.g. grant, incentive, tax relief) to de-risk and establish the supply-chain at national/regional levels
- ICAO and States working with financial institutions to facilitate better access to public & private finance and investment for development and deployment of aviation cleaner energy
- ICAO climate finance initiative / ICAO funding mechanism



CAAF/3 outcomes



On November 24th 2023, the ICAO CAAF/3 reached agreement on an ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies ([ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies](#)).

Key outcomes:

- An objective to **reduce CO2 emissions** in international aviation **by 5% by 2030** through the use of **SAF and LCAF**.
- A **global framework** for cleaner energies:
 1. The **implementation of policies by Individual states for SAF** development, production and use.
 2. **CORSIA** as the reference to define the **sustainability** criteria of SAF
 3. The development of a **SAF accounting system** allowing airlines to report and claim the reduction of CO2 emissions resulting from the use of SAF everywhere in the world, ICAO will explore '**book and claim**' initiatives
 4. **The development of cooperation initiatives between states and industry to help each individual state to develop capabilities in SAF development,**
 5. A support to developing and emerging countries to get **access to financing** for their SAF projects.
 6. The extension by the OEMs of aircraft capabilities to **100% SAF** as soon as possible.
 7. The development by **airports** of the **infrastructure** needed,
 8. The **qualification** of new pathways by producers, manufacturers and the **ASTM**,
 9. A reporting by each state and global monitoring by ICAO of the progress made on SAF production and use and on the associated CO2 emissions reduction.



Airbus is partnering with ICAO and ACT-SAF



The ACT-SAF programme aims to:

“ ...Provide tailored support for States on SAF development and deployment, Facilitate partnerships and cooperation on SAF, Serve as a platform to facilitate knowledge sharing and recognition of all SAF initiatives around the globe ...”

Airbus is partnering with ACT-SAF on the following 4 main topics:

1. **Training sessions (ACT-SAF series)**

- ACT-SAF Series allow delivering comprehensive training to ACT-SAF Partners on all important SAF-related topics, ranging from sustainability, to policy, economics/financing certification and logistics.

1. **SAF Feasibility Studies**

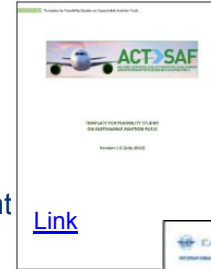
- Many feasibility studies will be planned & developed in ACT-SAF,
- A template and guidance document for SAF Feasibility Studies has been developed by ICAO (Allow comparability between results, Harmonized structure, Facilitate outreach of results)

3. **SAF policy definition and implementation**

- Many policies are available to support SAF development
- ACT-SAF can support States to Identify tailored policy solutions and Implement a policy framework

4. **Certification (technical compatibility of fuels and sustainability)**

- All elements of the SAF Supply chain need to be certified (from feedstock to fuel use)



[Link](#)



[Link](#)



[Link](#)



ASTM



Airbus & ICAO to support SAF in regions



Airbus will continue to act as a catalyst for the development of SAF across the world, working closely with ICAO and its member States, in particular through the ACT-SAF programme.

Other Initiatives are under preparation.

Preliminary Proposal for ACT-SAF Feasibility Studies for the South American (SAM) Region

This proposal sets out preliminary plans for SAF feasibility studies under the ICAO Assistance, Capacity-building and Training for SAF (ACT-SAF) Programme to be conducted up to 13 (thirteen) ICAO's South American (SAM) States.

Objectives, justification, and intended outcomes of the project

ICAO Strategic Objective:

As the UN specialized agency for international aviation, ICAO has a strategic objective on environmental protection, which is to minimize the adverse environmental effects of civil aviation activities. This Strategic Objective fosters ICAO's leadership in all aviation-related environmental activities and is consistent with the ICAO and UN system environmental protection policies and practices and, in conjunction with the ICAO "No Country Left Behind" initiative, has led ICAO to conduct targeted capacity-building and assistance activities on environment that provide the highest added-value to States, such as the ACT-SAF Programme.

Overall Objective:

The overall objective of this Proposal is to contribute to the mitigation of CO₂ emissions from civil aviation in the ICAO Member States by implementing capacity-building activities and providing decision-making elements in the form of feasibility studies that will support future research, development, production, and use of Sustainable Aviation Fuels in ICAO's South American (SAM) States

Justification:

The States located in the South American Region have large potential to produce SAF due to their geographical and weather conditions, as well as availability of biomass residues and wastes from agriculture and forestry for use as feedstock for SAF. Many of those States already have large-scale production and use of alternative fuels for other transportation modes. Some examples are Argentina, Brazil, Colombia and Paraguay, which produce biodiesel and ethanol mostly used on road transportation.

The feasibility studies would contribute to the identification of the potential of each State and to the deployment of the SAF industry therefrom. Moreover, a regional effort could support cross-border solutions in case single or self-sustained solutions are not feasible in an initial approach.



International Civil Aviation Organization

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ICAO and [Airbus](#) have signed a Declaration of Intent at the third Conference on Aviation Alternative Fuels (CAAF/3) in Dubai, with the aim of developing a project to explore the feasibility of SAF development and deployment in South America. This agreement with Airbus, established under the ICAO ACT-SAF initiative, will strive to provide implementation support in phases, initially being focused on assisting three ICAO Member States.

This serves as a strong and concrete example of collaborative efforts in support of SAF ramp-up in the region.

[#SustainableAviation](#)



766 · 9 Comments



Conclusion



A global “Capacity Building approach” need to rely on

- **A vision and Goals** : Collective and **quantified goal** have been adopted by ICAO at the CAAF/3 (Level of CO2 reduction based on the common Global Framework) ⇒ Vision, strategy and objectives to be defined at State level.
- **Policy and Planning** : SAF and decarbonization policy as part of the State Action Plans while ensuring a “level playing field”.
- **Regulatory framework** : SAF Accounting system (MRV, Book & Claim, ...) & **Sustainability** principles aligned with CORSIA.
- **Implementation support**: Management by cooperation and partnerships, capacity-building programmes (ACT-SAF).
- **Financing**: Potential options identified to facilitate access to finance part of the States Action Plans.

Airbus is fully engaged in

- **Driving** the sector to **Net zero emissions**
- **Leading the change** through the aviation Industry roadmap and with all actors of the aviation ecosystem
- **Cooperating with its customers** to meet the aviation decarbonization targets and manage the transition



Thank you

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