Plan to Accelerate Decarbonization of Aviation

COP30, Belém, November 2025

Axis: 1. Transitioning Energy, Industry and Transport

Key objective: 2. Accelerating zero♂and low emission technologies in hard-to-abate sectors

Solution: Decarbonization of Aviation

Host initiative: Air Transport Action Group (ATAG)

Contributing Initiatives: Air Transport Action Group (ATAG), Biofuture Platform (BFP), Clean Energy Ministerial Future Fuels, Climate Catalyst, Global Biofuels Alliance (GBA), Industrial Transition Accelerator (ITA), Mission Possible Partnership (MPP), International Air Transport Association (IATA), International Civil Aviation Organization (ICAO), IEA Bioenergy Task 39, International Council on Clean Transportation (ICCT), Pan American Liquid Biofuels Coalition (CPBIO), Project SkyPower, Sustainable Aviation Buyers Alliance (SABA)

Scope:

- Geographic: Global
- Sectoral: Aviation
- Other aspects:
    - The objective of this report is to equip all key stakeholders - including governments, industry, and finance - with a set of levers and concrete actions to accelerate aviation's path to net zero carbon emissions by 2050.
    - This submission for the COP30 Plan to Accelerate Solution (PAS) does not propose new initiatives or targets. Rather, it is intended to present the existing frameworks and plans for the global aviation sector.
    - Its purpose is to help scale sustainable aviation fuels (SAF), enable new technologies, modernise operations, and mobilise finance for aviation's energy transition.
    - It should be seen alongside existing initiatives such as the more detailed work being undertaken by the International Civil Aviation Organization (ICAO), under its mandate for addressing international aviation emissions, and other industry associations and initiatives.

This document has been prepared through a collaborative process involving several initiatives. The views expressed and actions listed do not necessarily reflect the opinion or official position of all contributing initiatives or their respective governing organizations.

Levers assessment:

(each lever is described in the guidance document)

- **Risk-informed decision-making:** Medium maturity
  - *Rationale: Awareness of transition and physical climate risks is rising, but these risks are still inconsistently embedded in investment, infrastructure, and policy decisions, with limited risk-sharing. While risk analysis and data sharing have begun across countries, institutional mechanisms for systematic risk evaluation and feedback loops still need strengthening.*
  - *Existing guidance and scenarios offer clearer pathways and efficiency benchmarks, yet uptake is uneven and often secondary to near-term operational and cost pressures, leading to national fragmentation. The strengthening of institutional mechanisms for systematic risk assessment and data sharing that inform large-scale SAF deployment is essential.*

- **Technology shifts:** Low maturity
  - *Rationale: While several SAF pathways are certified and compatible with existing aircraft and airport infrastructure, deployment lags demand growth due to cost, feedstock, and scale constraints.*
  - *Pathways like Hydroprocessed Esters and Fatty Acids (HEFA) demonstrate momentum but face feedstock limitations, underscoring the need to diversify into additional pathways (e.g., alcohol-to-jet, Fischer–Tropsch, power-to-liquid) and to build robust supply chains.*
  - *Full-scale deployment is uneven globally because of inequalities related to access to capital for investment and capacity for large-scale production of feedstock.*
  - *In addition to building out pathways for SAF production, significant efforts are needed to accelerate the development and adoption of alternative propulsion technologies such as hydrogen, electric and hybrid technologies.*

- **Knowledge & Capacity building:** Medium maturity
  - *Rationale: Many initiatives, training programs and pilots exist, but gaps remain in workforce skills, curriculum design, and the availability of policy toolkits, especially in regions with significant feedstock potential. Broader awareness beyond early movers is still needed, alongside practical training in life-cycle assessment, certification, and new-technology operations. The industry aims to expand high-quality programs, workshops, and regional centres of excellence that empower local actors and strengthen institutional capabilities.*
  - *Finally, it is essential to modernise air traffic management (ATM) systems to ensure safe and efficient operations and accelerate early climate action, including the enhanced scientific understanding and mitigation of non-CO2 impacts such as contrails, as research and operational concepts develop.*
  - *Climate change adaptation is another important topic which is receiving increasing attention and needs to be addressed to ensure the sustainable development of aviation.*

Plan to Accelerate Decarbonization of Aviation

COP30, Belém, November 2025

- **Inclusive decision-making governance & design:** Medium maturity
  - *Rationale: Participatory governance frameworks must actively engage public institutions, private sector actors, and civil society to co-design transparent, equitable, and aligned mechanisms.*
  - *While governance structures exist, their inclusive design and consistent application still face fragmentation across regions.*

- **Standards & Taxonomies:** Medium maturity
  - *Rationale: Core frameworks such as CORSIA – the only global market-based measure for international civil aviation – exist and are being implemented through the harmonized ICAO sustainability criteria, sustainability certification, and assessment of life cycle emissions for SAF, LCAF, and other aviation cleaner energies, but their application still differs across States.*
  - *Emerging registries – such as the CADO SAF Registry – and accounting systems are improving transparency, interoperability, and the avoidance of double counting, yet broader mutual recognition and more automation are still needed.*
  - *The uniform application of sustainability criteria, certification rules, and fuel specifications across geographies are crucial.*

- **Supply:** Low maturity
  - *Rationale: SAF still accounts for less than one percent of total jet fuel use and production capacity faces feedstock constraints and a fragile project pipeline, while delays, cancellations, and cost hurdles continue to limit scale.*
  - *ICAO's Global Framework for SAF, LCAF, and other aviation cleaner energies reinforces the urgency of scaling up SAF production and deployment through coordinated policies, financing mechanisms, and technology-neutral standards.*
  - *Due to the limited feedstock availability to produce HEFA fuels (under current - but rapidly evolving - regulatory conditions), broader SAF deployment depends on diversifying pathways (see Lever 2: Technology shifts) and mobilising capital.*
  - *De-risking investment in SAF pathways with more abundant feedstocks is necessary for long-term decarbonisation.*

- **Demand:** Medium maturity
  - *Rationale: Corporate buyers, airlines and governments are sending strong demand signals through net-zero pledges and offtake agreements. Emerging mandates are building momentum, and book-and-claim systems now allow airlines, corporates, and intermediaries to claim environmental attributes.*
  - *Accelerating SAF adoption is essential to meet international climate commitments. Yet, uptake varies by region and is constrained by high premiums versus conventional jet fuel, limited supply, and uncertainty over long-term policy support. To stimulate demand, it is crucial to develop durable and long-lasting policies that put SAF on a more level playing field with fossil fuel options.*

- **Public/private finance:** Low maturity
  - *Rationale: Financing has begun on both public and private sides, but high capital costs, uncertain demand, and policy uncertainty still deter long-term investment. Especially for production plants, total deployed capital is currently far below what is needed.*
  - *Scaling supply will require de-risking investment: blended finance, loan guarantees, contracts-for-difference or price floors, concessional capital, and stable policy frameworks that crowd in private investment.*
  - *This will help projects reach final investment decision (FID) and deliver affordable volumes at scale.*

- **Partnerships and collaboration:** Medium maturity
  - *Rationale: The entire aviation decarbonization effort is predicated on strong, existing multi-stakeholder collaboration. Reaching net zero requires stronger multi-stakeholder collaboration from governments, civil aviation, financial investors, and traditional energy companies.*
  - *The development and submission of this COP30 plan itself is the result of a collaborative process involving several initiatives.*

- **Policy & regulatory:** Medium maturity
  - *Rationale: This lever requires more global alignment. While mandates, incentives, and blending targets are emerging in several regions, fragmentation and differing readiness levels undermine investment certainty and restrict scale-up.*
  - *Creating a stable, long-term policy framework that de-risks investment is crucial for aviation decarbonisation.*
  - *To further strengthen this lever, demand policies should be paired with producer incentives, resolving blend-limit and standards misalignment, and creating stable, long-term rules that de-risk investment in SAF plants.*
  - *Regions with strong sustainable feedstock potential can move fastest by prioritising existing raw materials, streamlining certification and investment pathways, and raising agricultural productivity without expanding land use, thereby unlocking near-term supply while building a coherent, scalable regulatory environment.*

- **Public opinion:** Medium maturity
  - *Rationale: More specific actions are needed to raise higher SAF awareness through broad communication or educational campaigns, though foundational steps (like increasing transparency and awareness) are in place as well as demonstration of replicable engagement pathways.*

Expected impact of this plan on the 2030 targets (if any):

In 2022, the ICAO Assembly adopted a Long-Term Global Aspirational Goal (LTAG) for international aviation to reach net-zero carbon emissions by 2050 in support of the Paris Agreement's temperature goal. One year later, ICAO Member States also adopted the ICAO Global Framework for SAF, Lower Carbon Aviation Fuels (LCAF), and other aviation cleaner energies at the Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3), striving to achieve a collective global aspirational vision to **reduce CO2 emissions in international aviation by 5% by 2030** using aviation cleaner energies.

The global civil aviation industry has committed to the LTAG and global aspiration vision. Four interdependent building blocks constitute the framework for aviation's net zero transition: policy and planning, regulatory framework, implementation support, and financing. ICAO engages in collaborative efforts with States to facilitate the development, update, and submission of ICAO State Action Plans (SAP), which include policies related to SAF, LCAF and other aviation cleaner energies. As of October 2025, **154 States have submitted their SAPs**, covering more than 99 per cent of global air traffic.

Most of the sector's carbon abatement will come from SAF, complemented by new aircraft technologies (including electric and eventually hydrogen propulsion systems) and operational and air traffic management efficiencies, with carbon removals and ICAO's Carbon Offsetting and Reduction Scheme (CORSIA) addressing residual emissions.

In sum, the multilateral framework is in place, but its success hinges on the implementation by States and the wider aviation, energy and finance industry. **More than 45 countries** are now developing or implementing policies to accelerate the uptake of SAF. SAF production reached about one million tonnes in 2024 or roughly **0.3% of total jet fuel use**, which is far from the approximately **23 million tonnes of SAF needed by 2030** and the 430–500 million tonnes needed annually by 2050.

Reaching this level is feasible but challenging, requiring accelerated scale-up and global coordination. While the past two years have seen a surge in offtake agreements as well as new biorefinery complexes producing SAF and other sustainable fuels for road and maritime, and voluntary commitments by airlines, hurdles such as limited supply, feedstock constraints, high premiums and the need to scale must be addressed.

The aviation energy transition is capital-intensive and will require **cumulative investments of around USD 3.2 trillion by 2050** by fuel producers alone.[1] Much of this investment will need to flow into new SAF production facilities and supply chains, including in emerging markets with abundant feedstock potential for SAF production. Currently, commercial investors are hesitant due to policy uncertainty and high upfront costs. The 42nd Session of the ICAO Assembly in October 2025 expressed an overwhelming concern with the increasing number of initiatives to collect taxes from international aviation for the mobilisation of revenue for climate change and other purposes, emphasising the need for significant financial resources to achieve aviation's clean energy transition. Without strong public-private financing mechanisms, there is a risk that capital will not scale up in time, stalling the deployment of needed technologies.

The ramp-up of SAF production is not the only challenge the sector faces: new energy sources such as electricity and hydrogen have the potential to offer promising emissions reduction potential, but recent delays in the development of hydrogen-powered mid-size aircraft and slower-than-expected progress on key enablers have pushed back timelines on some radical solutions, which however today remains at a low Technology Readiness and Funding Readiness Level stage. There is a need to accelerate research, development, certification, infrastructure readiness and deployment of next generation disruptive fuel-efficient airframe and propulsion for longer-term opportunities.

Reaching net zero requires stronger multi-stakeholder collaboration not only from governments and the civil aviation industry, but the financial investor community and traditional energy companies alike. Organisations from across the sector have come together under the leadership of the Climate High-Level Champions to highlight the key levers and actions needed to ensure civil aviation can achieve its 2050 goal.

[1] https://www.icao.int/environmental-protection/ltag-report

Plan to Accelerate Decarbonization of Aviation

COP30, Belém, November 2025

Action Plan

Output	Action Scope	Action	Type of action	Implementation Lever	Responsible	Time horizon	Stakeholder engagement[2]	Committed Stakeholders
CADO SAF Registry Launch	Global	The CADO SAF Registry, launched in April 2025, embeds industry methodology and best practices, reducing the risks of double issuance, double claiming, and credibility gaps in SAF accounting. CADO's governance helps to ensure robust processes are in place to support risk-informed decision-making that affects the design and success of the Registry.	Existing…	Risk-infor…	IATA	November 2025…	Companies	IATA and industry partners, States
Registry Interoperability	Global	Ensure interoperability between the CADO SAF Registry and other state systems used for compliance.	Existing…	Risk-infor…	IATA	November 2025…	National g…	IATA and industry partners, States
ICAO Incentives Guidance	Global	Member States will use incentives and other policies to encourage the scale-up in the production and deployment of SAF, LCAF and other aviation cleaner energies, noting that ICAO guidance provides potential policy approaches, and recognizing the need to consider a combination of policies due to national circumstances.	Existing…	Risk-infor…	ICAO	November 2028…	National g…	ICAO Member States and aviation stakeholders
Americas SAF Declaration	Americas	CPBIO has decided to coordinate a joint declaration to advance and promote the sustainable production of SAF across the Americas, aiming to align supply and demand efforts and to invite diverse stakeholders to join forces in scaling up SAF production.	Existing…	Risk-infor…	CPBIO	November 2025…	Regulators…	IICA
GBA Policy Publication	Global	Launch a publication on SAF which includes analysis on types of policy levers available with governments and best practices to inform decision making among stakeholders.	New act…	Risk-infor…	GBA	November 2025…	Multi-stake…	

[2] Such as national governments, local and regional governments, regulators & public agencies, utilities & system providers, large companies, small and medium enterprises, investors and private finance institutions, MDBs, academic and technical institutions, youth, indigenous peoples and women-led groups, multi-stakeholders platform (non-exhaustive)

Plan to Accelerate Decarbonization of Aviation

COP30, Belém, November 2025

Output	Action Scope	Action	Type of action	Implementation Lever	Responsible	Time horizon	Stakeholder engagement[2]	Committed Stakeholders
BFP SAF Policy Action Plan		The BioFuture Platform (BFP) has just elaborated the new 2-year Action Plan. SAF, as part of the Sustainable Biofuel mix, will be addressed in BFP activities with the aim to inform and engage BFP member countries in possible new SAF related policies.	New act…	Risk-infor…	BioFuture Platform (BFP)	November 2026…	National g…	
		Additional Calls to Action for governments to support 'Risk-informed decision-making' lever: - National policies to encourage the scale-up in the production and deployment of SAF, LCAF, and other aviation cleaner energies, referencing the guidance provided by ICAO. - Together with research institutions, national governments can ensure a better reliability of certification schemes by developing georeferenced data of sustainable feedstocks for life cycle inventory. - Back regional feedstock strategies (wastes/residues, degraded-land energy crops) with sustainability safeguards, traceability and MRV.	Calls to …	Risk-infor…		[]	National g…	
ICAO Fuel Analysis & Approval	Global	Member States will further engage in ICAO activities to accelerate the analysis and approval of life cycle values for new aviation fuel sources and pathways, as well as the evaluation and approval of new sustainability certification schemes (SCS), under a globally harmonised approach, without excluding any particular aviation fuel source, pathway, feedstock or technology.	Existing…	Technolog…	ICAO and its 193 Member States in cooperation with the industry and other stakeholders	November 2028…	National g…	ICAO Member States and aviation stakeholders
Next-Gen SAF Plant Demo	Global	Demonstration of next-generation SAF plants at TRL 8-9 by building and operating more pilot/demonstration plants (ATJ, FT-biomass, PtL) to validate costs and performance, study outcomes to review lessons learned.	Existing…	Technolog…	National ministries + technology developers + private investors	November 2025…	Academic …	National gov., regulators, large companies, SMEs, academia, investors
IEA Task 39 Database	Global	IEA Energy Task 39 funds the Demonstration Plants database that follows, studies and updates on volumes,	Existing…	Technolog…	IEA Energy Task 39	November 2025…	Academic …	National gov., regulators,

Output	Action Scope	Action	Type of action	Implementation Lever	Responsible	Time horizon	Stakeholder engagement[2]	Committed Stakeholders
Updates		technological routes, operational status, policies. By the end of 2027 the initiative aims to have two database updates, and a report released. Task 39 also produces a report that describes and evaluates the effectiveness of the biofuels implementation agenda with a focus on policies						large companies, SMEs, academia, investors
GBA University Fellowship	Global	GBA is planning to launch a University Fellowship Program with 10-15 fellows which could directly support research into advancing SAF technologies among other areas in biofuels.	New act…	Technolog…	GBA + Researchers	November 2025…	Academic …	GBA has partnered with senior faculty members across the world to deliver this program.
BFP Carbon Accounting Task	Global	BFP has a dedicated task on Carbon Accounting, with the aim of improving harmonisation and/or interoperability. Also, Soil Carbon Accumulation is part of the activities of BFP members. Deliverables will be elaborated by the end of the new 2-years term	New act…	Technolog…	BioFuture Platform (BFP)	November 2027…	Academic …	
		Additional Calls to Action for governments to support 'Technology shifts' lever: - Scale sustainable feedstock supply chains, developing resilient, traceable, and sustainable supply chains for sustainable bioenergy crops, waste oils, residues and biomass residues, lignocellulosic biomass, and renewable electricity (for e-fuels) to ensure sufficient and GHG efficient feedstock availability using best management practices - Support the unlocking of feedstock and technology diversity for SAF and sustainable fuels production pathways (e.g., alcohol-to-jet, Fischer–Tropsch, power-to-liquid), and the operation of more pilot/demonstration plants to validate costs and performance - Establish clear regulatory guidelines to define degraded lands eligible for sustainable biomass cultivation as a feedstock for SAF	Calls to …	Technolog…		[]	National g…	

Output	Action Scope	Action	Type of action	Implementation Lever	Responsible	Time horizon	Stakeholder engagement[2]	Committed Stakeholders
		- Support in scaling programs for new propulsion technologies, as well as R&D and safety certifications for electric, hydrogen and hybrid propulsion systems - Ensure that national energy strategies align with airport infrastructure (H_2 storage/refueling, charging) and include hydrogen and low-carbon electricity requirements of aviation - Support the development of crucial CO2 transport and storage infrastructure for carbon dioxide removals (CDR), such as CO2 pipelines and geological storage sites.						
ICAO ACT-SAF Programme	Global	Further collaboration among Member States and other stakeholders under the ICAO Assistance, Capacity-building and Training for SAF (ACT-SAF) programme, including the provision of guidance and training, SAF feasibility and business implementation studies, and accelerating specific SAF projects.	Existing…	Knowledg…	ICAO and its 193 Member States in cooperation with the industry and other stakeholders	November 2028…	Multi-stake…	ICAO Member States and aviation stakeholders
ICAO Non-CO_2 Climate Forum	Global	ICAO to continue to provide a forum for enhancing the scientific understanding of aviation's climate impacts beyond CO2 emissions.	Existing…	Knowledg…	ICAO and its 193 Member States in cooperation with the industry and other stakeholders	November 2028…	Academic …	ICAO Member States and aviation stakeholders
ICAO Climate Adaptation Action	Global	Further ICAO action on climate change adaptation to identify potential impacts of climate change on aviation operations and infrastructure, and to develop further guidance materials and assistance initiatives to facilitate the development of aviation climate change adaptation plans by States.	Existing…	Knowledg…	ICAO and its 193 Member States in cooperation with the industry and other stakeholders	November 2028…	Multi-stake…	ICAO Member States and aviation stakeholders

Plan to Accelerate Decarbonization of Aviation

COP30, Belém, November 2025

Output	Action Scope	Action	Type of action	Implementation Lever	Responsible	Time horizon	Stakeholder engagement[2]	Committed Stakeholders
CADO Registry Workshops	Global	Re. the CADO SAF registry, workshops and pilots are planned with States to expand knowledge and technical use	New act…	Knowledg…	IATA	[]	Multi-stake…	IATA and industry partners, States
CPBIO/IICA Training Programs	Americas	Through IICA's promotional fund, targeted training programs and technical exchanges will be launched to equip public officials, producers, and civil society actors with the tools needed to navigate SAF certification, feedstock management, and policy design in the Americas. These efforts will be complemented by high-level regional events with strategic partners from the aviation and production value chain to foster alignment, share innovations, and mobilise investment for SAF production and use in the Americas.	New act…	Knowledg…	CPBIO	2030	Multi-stake…	CPBIO and IICA
GBA SAF Microsite Launch	Global	GBA plans to launch a SAF microsite which will increase awareness about SAF.	New act…	Knowledg…	GBA	June 2026 (SB64)	Multi-stake…	GBA
		Additional Calls to Action for governments to support 'Knowledge & Capacity building' lever: - Participatory governance frameworks must actively engage public institutions, private sector actors, and civil society to co-design mechanisms that are transparent, equitable, and aligned with national climate and energy strategies - States are encouraged to join forces with the industry to host workshops and pilots to expand knowledge, especially with regards to tech use, SAF Life-Cycle Assessment, certification, and new-tech operations - Support scientific research into the impact of non-CO2 effects on climate and contrail mitigation - Fund research programmes (such as the EU's Sesar Joint Undertaking, NASA and FAA research programmes and others) and implement the ICAO Aviation System Block Upgrades to support ATM modernisation. - To support research and the development of	Calls to …	Knowledg…		[]	National g…	

Output	Action Scope	Action	Type of action	Implementation Lever	Responsible	Time horizon	Stakeholder engagement[2]	Committed Stakeholders
		large-scale trials on contrail mitigation operations, national level governments and Air Navigation Service Providers could collect data on contrail formation. This data collection would be supplemented with investments into technology to improve contrail prediction and validation - Support scientific research and data collection on aviation-induced contrail formation, allowing for the refinement of contrail prediction and validation of contrails. These efforts could be used to support the implementation of contrail avoidance methods when the technology and data quality improves.						
LTAG Monitoring & Reporting	Global	ICAO will implement the approved LTAG monitoring and reporting (LMR) methodology to assess progress on aviation CO2 reduction measures toward the achievement of the LTAG, which is supported by annual ICAO Stocktaking, ICAO Cleaner Energy Tracker Tools, and ICAO Member State Action Plans	Existing…	Standards…	ICAO and its 193 Member States in cooperation with the industry and other stakeholders	November 2028…	Multi-stake…	ICAO Member States and aviation stakeholders
ICAO/CORSIA Criteria Use	Global	Member States will use the ICAO sustainability criteria, sustainability certification and assessment of life cycle emissions used under CORSIA as the accepted basis for the eligibility of SAF, LCAF and other aviation cleaner energies, emphasising the importance of facilitating their global scale up in all regions	Existing…	Standards…	ICAO and its 193 Member States in cooperation with the industry and other stakeholders	November 2028…	National g…	ICAO Member States and aviation stakeholders
CORSIA LOA Expediting	Global	Recognizing the critical importance of Letters of Authorization to facilitate the access and availability of CORSIA eligible emissions units to aeroplane operators, ICAO will continue to encourage governments hosting activities that generate CORSIA eligible emissions units to expedite the issuance of such letters.	Existing…	Standards…	ICAO and its 193 Member States in cooperation with the industry and other	November 2028…	National g…	ICAO Member States and aviation stakeholders

Plan to Accelerate Decarbonization of Aviation

COP30, Belém, November 2025

Output	Action Scope	Action	Type of action	Implementation Lever	Responsible	Time horizon	Stakeholder engagement[2]	Committed Stakeholders
					stakeholders			
CADO Interoperability Rules	Global	To further promote interoperability of the CADO SAF Registry, an enhanced and expanded interoperability framework with other registries will be implemented together with an enhanced set of interoperability rules. IATA aims to standardise POS IDs across the SAF value chain to simplify interoperability.	New act…	Standards…	IATA	November 2026…	Multi-stake…	IATA and industry partners
Degraded Land Engagement	Global	Stakeholder engagement to increase awareness and recognition of the use of degraded land to grow biomass to enable production of lower-cost, high-integrity SAF, leveraging Brazil as a case study.	Existing…	Standards…	ITA/MPP	June 2026 (SB64)	Multi-stake…	
CPBIO Carbon Footprint Consensus	Americas	CPBIO will launch a methodological consensus on measuring the carbon footprint of liquid biofuels (including SAF). By harmonizing life cycle approaches and emission factors, the Americas can offer credible, traceable, and verifiable low-carbon fuels that accelerate the global energy transition and position the region as a trusted supplier of sustainable aviation solutions.	Existing…	Standards…	CPBIO	November 2025…	Multi-stake…	IICA
BFP Carbon Accounting Task	Global	BFP task on Carbon Accounting will aim on facilitating the interoperability of systems and methodologies	New act…	Standards…	BFP	November 2027…	Multi-stake…	
		Additional Calls to Action for governments to support 'Standards & Taxonomies' lever: - Governments should reaffirm their support for and continue to implement CORSIA and affirm the use of ICAO sustainability criteria, sustainability certification and assessment of life cycle emissions used under CORSIA as the accepted basis for the eligibility of SAF, LCAF and other aviation cleaner energies - Accelerate the implementation and release of letters of authorization (LOA) for CORSIA eligible emissions units to ensure enough supply for the first phase (2024-2026).	Calls to …	Standards…		[]	National g…	

Output	Action Scope	Action	Type of action	Implementation Lever	Responsible	Time horizon	Stakeholder engagement[2]	Committed Stakeholders
		- Harmonise the application of sustainability criteria and certification schemes based on the ICAO policies, standards, and guidance under CORSIA. - Consider addressing the interoperability of national systems - Governments ensure that national-level policies retain sustainability criteria, sustainability certification, and assessment of lifecycle emissions established under ICAO CORSIA. - International standards, such as ASTM D7566, and sustainability frameworks under CORSIA are well established but need improvement to include more practices and feedstocks - Implement clear and globally harmonised regulations for CDR technologies (developing MRV for ocean CDR, and establishing accurate measurement methods for biological CDR to broaden the solutions for industry)						
ICAO Incentives Guidance	Global	ICAO Member States will use incentives and other policies to encourage the scale-up in the production and deployment of SAF, LCAF and other aviation cleaner energies, noting that ICAO guidance provides potential policy approaches, and recognizing the need to consider a combination of policies due to national circumstances	Existing…	Supply	ICAO and its 193 Member States in cooperation with the industry and other stakeholders	November 2028…	National g…	ICAO Member States and aviation stakeholders
Coordinated Supply Infrastructure	Global	Support the adoption of coordinated policies and infrastructure across governments, airports, and fuel supply value chains to support SAF production and supply logistics.	New act…	Supply	Airport authority + Civil Aviation Authority (leaders); fuel suppliers and national energy/fuel regulator (partners).	November 2027…	Multi-stake…	Major hub airport operator, national carrier, primary into-plane fuel supplier, civil aviation authority, national development bank

Plan to Accelerate Decarbonization of Aviation

COP30, Belém, November 2025

Output	Action Scope	Action	Type of action	Implementation Lever	Responsible	Time horizon	Stakeholder engagement[2]	Committed Stakeholders
								(financing).
SAF Collection/Processing Hubs	Global	Establish collection/processing hubs to demonstrate supply reliability	New act…	Supply	Local gov. + industry consortium	June 2026 (SB64)	Multi-stake…	Regional authorities, large companies, logistics SMEs
ITA/MPP Project Support Programs	Emerging Markets	Accelerate investment in new plants in emerging economies that are well-positioned to produce SAF by conducting in-country Project Support Programmes designed to orchestrate solution implementation and provide tailored support to selected projects and to deliver critical cross-sectoral interventions, including for the aviation sector. The programmes would involve establishing partnerships with project developers, including for SAF plants, and mobilising domestic and international industry, energy, demand, and finance players to leverage expertise and learnings from diverse networks.	Existing…	Supply	ITA/MPP	November 2026…	Multi-stake…	National governments of countries hosting Project Support Programmes, companies developing projects selected by Project Support Programmes
CPBIO Yield Gap Closure	Americas	Promote the closure of agricultural yield gaps in key feedstocks—corn, sugarcane, wheat, soybeans, palm, and rapeseed—across the Americas to scale liquid biofuel production without expanding land use. This regional proposal underscores the climate and supply benefits of enhancing agricultural, industrial, and logistical efficiency	Existing…	Supply	CPBIO	November 2025…	Local and r…	IICA, CPBIO members and other biofuels producers
		Additional Calls to Action for governments to support 'Supply' lever: - Fast-track the approval and operationalisation of SAF plants - Provide incentives for production, blending and use of SAF - A government-backed revenue certainty mechanism or contract for difference approach, as piloted by the UK, could guarantee an offtake price for qualifying advanced fuel producers	Calls to …	Supply		[]	National g…	

Output	Action Scope	Action	Type of action	Implementation Lever	Responsible	Time horizon	Stakeholder engagement[2]	Committed Stakeholders
		- Support the industry in developing resilient, traceable, and sustainable supply chains for sustainable bioenergy crops, waste oils, residues and biomass residues, lignocellulosic biomass, and renewable electricity (for e-fuels), use of degraded pastureland, spare-land practices (i.e. second cropping), among others, to ensure sufficient feedstock availability. - Promote international coordination on standards, incentives, and sustainability safeguards, while ensuring that developing countries and emerging markets gain access to technology, finance, and capacity to participate in SAF deployment, fostering development in rural areas.						
ICAO Global Vision Monitoring	Global	The ICAO Global Framework and global aspirational Vision, will be monitored and reviewed, with the convening of CAAF/4 no later than 2028 to update the ambition on the basis of market developments in all regions	Existing…	Demand	ICAO and its 193 Member States in cooperation with the industry and other stakeholders	November 2028…	National g…	ICAO Member States and aviation stakeholders
SABA SAFC Pilot (2025-2030)	Global	The SABA 2025 COP30 SAFc Pilot will demonstrate a new model enabling individuals and organizations to address aviation emissions through Sustainable Aviation Fuel certificates (SAFc). By creating a transparent, replicable engagement pathway and signaling credible demand, the pilot will raise awareness of SAF and inform SABA's broader mission to scale high-integrity demand and financing for SAF deployment through 2030. Building on over $200 million mobilized and 50 million gallons supported, SABA's coordinated procurements will continue to de-risk production, advance next-generation SAF technologies, and help achieve the 2030 goal of 13–15% global SAF use	Existing…	Demand	SABA	2030	Multi-stake…	
Multi-year SAF	Global	Facilitate multi-year SAF purchase agreements to provide market certainty and de-risk investments.	Existing…	Demand	Airlines + SAF producers,	June 2026 (SB64)	Multi-stake…	Airlines, large companies, SMEs,

Plan to Accelerate Decarbonization of Aviation

COP30, Belém, November 2025

Output	Action Scope	Action	Type of action	Implementation Lever	Responsible	Time horizon	Stakeholder engagement[2]	Committed Stakeholders
Purchase Pacts					supported by government guarantees			investors
		Additional Calls to Action for governments to support 'Demand' lever: - Recognise aviation as a priority end-use sector due to the limited cost-effective alternatives to liquid fuels and prioritise feedstock - Enhance policy frameworks that prevent SAF costs from falling disproportionately on airlines and passengers - Expand binding blending mandates, long-term agreements, and international certification schemes to guarantee market pull, reduce investor risk, and strengthen airlines' commitments to SAF use as part of a package of policy measures which also ensure SAF supply-side incentives for production. Any blending requirements must be proportional and coupled with flexibility and transparency from fuel suppliers.	Calls to …	Demand		[]	National g…	
ICAO Finvest Hub Operationalization	Global	ICAO will fully operationalise the recently launched ICAO Finvest Hub to facilitate access to funding and investment for aviation clean energy projects. ICAO will continue to explore partnerships with suitable partners from governments, financial institutions, and the private sector to facilitate access to financing for aviation decarbonisation.	Existing…	Public/priv…	ICAO and its 193 Member States in cooperation with the industry and other stakeholders	November 2028…	Multi-stake…	ICAO Member States and aviation stakeholders
CADO Registry Financial Assurance	Global	By enabling credible SAF transactions and claims, the CADO SAF registry lowers transaction costs and provides the assurance needed for financial flows into SAF. In addition, it gives corporates access to in-sector emissions reductions and capitalizes on firms' capacity to co-finance the SAF cost of decarbonization.	Existing…	Public/priv…	IATA	November 2026…	Companies	IATA and industry partners, States
Second-Gen SAF	Global	National governments develop financing schemes for more challenging, second-generation SAF pathways to de-risk investment and allow fuel producers to reach final	New act…	Public/priv…	National governments	November 2026…	National g…	States

Plan to Accelerate Decarbonization of Aviation

COP30, Belém, November 2025

Output	Action Scope	Action	Type of action	Implementation Lever	Responsible	Time horizon	Stakeholder engagement[2]	Committed Stakeholders
Financing Schemes		investment decision						
Rural SAF Finance Mechanism	Emerging Markets	Establish a finance mechanism to support SAF projects in rural areas, including capacity building, in emerging markets with great potential to produce sustainable feedstock.	New act…	Public/priv…	MDBs (World Bank, NDB/BRICS Inter-American Development Bank) + national development banks + UN agencies	[]	MDBs	World Bank, national energy ministries
GBA Investor Forum	Global	GBA is planning to organize an investor forum as a platform to connect investors and producers, enable identification of key challenges, and mobilise financing for biofuels projects, including SAF	New act…	Public/priv…	GBA	November 2025…	Multi-stake…	
		Additional Calls to Action for governments to support 'Public/private finance' lever: - Attract capital for new capacity through blended finance, loan guarantees, revenue certainty mechanisms, and policy stability - Facilitate transparent SAF book and claim transactions (including exploration of international book and claim mechanisms such as being developed by the Civil Aviation Decarbonization Organization) - Establish a finance mechanism to support SAF projects in rural areas, including capacity building, in emerging markets with great potential to produce sustainable feedstock. - Enable multi-national development bank and development finance pipelines in emerging markets. The unlocked potential for feedstock supply in much of the Global South needs to be addressed in financing schemes.	Calls to …	Public/priv…		[]	National g…	

Plan to Accelerate Decarbonization of Aviation

COP30, Belém, November 2025

Output	Action Scope	Action	Type of action	Implementation Lever	Responsible	Time horizon	Stakeholder engagement[2]	Committed Stakeholders
ICAO State Action Plan Submission	Global	ICAO engages in collaborative efforts with States to facilitate the development, update, and submission of ICAO State Action Plans (SAP), which include policies related to SAF, LCAF and other aviation cleaner energies. The SAP is a strategic tool for tracking progress toward the LTAG, monitoring the collective advancement toward the global aspirational Vision, facilitating access to support via ICAO's ACT-SAF, and unlocking financing.	Existing…	Policy & re…	ICAO and its 193 Member States in cooperation with the industry and other stakeholders	November 2028…	National g…	ICAO Member States and aviation stakeholders
ICAO Global Vision Monitoring	Global	The ICAO Global Framework and global aspirational Vision, will be monitored and reviewed, with the convening of CAAF/4 no later than 2028 to update the ambition on the basis of market developments in all regions.	Existing…	Policy & re…	ICAO and its 193 Member States in cooperation with the industry and other stakeholders	November 2028…	Multi-stake…	ICAO Member States and aviation stakeholders
CORSIA Participation Encouragement	Global	ICAO to encourage more States to participate voluntarily in CORSIA to increase its environmental integrity, emphasizing that "CORSIA is the only global market-based measure applying to CO2 emissions from international aviation so as to avoid a possible patchwork of duplicative State or regional MBMs, thus ensuring that international aviation CO2 emissions should be accounted for only once" (Assembly Resolution A42-22, paragraph 18).	Existing…	Policy & re…	ICAO and its 193 Member States in cooperation with the industry and other stakeholders	November 2028…	National g…	ICAO Member States and aviation stakeholders
LTAG LMR Methodology Implementation	Global	The LMR methodology approved by the 42nd Session of the ICAO Assembly will be implemented to assess progress on aviation CO2 reduction measures toward the LTAG, and is supported by annual ICAO Stocktaking, Tracker Tools and ICAO States Action Plans.	Existing…	Policy & re…	ICAO and its 193 Member States in cooperation with the industry and other stakeholders	November 2028…	Multi-stake…	ICAO Member States and aviation stakeholders

Plan to Accelerate Decarbonization of Aviation

COP30, Belém, November 2025

Output	Action Scope	Action	Type of action	Implementation Lever	Responsible	Time horizon	Stakeholder engagement[2]	Committed Stakeholders
CADO State-User Account	Global	The state-user account of the CADO SAF Registry will provide governments with direct visibility into SAF use, simplifying CORSIA compliance and LTAG monitoring, while avoiding double-counting. The system enables each State to establish a dedicated account that tracks SAF claims and attribution transparently, ensuring alignment with international frameworks and facilitating consistent reporting and verification. CADO will focus on: - Developing State accounts (base & advanced version). - Exploring options with Singapore CAAS for facilitating the Singapore Passenger SAF levy. - Collaborate with several states to facilitate the implementation of other national SAF regulations. - Focus on facilitating CORSIA claims and collaborating with ICAO	Existing…	Policy & re…	IATA	June 2028 (SB …	National g…	IATA and industry partners, States
CPBIO/IICA Public Policy Support	Americas	Support governments across the Americas in developing robust public policies to advance the production and use of SAF, leveraging the IICA's "Guidelines for the Formulation of Public Policies for SAF" as a strategic tool to promote harmonized, science-based, and regionally adapted approaches.	Existing…	Policy & re…	CPBIO	2030	National g…	IICA, states, industry partners
BFP Biofuel Policy Analysis	Global	BFP institutional work targets policy analysis and promotion of sustainable biofuel deployment in a biorefinery approach, including SAF	New act…	Policy & re…	BFP	November 2027…	Multi-stake…	
GBA Policy Report Publication	Global	GBA is planning to publish a report on SAF which will include best practices for policymakers and levers available at their disposal for building SAF demand and supply ecosystem.	New act…	Policy & re…	GBA	November 2025…	Multi-stake…	
		Additional Calls to Action for governments to support 'Policy & regulatory' lever: - Support governments across the Americas in developing robust public policies to advance the	Calls to …	Policy & re…		[]	National g…	

Output	Action Scope	Action	Type of action	Implementation Lever	Responsible	Time horizon	Stakeholder engagement[2]	Committed Stakeholders
		production and use of SAF, leveraging the IICA's "Guidelines for the Formulation of Public Policies for SAF" as a strategic tool to promote harmonized, science-based, and regionally adapted approaches. - There is an urgent need for a globally harmonised methodology for SAF accounting based on a chain of custody recognised by States, to prevent fragmentation and a patchwork of unaligned measures. - Further increase the number of States participating in CORSIA to enhance its environmental integrity.						