

Report on the Roundtable on Advancing Sustainable Aviation

14 July 2025



1 Preface

1.1 The Civil Aviation Authority of Singapore (CAAS) and the Asia Pacific Sustainable Aviation Centre (APSAC) organised a Roundtable discussion on 14 July 2025 in Singapore to engage the Asia-Pacific Directors-General of Civil Aviation on the challenges and opportunities to advance sustainable aviation in the region. Participants included ICAO Secretary-General Mr Juan Carlos Salazar, Regional Director for ICAO Asia Pacific Mr Ma Tao, the APSAC Advisory Council, and Directors-General and their representatives from 20 Asia-Pacific States/Administrations (see Annex A).



ICAO Secretary-General Mr Juan Carlos Salazar



CAAS Director-General Mr Han Kok Juan

1.2 Setting the context for the Roundtable, CAAS Director-General Mr Han Kok Juan said that Asia-Pacific States desired both aviation growth and sustainability, not one at the expense of the other; the question was how and APSAC was set up to provide a menu of policy instruments which they could use and adapt to their national circumstances. Mr Salazar said that sustainable aviation was not a distant goal and action was needed now. He

stressed the need to support the Asia-Pacific region in building capabilities in aviation sustainability. Mr Ma said that Asia-Pacific States were committed to aviation sustainability; as of January 2025, 25 Asia-Pacific States had notified ICAO of their decision to participate in the voluntary phase of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

1.3 Roundtable participants were encouraged to share their plans and priorities for advancing sustainable aviation in their State and to provide feedback on how APSAC could support their efforts.

2 Impetus for Roundtable

2.1 Air travel demand in the Asia-Pacific region is projected to triple over the next 20 years. This growth will propel regional economic development and connect the region's vast and non-contiguous geography.

2.2 At the same time, climate action is an existential challenge. To combat climate change, ICAO and its Member States have collectively committed to the ICAO Long-Term Aspirational Goal (LTAG) of net zero carbon emissions for international aviation by 2050.

2.3 It is in this context that the Roundtable was convened to initiate discussions, encourage collaboration, and to offer the support of the newly formed APSAC in this endeavour.



Regional Director for ICAO APAC Mr Ma Tao



APSAC Chief Executive Officer Mr Philip Goh

3 The Asia Pacific Sustainable Aviation Centre

3.1 To support the region to advance sustainable aviation, CAAS launched the APSAC on 10 July 2025. Mr Han chairs the Centre's Board and Mr Philip Goh has been appointed as the founding Chief Executive Officer. An Advisory Council comprising

senior executives from key partners in aviation, energy, and green financing has been formed to guide APSAC's work (see Annex A).

3.2 APSAC's vision and mission is to support the Asia-Pacific region to advance sustainable aviation through policy research, collaboration, and capacity building efforts. APSAC will collaborate with governments, industry, and academia to scope research projects, whose insights can provide policy options for States to adapt or adopt according to their national circumstances.

3.3 APSAC will also support capability building through technical assistance and training. To that end, a 5-day foundational course in sustainable aviation titled "Growing Aviation Sustainably" is being planned for its first run in November 2025, to equip aviation professionals with essential knowledge across sustainable aviation topics and to provide networking opportunities to raise cohorts of sustainable aviation policy makers for the region.

4 Roundtable on Advancing Sustainable Aviation

4.1 The Roundtable was conducted under the Chatham House Rule. Ahead of the discussion, Mr Goh presented a high-level overview of APSAC's vision, core activities, and plans and priorities for the next year.

4.2 The Roundtable was moderated by Mr Han. Participants were encouraged to ask questions, raise issues or challenges faced, and to provide feedback on how the Centre could provide practical support to them.

4.3 A key theme underpinning the Roundtable discussion was the need for enhanced support for Asia-Pacific States to participate in aviation sustainably more broadly. The highlights of the discussion are summarised below.

Diversity of our Region

4.4 Within the region, there exists a wide range of capabilities, capacities, and readiness for sustainable aviation. Distribution and access to feedstocks for Sustainable Aviation Fuels (SAF) are also not equal. Locally available raw materials for feedstocks, such as palm-related waste and copra, are abundant in some areas but scarce in others, presenting unique opportunities and challenges for each State. APSAC would need to build common foundational knowledge for understanding feedstock but also adapt this core content to local needs.

Participation in the SAF Value Chain

4.5 Smaller States may not have the capacity to produce SAF domestically due to land constraints, feedstock availability and infrastructure gaps. Nonetheless, there is a need to create opportunities for all to participate in the SAF value chain. Even if establishing a SAF plant is not feasible, economic opportunities exist elsewhere in the SAF value chain. Therefore, the approach to advancing SAF production and adoption must be tailored to the specific context of each State.

CORSIA and Carbon Markets

4.6 Beyond the SAF value chain, there is a pressing need to build knowledge in carbon markets and CORSIA implementation. As aviation is a hard-to-abate sector, carbon markets can play an important role in aviation sustainability. Under CORSIA, airlines could buy CORSIA-compliant credits, known as CORSIA Eligible Emissions Units (EEUs), to offset their carbon emissions above a pre-determined baseline. To produce valid EEUs, States must issue Letters of Authorisation (LoA) to attest that there is no double-claiming¹.

4.7 There is a need to build capabilities in Asia Pacific to understand CORSIA requirements so that more States can tap the economic opportunity to produce EEUs to help meet airlines' CORSIA obligations. This area of work should be prioritised to support the successful implementation of CORSIA in our region.

Staying Open to Diverse Solutions

4.8 Improving collaboration and strengthening capacity around other levers of aviation decarbonisation is essential. These levers include investments in more fuel-efficient aircraft, operational enhancements such as trajectory-based optimisation and single-engine taxiing, and longer-term innovations like hydrogen and electric propulsion.

4.9 To advance aviation sustainability in the Asia Pacific, we cannot afford to be dogmatic. No standard approach can apply to all States. We must remain open to various approaches that allow States in the region to participate in shared aviation and economic growth while contributing to LTAG.

¹Using EEUs to meet both CORSIA requirements and their Nationally Determined Contributions under the Paris Agreement. Today, Guyana is the only country to have issued Letters of Authorisation (LoA) and remains the sole supplier of EEUs with attestations.

5 Collaboration

5.1 The journey towards LTAG requires cross-sectoral collaboration and an appreciation of the diverse needs and challenges faced across the region. APSAC will be actively engaging and collaborating with regional stakeholders to understand their sustainable aviation plans and priorities and will seek to support their efforts in ways appropriate for their contexts.

5.2 APSAC CEO Philip Goh underpinned the crucial need for collaboration with his comment that “To go fast, you go alone; to go far, we go together.” He added that each State in the region may have a mountain to climb to reach LTAG, but it starts with the first step. APSAC is looking forward to taking the first step with States in the region and industry partners.

6 Moving Forward

6.1 Concluding, Mr Han summarised the key discussion points:

6.2 **Greater Support Needed for APAC States.** The Roundtable highlighted the need for greater support for Asia-Pacific States in aviation sustainability, particularly across topics like CORSIA requirements and SAF production and adoption. To meet this need, APSAC would collaborate with stakeholders across Asia Pacific to develop knowledge and capacity building efforts.

6.3 **Tailored Approaches in Aviation Sustainability.** Another recurring theme of the Roundtable was the diversity of the Asia-Pacific region – its varying capabilities and readiness for implementing policies to advance sustainable aviation. As we need context-dependent approaches in aviation sustainability, APSAC will focus on offering a menu of policy options for States to consider based on their circumstances.

6.4 **Commitment to Sustainable Aviation and the Asia-Pacific region.** The involvement of major global stakeholders in the APSAC Advisory Council and the Roundtable is testament of their commitment to sustainable aviation and the Asia-Pacific region. APSAC will provide a platform of support to Asia-Pacific through policy research, collaboration, and capacity building efforts.

6.5 Asia Pacific is developing rapidly. Air transport is essential to enable economic opportunities and support livelihoods. At the same time, Asia-Pacific States are committed to climate action as an existential challenge.

6.6 This Roundtable is just the start of collaboration among States in the region. APSAC is committed to working with all stakeholders across the Asia Pacific to advance sustainable aviation to meet the ICAO LTAG target.



*Roundtable on Advancing Sustainable Aviation. 14 July 2025, Singapore.
The Roundtable was attended by ICAO Secretary-General Mr Juan Carlos Salazar, Regional Director for ICAO Asia Pacific Mr Ma Tao, APSAC Chairman Mr Han Kok Juan, APSAC CEO Mr Philip Goh, APSAC Advisory Council members, and 20 Directors-General and their representatives from Asia-Pacific States/Administrations.*

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Annex A

APSAC Advisory Council members:

1. Mr Han Kok Juan, APSAC and APSAC Advisory Council Chairman
2. Mr Philip Goh, APSAC CEO
3. Ms. Marie Owens Thomsen, Senior Vice President Sustainability and Chief Economist, IATA
4. Ms. Julie Kitcher*, Chief Sustainability Officer and Head of Communications, Airbus.
5. Mr. Brian Moran, Chief Sustainability Officer, The Boeing Company
6. Mr. Law Tat Win, Singapore Country Chairman, Chevron
7. Ms. Geraldine Chin, Chairman and Managing Director, ExxonMobil Asia Pacific
8. Ms. Virpi Amoedo, Vice President, Sustainability and Public Affairs, Neste
9. Mr. Frederick Teo, Chief Executive Officer, GenZero

* Ms. Daniela Lamm, Head of International Business Growth APAC, represented Ms. Julie Kitcher at the Roundtable

The following Directors-General and their representatives participated in the Roundtable:

S/N	Name	Designation	States/Administrations
1	Kinley Wangchuk	Director of Civil Aviation	Bhutan
2	Sarin Kunakor	Director General	Cambodia
3	Wa Kin Pun	President	Macao, China
4	John Hosking	Secretary of Transport	Cook Islands
5	Tiamwa Teaiwa	Director of Civil Aviation	Kiribati

6	Alice John	Principal Inspector	AVSEC	Marshall Islands
7	Ne Win	Deputy Director General		Myanmar
8	Nodel Neneiya	Secretary for Transport		Nauru
9	Pradeep Adhikari	Director General		Nepal
10	Benedict Igo Oraka	CEO and Director		Papua New Guinea
11	James Lebuu Little	Administrator		Republic of Palau
12	Raul L. Del Rosario	Acting Director General		Philippines
13	Mariner-Viliamu Yvonne Talaitupu	Director of Civil Aviation		Samoa
14	Brian Halisanau	Director of Civil Aviation		Solomon Islands
15	Rayhan Mario Wanniappa	Deputy Director General		Sri Lanka
16	Manat Chavanaprayoon	Director General		Thailand
17	Cornelio Vas conselhos	Deputy President		Timor Leste
18	Vinolia Salesi	Director of Civil Aviation		Tonga
19	Loresio Tefau	Airport Manager		Tuvalu
20	Ho Minh Tan	Deputy Director General		Vietnam