



C-DEC 234/4
19/03/25

COUNCIL — 234TH SESSION

FOURTH MEETING

(COUNCIL CHAMBER, FRIDAY, 14 MARCH 2025 AT 1000 HOURS)

SUMMARY OF DECISIONS

OPEN MEETING

Update on the ICAO Roadmap for the implementation of the CAAF/3 outcomes and the LTAG

1. The Council considered this item on the basis of C-WP/15674, which presented an update on the status of implementation of the ICAO roadmap, including the relevant progress under CAEP, the ICAO State Action Plans (SAPs) initiative, the ICAO Assistance, Capacity-building and Training for SAF (ACT-SAF) programme, and the operationalization of the ICAO Finvest Hub. The Council also had for consideration an oral report thereon from the Climate and Environment Committee (CEC).

2. Following consideration, the Council:

- a) took note of the information presented in C-WP/15674 regarding the progress made with respect to the ICAO Roadmap for the implementation of the ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies and the LTAG, and in doing so, reaffirmed the importance for all four interdependent Building Blocks to be progressed in a balanced manner;
- b) reiterated the need and urgency for the global scale-up in the development and deployment of SAF, LCAF and other aviation cleaner energies in all regions, and in that connection, highlighted the importance of CAEP's technical work in accelerating the analysis and approval of life-cycle values for new fuel sources and pathways, as requested by the ICAO Global Framework;
- c) underscored the role of State Action Plans as a means to contribute to the monitoring of the LTAG, and as such, stressed the need for the Actions Plans to continue to be updated and quantified with information on the use of aviation cleaner energies;
- d) emphasized the importance of transforming and integrating key achievements of the last triennium, including the outcomes of CAAF/3, CAEP/13 and other relevant Council decisions, together with clear next steps and actions to be taken toward the next triennium, and requested that this input be taken into account in the preparation of the draft Assembly working papers to be considered by the Council during its 235th Session; and
- e) requested that the Council continue to be kept apprised of the progress made in the

implementation of the ICAO Roadmap, and in particular, for future iterations of the progress report to provide more comprehensive information on the work being undertaken towards the operationalization of the Finvest Hub, as well as the achievement of the 5 per cent reduction in CO₂ emissions in international aviation by 2030 through the use of SAF, LCAF and other aviation cleaner energies, as envisaged in the ICAO Global Framework.

Update on the work on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

3. The Council considered this item on the basis of C-WP/15676, which presented an update on the work undertaken on the implementation of the CORSIA since last considered by the Council during the 233rd Session. The Council also had for consideration an oral report thereon from the Climate and Environment Committee (CEC).

4. Following consideration, the Council:

- a) noted that the CORSIA Monitoring, Reporting and Verification (MRV) system had allowed for the consistent reporting of annual CO₂ emissions from international aviation to ICAO since 2019, and in that regard, emphasized the importance of continuing the robust implementation of the scheme;
- b) recognized the significant amount of analytical work undertaken by CAEP in providing a series of updated CORSIA analyses since the 231st Session of the Council, representing important technical contributions in support of the Council's work on the 2025 CORSIA periodic review, as requested by the 41st Session of the ICAO Assembly; and
- c) noted that CAEP would provide further updates to the CORSIA analyses during the 235th Session of the Council, including on the supply of CORSIA Eligible Fuels and CORSIA Eligible Emissions Units and their prices, and subsequent costs of the scheme, bearing in mind that the Council would need to finalize the 2025 CORSIA periodic review during the 235th Session and provide its related recommendations to the 42nd Session of the ICAO Assembly.

Recommendations by the Technical Advisory Body (TAB) on CORSIA eligible emission units

5. The Council considered this item on the basis of C-WP/15677, which presented the TAB recommendations resulting from its assessment of material changes submitted in August 2024 by two emissions unit programmes (American Carbon Registry and SocialCarbon), as well as the updated analysis relating to Article 6 under the Paris Agreement in light of the outcomes of the UNFCCC COP29 in November 2024. Information was also provided on TAB leadership roles, and the next steps in TAB's assessment work for 2025. The Council also had for consideration an oral report thereon from the Climate and Environment Committee (CEC).

6. Following consideration, the Council:

- a) accepted the TAB recommendations resulting from its assessment of procedural changes submitted by two programmes regarding their eligibility in the CORSIA first phase, as contained in paragraph 2 and Appendix (TAB Report, Section 4) to C-WP/15677;

- b) noted the information on the Article 6-related decisions adopted at UNFCCC COP29, including the updated progress in the operationalization of the Article 6.4 mechanism of the Paris Agreement, as contained in paragraph 4 and Appendix (TAB Report, Section 6) to C-WP/15677;
- c) also noted the updated TAB leadership roles, and the next steps in TAB's assessment work for 2025, as described in paragraphs 5 and 6 to C-WP/15677, respectively; and
- d) recognized, with appreciation, the significant efforts and dedication by the TAB Chairperson and Vice-Chairperson, with the support provided by the Secretariat, for the continued success of TAB's assessment work over the course of their tenure.

Environmental protection – Recent developments in ICAO and other United Nations bodies and international organizations

7. The Council considered this item on the basis of C-WP/15675, which presented an update on environmental activities in ICAO and other United Nations (UN) bodies and international organizations, including the planning of 2025 ICAO Climate Week, and the outcomes of the 29th Session of the Conference of the Parties (COP29) to the United Nations Framework Convention on Climate Change (UNFCCC). The Council also had for consideration an oral report thereon from the Climate and Environment Committee (CEC).

8. Following consideration, the Council:

- a) took note of the decision taken by the CEC regarding the 2025 ICAO Climate Week, which would incorporate the ICAO LTAG Stocktaking event, to be convened from 2 to 4 June 2025 at ICAO Headquarters in a hybrid format, with the objective of informing all Member States and relevant organizations of the overall progress achieved on ICAO's environmental activities, while stressing the importance of aligning the Climate Week agenda with the requests arising from the 41st Session of the ICAO Assembly and ensuring its effectiveness in supporting decision-making at the upcoming 42nd Assembly;
- b) encouraged Member States and stakeholders to support and initiate cooperation with the ICAO Secretariat on outreach activities both leading towards and during UNFCCC COP30, with a view to ensuring that ICAO's achievements and continued leadership in the field of aviation and the environment are well-recognized, and in this regard, expressed its appreciation to the Delegation of Brazil to ICAO, and the government of Brazil, as the host State for the upcoming UNFCCC COP30, for their willingness to support ICAO and its Member States throughout this event;
- c) reaffirmed the need to better communicate ICAO's achievements and commitments to decarbonization of the international aviation sector to the international community, and in this regard, encouraged the Secretariat, to the extent possible, to develop a strategic communications plan that could both showcase the work of the Organization towards the sector's decarbonization, and be used to engage with external stakeholders, including those from other sectors, in order to advance the Organization's environmental goals;

- d) also took note of the outcomes of UNFCCC COP29 on Article 6 of the Paris Agreement on international carbon markets, and in doing so, requested the Secretariat to conduct outreach to Member States to encourage the issuance of Letters of Authorization by Governments hosting activities that generate CORSIA eligible emissions units (i.e. host country attestations), as appropriate and in accordance with national circumstances and priorities, which may facilitate their access and availability to aeroplane operators and contribute to the achievement of overall temperature goals;
- e) further noted the outcomes of UNFCCC COP29 on climate change financing, stressing the need for ICAO and its Member States to continue to actively engage in international discussions (e.g. UNFCCC, IMO) regarding climate finance and decarbonization of aviation, encouraging the efforts of the Secretary General to promote the recognition of ICAO's landmark efforts to decarbonize international aviation, and urging ICAO Member States to express clear concerns regarding proposals for the use of international aviation as a potential source for the mobilization of revenue for climate finance to other sectors, in line with ICAO Assembly Resolution A41-21, operative clause 16, including through coordination with their respective government representatives and national delegations to relevant UN bodies and international organizations; and
- f) requested the Secretary General to issue a State Letter to inform Member States of the outcomes of UNFCCC COP29 and encourage them to take actions in relation to subparagraphs d) and e) above.

Draft Assembly working paper – Implementation of the ICAO Continuous Monitoring Approach (CMA) audit programmes

9. The Council considered this item on the basis of C-WP/15670, which presented a draft Assembly working paper providing a consolidated progress report on the implementation and activities of the ICAO Universal Safety Oversight Audit Programme (USOAP) and the Universal Security Audit Programme (USAP). The Council also had for consideration oral reports thereon from both the Air Navigation Commission (ANC) and the Aviation Security Committee (ASC).

10. Following consideration, the Council:

- a) expressed appreciation to the Secretariat for the progress and milestones achieved in implementing the USOAP and USAP Audit Programmes, and acknowledged the critical role of these programmes in enhancing global aviation safety and security;
- b) took note of the challenges identified by the Secretariat in the implementation of the USOAP and USAP CMA, particularly with respect to the postponement and cancellation of audits at the request of Member States, often at short notice;
- c) acknowledged that there remained gaps in the effective implementation of ICAO SARPs by Member States in a number of critical areas, as identified by the USOAP and USAP CMA, and in that connection, reiterated the importance of the audit programmes to guide capacity-building and implementation support activities, to ensure that they meet the specific needs of Member States and support their efforts to improve their safety and security systems and comply with ICAO provisions;

- d) also took note of the limited resources available to the Programmes, and while conveying its gratitude to those Member States that had supported the USAP and USOAP CMA through voluntary and in-kind contributions, also requested that the Secretariat address this issue in the context of its preparation of the Regular Budget for the coming triennium, reaffirming that ICAO's audit activities were a pillar of the Organization's work to ensure aviation safety and security;
- e) with respect to the scheduling of agenda items during the 42nd Session of the Assembly, requested the Secretariat to optimize, to the extent possible, the schedule for consideration of items by the Executive Committee and Technical Commission to ensure that delegates with expertise relevant to both the audit and safety-related items would be available to participate in discussions on these items, as required;
- f) approved the draft Assembly working paper as amended by the ANC and appended to its oral report, subject to inclusion of the additional modifications proposed by the ASC, as well as the further changes agreed by the Council over the course of its deliberations, as follows:
 - i. amend the action b) to read: "urge States to continue with their full engagement in the ICAO audit programmes while supporting their development, and urge States to avoid requesting postponement or cancellation of their audits without a compelling reason to do so, due to the negative impact of the large number of activities being postponed at the request of States on the implementation of the Programmes";
 - ii. amend paragraph 2.3.1 to incorporate additional text specifying the impacts of audit deferrals, and to support this text with statistics;
 - iii. amend paragraph 2.3.2 to include more details regarding the actions being undertaken to enhance the Programmes' efficiency and make them more forward-looking;
 - iv. include additional statistics in Appendix B of the draft Assembly working paper to demonstrate progress made toward the achievement of the new Global Aviation Security Plan (GASeP) milestones, and the change in the global sustainability indicator graph over a ten-year period;
 - v. acknowledge the challenges associated with the auditing of performance-based SARPs and the efforts being made by the Organization, and address this issue in the context of the ongoing work to evolve and enhance the USOAP CMA; and
- g) delegated authority to the President of the Council to approve the revised working paper on its behalf, and for the revised Assembly working paper to be submitted to the 42nd Session of the Assembly thereafter.

Any other business

Appointment of a Member on the Air Navigation Commission (ANC)

11. It was noted that in the absence of comments by 11 March 2025, to the President of the Council's email dated 4 March 2025, Mrs. Hye Jeong Kang, nominated by the Government of Republic of Korea, had been appointed as a Member on the Air Navigation Commission, with effect from 26 March 2025.