



C-DEC 235/13
14/07/25

COUNCIL — 235TH SESSION

THIRTEENTH MEETING

(COUNCIL CHAMBER, WEDNESDAY, 2 JULY 2025 AT 1000 HOURS)

SUMMARY OF DECISIONS

OPEN MEETING

Draft Assembly working paper – *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change*

1. The Council resumed consideration of item on the basis of C-WP/15729, together with a revised draft Assembly working paper, which had been circulated by e-mail to all Council Representatives on 30 June 2025, reflecting the amendments agreed by the CEC and proposed by the Council over the course of its deliberations on this item (C-DEC 235/12, refers).
2. Following consideration, the Council:
 - a) took note of the information presented in C-WP/15729, as well as the associated oral report by the CEC thereon;
 - b) approved the draft Assembly working paper attached to C-WP/15729, subject to the amendments of the CEC being incorporated, as well as the additional modifications agreed by the Council over the course of its consideration of this item being reflected, as reproduced in the Appendix to the C-DEC, and in doing so, delegated authority to the President to thereafter approve the revised working paper on its behalf for subsequent submission to the 42nd Session of the Assembly; and
 - c) stressed that future iterations of the Assembly working paper relating to the *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change* should not include a chronological compilation of the outcomes of relevant ICAO meetings and previous Council decisions.

Report on the Evaluation of the ICAO's Environmental Protection Strategic Objective

3. The Council considered this item on the basis of C-WP/15731 (Information paper), which presented the results of the evaluation of ICAO Environmental Protection Strategic Objective conducted by the Office of Internal Oversight, including key findings, conclusions, and recommendations. The Council also had for consideration a joint oral report thereon from the Committee on Governance (COG) and the Climate and Environment Committee (CEC).
4. Following consideration, the Council:

- a) took note of the information presented in C-WP/15731, and in doing so, welcomed the significant achievements made under the environmental protection Strategic Objective, while also recognizing those areas which could be strengthened further, particularly with respect to improving strategic external communications, as well as maximizing synergies between different ICAO Bureaux and Regional Offices to deliver on ICAO's environmental Strategic Goal; and
- b) invited the Secretariat to further reflect on enhancing cost-effectiveness in the delivery of the environmental programmes, including the consideration of the specific environmental expertise required, and the complementary expertise available in the ICAO Bureaux and Regional Offices.

Global Sustainable Aviation Markets (GSAM)

5. The Council considered this item on the basis of C-WP/15732 presented by the United Arab Emirates, which proposed institutionalizing the Global Sustainable Aviation Marketplace (GSAM) as an annual ICAO-supported outreach event, to serve as a platform for advancing ICAO's environmental objectives, including the Long-Term Global Aspirational Goal (LTAG), and the implementation of the ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies. The Council also had for consideration an oral report thereon from the Climate and Environment Committee (CEC).

6. Following consideration, the Council:

- a) expressed its appreciation to the United Arab Emirates for this initiative, and for having launched the GSAM as a concept for promoting and bringing greater visibility to the ICAO environmental Strategic Goal and programmes;
- b) recognized the benefits of organizing the GSAM, and as appropriate, additional environment-related outreach events which focus on identifying and facilitating partnerships between aviation decarbonization projects and financial institutions and investors; and
- c) requested the Secretariat to consider the role of ICAO in this regard, including the potential modalities of convening future GSAM, or other similar outreach events, and how they could be aligned with the ICAO Finvest Hub, and other ICAO outreach activities.

Draft Assembly working paper –Draft Budget of the Organization for 2026, 2027 and 2028

7. The Council commenced its consideration of this item on the basis of C-WP/15696, which presented a final proposal for the draft Regular Budget estimates for the Organization for the upcoming 2026-2027-2028 triennium, as well as a draft Assembly working paper, which included the draft Budget document and a related draft Assembly Resolution. The Council also had for consideration an oral report thereon from the Finance Committee (FIC).

8. In light of the hour, the Council agreed to resume its consideration of this item at a subsequent meeting to be held later that day in the afternoon.

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APPENDIX

MODIFICATIONS AGREED BY THE COUNCIL TO THE ASSEMBLY WORKING PAPER ATTACHED TO C-WP/15729

The following changes consolidate the amendments agreed by the Council following its consideration of C-WP/15729 and associated oral report from the Climate and Environment Committee (CEC) thereon. Amendments are reflected in grey-shading/strikeout; additional modifications agreed by the CEC and the Council are highlighted in yellow.

Draft Assembly working paper – Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate Change (C-WP/15729)

[...]

APPENDIX

Resolution Consolidated statement of continuing ICAO policies and practices related to A42-xxA41-21: environmental protection – Climate change

[...]

Recalling Acknowledging the substantial ICAO work undertaken to explore the feasibility of a long-term global aspirational goal (LTAG) for international aviation in light of the 2°C and 1.5°C temperature goals of the Paris Agreement; ~~{ Obsolete and streamlined }~~

[...]

Recognizing that the ICAO Report on the Feasibility of a Long-Term Aspirational Goal for International Civil Aviation CO₂ Emission Reductions, which assessed the **global-level** technical feasibility of various aviation in-sector CO₂ emissions reduction scenarios, served ~~serves~~ as the basis for the consideration and adoption **at the 41st Session of the ICAO Assembly** of the **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, recognizing that 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** ~~at the 41st Session of the ICAO Assembly in 2022~~; { Reflection of A41 agreement on LTAG }

[...]

Recognizing that the technological feasibility of drop-in sustainable aviation fuels, **lower carbon aviation fuels and other aviation cleaner energies** is proven and such fuels are expected to have the largest impact on aviation CO₂ emissions reduction by 2050 and continue to have a large impact beyond 2050, according to the ICAO LTAG Report, and that the introduction of appropriate policies and incentives to create a long-term market perspective is required;

[...]

Welcoming the adoption at the third Conference on Aviation and Alternative Fuels in November 2023 (CAAF/3) of the ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies **including the global aspirational Vision**, which aims to facilitate the global scale-up in development and deployment of SAF, LCAF and other aviation cleaner energies by providing greater clarity, consistency and

Appendix

predictability to all stakeholders, on the policies, regulations, implementation support, and financing and investments required, to ensure all States have equal opportunities to contribute to, and benefit from, the expected emissions reductions from such aviation cleaner energies. ~~Acknowledging the need to explore and facilitate the civil aviation sector's access to renewable energy including through its cooperation with the Sustainable Energy for All (SE4ALL) initiative, as part of the Organization's contribution to SDG 7 "Ensure access to affordable, reliable, sustainable and modern energy for all"; { Role of CAAF/3 Global Framework }~~

[...]

Welcoming the progress under ~~launch~~ of the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuel (ACT-SAF) Programme to support the global scale-up in development and deployment of SAF, LCAF and other aviation cleaner energies, ~~including recognizing the significance of the establishment of partnerships, initiatives and international cooperation among States and relevant stakeholders, in line with the No Country Left Behind (NCLB) initiative;~~

Recognizing the need to invest up to 3.2 trillion USD in producing aviation cleaner energies through to 2050, and additional investments will be needed for other aviation CO₂ reduction measures such as aircraft technologies and operational improvements, according to the LTAG report, and welcoming the establishment of initiatives such as the ICAO ACT-SAF and ICAO Finvest Hub to accelerate the development, and facilitate enhanced access to public and private investment capacities and funding from financial institutions, for projects contributing to the decarbonization of international aviation, ~~in particular for developing countries and States having particular needs;~~ { Update from Global Framework }

[...]

9. *Requests* the Council, with the technical contribution of CAEP, to implement the LTAG Monitoring and Reporting (LMR) methodology to assess progress on the implementation of CO₂ emissions reduction measures towards the achievement of the LTAG, while the LMR will be supported by information from annual ICAO LTAG Stocktaking, ICAO Tracker Tools, ~~and State Action Plans for international aviation CO₂ emissions reduction and other information sources,~~ including the monitoring of progress on means of implementation support and financing. The LMR also incorporates the monitoring and review of the global aspirational Vision and the ICAO Global Framework on SAF, LCAF and other Aviation Cleaner Energies, including through ~~the annual ICAO LTAG Stocktaking and~~ the convening of CAAF/4 no later than 2028 with a view to updating the ambition on the basis of market developments in all regions. In this regard, the Council will present necessary updates on the LMR, for consideration by the 43rd Session of the ICAO Assembly; ~~to regularly monitor progress on the implementation of all elements of the basket of measures towards the achievement of the LTAG, including through: the ICAO environment stocktaking process; the review of the ICAO Vision for SAF; further assessment of the CO₂ emissions reduction and cost impacts of a changing climate on international aviation, regions and countries, in particular developing countries, and the impact on the development of the sector, as well as the cost impacts of the efforts to achieve the LTAG; monitoring of information from State Action Plans for international aviation CO₂ emissions reduction; and means of implementation. To this purpose, the Council will consider necessary methodologies for the monitoring of progress, and report to a future Session of the ICAO Assembly;~~ { Implementation of LMR methodology and next steps }

[...]

14 *bis.* *Specifically requests* the Council, with technical contribution of CAEP, to ~~undertake a study of fuel accounting systems for international aviation currently used in the open market. This study would include~~

preliminary exploration of the so-called 'book and claim' concept to assess its relevancy and applicability, and taking into account relevant developments in other UN bodies, including the Article 6 of the Paris Agreement. The intent of the study would be to better understand these accounting systems and concepts and identify potential areas for further investigation. This work can help determine what, if any, role ICAO could have in supporting these systems to facilitate access to environmental benefits of SAF, LCAF and other aviation cleaner energies for international aviation and ensure environmental integrity, with a view to fostering without disincentivizing the global production of such fuels, in particular in developing countries undertake a study of fuel accounting systems for international aviation currently used in the open market, with a view to identifying any possible ICAO role and any necessary update of ICAO regulatory frameworks and systems, which should leverage, to the extent possible, existing methodologies and procedures under CORSIA and should also support the LMR in paragraph 9 above; { Study for fuel accounting systems based on the Global Framework and Roadmap }

[...]

16 ter. [...]

- f) accelerate the development of specific aviation CO₂ emissions reduction projects (e.g. acceleration of the sustainability assessment in SAF projects) including under the Technical Cooperation Programme, which may also facilitate the project's financial access under the ICAO Finvest Hub in sub-paragraph 18. c) below;
- g) further outreach States and other stakeholders to provide voluntary contributions of additional resources to the ICAO Voluntary Environment Fund in support of activities above under the ACT SAF programme, and urges States and other stakeholders to make regular and substantial contributions to the Fund; and
- h) extend the ACT-SAF programme to add support to the implementation of other emissions reduction measures (e.g. aircraft technology, operations and infrastructural measures) as an ACT-LTAG programme.

[...]

18. [...]

- b) promote and encourage States to use the ICAO sustainability criteria, which are the accepted basis for the eligibility of SAF, LCAF and other aviation cleaner energies, as a globally harmonized taxonomy to prioritize and facilitate financial access to aviation cleaner energy projects;
- c) further operationalize the ICAO Finvest Hub to facilitate enhanced access to public and private investment capacities and funding from financial institutions, for projects contributing to the decarbonization of international aviation towards the achievement of the LTAG with a special attention to SAF, LCAF and other aviation cleaner energies, in particular for developing countries and States having particular needs, including:

[...]

- 3) collaborating with financial institutions, such as development banks, to create pathways for the funding of projects at various stages of maturity; and

- 4) developing a database of funding and financing sources, together with their terms and conditions, for project developers to be able to draw on; and
- 5) developing a toolkit of term sheets templates (basic conditions to satisfy investors) for SAF, LCAF and other aviation cleaner energies;
- d) while recognizing the urgency and importance of scaling-up the financing to aviation decarbonization measures, take urgent action for implementation of the near-term recommendations identified from the Council's consideration of possible climate finance initiatives or funding mechanisms under ICAO, to enhance the existing framework and schemes on funding and financing initiatives to further support the progress towards achieving and implementing the LTAG and the ICAO Global Framework on SAF, LCAF and other Aviation Cleaner Energies, in particular for developing countries and States having particular needs;
- d)e) set up a workstream to identify financing needs and gaps and explore ways of addressing the long-term options identified from the Council's consideration of possible climate finance initiatives or funding mechanisms under ICAO¹, including the feasibility aspects, and report to the 43rd Session of the ICAO Assembly ~~further consider possible climate finance initiatives or funding mechanisms under ICAO to support aviation decarbonization projects, in particular for developing countries and States having particular needs, including voluntary contributions of additional resources to the ICAO Environment Fund;~~
- [...]
- 19 *bis*. Requests the Council, with the technical contribution of CAEP, to enhance the scientific understanding and address uncertainties of aviation's climate impacts, including exploring means to quantify potential climate impacts of non-CO₂ aviation emissions and technological and operational measures to address such impacts; { Climate science and CAEP work programme }
- [...]
25. *Requests States to:*
- [...]
- d) ~~undertake~~ consider undertaking climate risk assessment to foster the inclusion of climate change adaptation measures into national climate policies and planning processes, with respect to international aviation systems and infrastructures, as appropriate; { ~~Climate Adaptation~~ }

— END —

¹ Refer to Appendix G of A42-WP/25