



CONSEIL — 235^e SESSION

TREIZIÈME SÉANCE

(SALLE DU CONSEIL, MERCREDI 2 JUILLET 2025, 10 HEURES)

RÉSUMÉ DES DÉCISIONS

SÉANCE PUBLIQUE

Projet de note de travail de l'Assemblée – *Exposé récapitulatif de la politique permanente et des pratiques de l'OACI dans le domaine de la protection de l'environnement – Changements climatiques*

1. Le Conseil reprend l'examen de ce point en s'appuyant sur la note C-WP/15729, ainsi que sur un projet révisé de note de travail de l'Assemblée, qui avait été distribué par courrier électronique à tous les représentants et représentantes au Conseil le 30 juin 2025 et qui tenait compte des modifications approuvées par le Comité du climat et de l'environnement et proposées par le Conseil dans le cadre de ses délibérations sur ce point (C-DEC 235/12).
2. Après examen, le Conseil :
 - a) prend note des informations présentées dans la note C-WP/15729, ainsi que du rapport verbal connexe du Comité du climat et de l'environnement ;
 - b) approuve le projet de note de travail de l'Assemblée joint à la note C-WP/15729, sous réserve de l'intégration des modifications du Comité du climat et de l'environnement ainsi que des modifications supplémentaires décidées par le Conseil lors de l'examen de ce point, indiquées dans l'appendice du présent résumé des décisions, et, ce faisant, délègue au Président le pouvoir d'approuver ensuite en son nom la note de travail révisée en vue de sa soumission à la 42^e session de l'Assemblée ;
 - c) souligne que les futures versions de la note de travail de l'Assemblée concernant l'*Exposé récapitulatif de la politique permanente et des pratiques de l'OACI dans le domaine de la protection de l'environnement – Changements climatiques* ne devraient pas comprendre une liste chronologique des résultats des réunions pertinentes de l'OACI et des décisions antérieures du Conseil.

Rapport sur l'évaluation de l'objectif stratégique de l'OACI relatif à la protection de l'environnement

3. Le Conseil examine ce point en se fondant sur la note d'information C-WP/15731, où sont présentés les résultats de l'évaluation de l'objectif stratégique de l'OACI relatifs à la protection de l'environnement réalisée par le Bureau du contrôle interne, notamment les principales constatations, conclusions et recommandations issues de cette évaluation. Il est aussi saisi d'un rapport verbal conjoint du Comité de la gouvernance et du Comité du climat et de l'environnement sur le sujet.

4. Après examen, le Conseil :

- a) prend note des informations présentées dans la note C-WP/15731 et, ce faisant, se félicite des réalisations importantes accomplies au titre de l'objectif stratégique relatif à la protection de l'environnement, tout en constatant qu'il serait possible de renforcer encore certains domaines, s'agissant en particulier d'améliorer les communications externes stratégiques, ainsi que de maximiser les synergies entre les différentes directions et bureaux régionaux de l'OACI pour atteindre l'objectif stratégique de l'Organisation relatif à l'environnement ;
- b) invite le Secrétariat à poursuivre sa réflexion sur les moyens d'accroître l'efficacité de l'exécution des programmes environnementaux par rapport aux coûts, notamment en prenant en considération les compétences spécifiques nécessaires dans le domaine de l'environnement et les compétences complémentaires disponibles dans les directions et les bureaux régionaux de l'OACI.

Forum mondial de l'aviation durable (GSAM)

5. Le Conseil examine ce point en se fondant sur la note C-WP/15732 présentée par les Émirats arabes unis, dans laquelle il est proposé d'instituer le Forum mondial de l'aviation durable (GSAM) en tant que manifestation annuelle de sensibilisation appuyée par l'OACI qui servirait à faire progresser les objectifs environnementaux de l'Organisation, notamment la réalisation de l'objectif ambitieux mondial à long terme (LTAG) et la mise en œuvre du Cadre mondial de l'OACI pour les SAF, les LCAF et autres énergies plus propres pour l'aviation. Il est aussi saisi d'un rapport verbal du Comité du climat et de l'environnement sur le sujet.

6. Après examen, le Conseil :

- a) remercie les Émirats arabes unis d'avoir pris cette initiative et d'avoir lancé l'idée de la création du Forum mondial de l'aviation durable, qui doit promouvoir et faire mieux connaître l'objectif stratégique et les programmes de l'OACI en matière d'environnement ;
- b) reconnaît les avantages de l'organisation du GSAM et, le cas échéant, d'autres manifestations de sensibilisation liées à l'environnement visant à recenser et à faciliter des partenariats entre des projets de décarbonation de l'aviation, des institutions financières et des investisseurs ;
- c) demande au Secrétariat d'examiner le rôle de l'OACI à cet égard, y compris les modalités possibles de l'organisation des futurs Forums mondiaux de l'aviation durable ou d'autres manifestations de sensibilisation similaires, et les moyens de les aligner sur les activités du pôle d'investissement financier (Finvest Hub) de l'OACI et d'autres activités de sensibilisation de l'Organisation.

Projet de note de travail de l'Assemblée – Projet de budget de l'Organisation pour 2026, 2027 et 2028

7. Le Conseil entreprend l'examen de ce point en se fondant sur la note C-WP/15696, qui contient les prévisions budgétaires finales pour le projet de budget ordinaire de l'Organisation pour le prochain triennat (2026-2027-2028), ainsi qu'un projet de note de travail de l'Assemblée, comprenant le projet de budget et le projet de résolution correspondant de l'Assemblée. Il est aussi saisi d'un rapport verbal du Comité des finances sur le sujet.

8. Au vu de l'heure, le Conseil convient de reprendre l'examen de ce point à une séance ultérieure, qui se tiendra l'après-midi du même jour.

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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 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 }~~

— FIN —

¹ Refer to Appendix G of A42-WP/25