



## CONSEJO — 235° PERÍODO DE SESIONES

### DECIMOTERCERA SESIÓN

(Sala del Consejo, miércoles 2 de julio de 2025 a las 1000 horas)

### RESUMEN DE DECISIONES

### SESIÓN PÚBLICA

#### **Proyecto de nota de estudio de la Asamblea – *Declaración consolidada de las políticas y prácticas permanentes de la OACI relativas a la protección del medioambiente – Cambio climático***

1. El Consejo retoma la consideración de esta cuestión basándose en la nota de estudio C-WP/15729 y la versión revisada del proyecto de nota de estudio de la Asamblea que se circuló por correo electrónico a las y los representantes en el Consejo el 30 de junio de 2025, y que refleja los cambios acordados por el CEC y los propuestos por el Consejo a lo largo de las deliberaciones al respecto (C-DEC 235/12).
2. Al cabo de las deliberaciones, el Consejo:
  - a) toma nota de la información presentada en la nota C-WP/15729 y del informe oral del CEC;
  - b) aprueba el proyecto de nota de estudio de la Asamblea adjunto a C-WP/15729, a reserva de que se incorporen las modificaciones propuestas por el CEC y las modificaciones adicionales acordadas por el Consejo durante la consideración de este punto y que se reproducen en apéndice al C-DEC, y delega en su Presidente la autoridad para aprobar en su nombre la nota de estudio revisada para presentarla ante el 42° período de sesiones de la Asamblea; y
  - c) pide enfáticamente que las futuras versiones de la nota de estudio de la Asamblea referida a la *Declaración consolidada de las políticas y prácticas permanentes de la OACI relativas a la protección del medioambiente – Cambio climático* ya no relaten la cronología de los resultados de reuniones de la OACI y decisiones tomadas por el Consejo.

#### **Informe sobre la evaluación del objetivo estratégico de Protección del medioambiente de la OACI**

3. El Consejo examina esta cuestión sobre la base de C-WP/15731 (nota de información), que presenta los resultados de la evaluación del objetivo estratégico de Protección del medioambiente a cargo de la Oficina de Supervisión Interna con las principales constataciones,

conclusiones y recomendaciones. El Consejo también recibe para su consideración el informe oral conjunto del Comité de Gobernanza (COG) y el Comité de Clima y Medioambiente (CEC).

4. Al cabo de las deliberaciones, el Consejo:
  - a) toma nota de la información presentada en C-WP/15731 y aplaude los apreciables logros registrados en el marco del objetivo estratégico de Protección del medioambiente, sin dejar de reconocer los aspectos que aún pueden reforzarse, en particular las comunicaciones estratégicas externas y el máximo aprovechamiento de la sinergia entre las direcciones de la OACI y sus oficinas regionales para hacer realidad este objetivo estratégico; y
  - b) invita a la Secretaría a seguir reflexionando sobre la forma de hacer más económica la ejecución de los programas medioambientales, incluida la consideración de los conocimientos medioambientales específicos que se requieren y los conocimientos especializados complementarios que están disponibles en las direcciones y oficinas regionales de la OACI.

### **Mercados mundiales de aviación sostenible (GSAM)**

5. El Consejo considera esta cuestión basándose en la nota C-WP/15732 presentada por los Emiratos Árabes Unidos, en la que se propone institucionalizar el Mercado Mundial de Aviación Sostenible (GSAM) en forma de evento anual con el apoyo de la OACI que sirva de plataforma para impulsar los objetivos medioambientales de la Organización, incluido el objetivo ambicioso mundial a largo plazo (LTAG) y la puesta en práctica del Marco Mundial OACI para SAF, LCAF y otras energías más limpias para la aviación. El Consejo también recibe para su consideración el informe oral del Comité de Clima y Medioambiente (CEC).

6. Al cabo de las deliberaciones, el Consejo:
  - a) manifiesta su gratitud a los Emiratos Árabes Unidos por esta iniciativa y por lanzar el GSAM como concepto para promocionar y dar más visibilidad al objetivo estratégico medioambiental de la OACI y sus programas;
  - b) reconoce los beneficios de organizar el GSAM y, en su caso, otros eventos de difusión sobre cuestiones medioambientales que apunten a buscar y facilitar asociaciones que vinculen los proyectos de descarbonización de la aviación con las entidades financieras y los capitales de inversión; y
  - c) pide a la Secretaría que estudie la función que le cabría a la OACI en ese sentido, las posibles modalidades de convocatoria del GSAM u otros eventos semejantes en el futuro y cómo se encuadrarían con el polo de inversión Fininvest de la OACI y sus otras actividades de difusión.

### **Proyecto de nota de estudio de la Asamblea – Proyecto de presupuesto de la Organización para 2026, 2027 y 2028**

7. El Consejo inicia el examen de esta cuestión sobre la base de la nota C-WP/15696, que presenta una propuesta final de proyecto de estimaciones del presupuesto regular de

la Organización para el próximo trienio 2026-2027-2028 y un proyecto de nota de estudio de la Asamblea que contiene el documento del proyecto de presupuesto y un proyecto de resolución de la Asamblea. El Consejo también recibe para su consideración el informe oral del Comité de Finanzas (FIC).

8. En vista de la hora, el Consejo acuerda retomar esta cuestión en la siguiente sesión que se celebrará ese mismo día por la tarde.

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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.*

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### 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 CO<sub>2</sub> Emission Reductions, which assessed the global-level technical feasibility of various aviation in-sector CO<sub>2</sub> 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 CO<sub>2</sub> 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 CO<sub>2</sub> 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 CO<sub>2</sub> 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 CO<sub>2</sub> 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 CO<sub>2</sub> 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 CO<sub>2</sub> 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 CO<sub>2</sub> 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 ICAO<sup>1</sup>, 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-CO<sub>2</sub> 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 }~~

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<sup>1</sup> Refer to Appendix G of A42-WP/25