



| ICAO

ENVIRONMENT

# ICAO Global Aviation Dialogues Long-Term Aspirational Goals

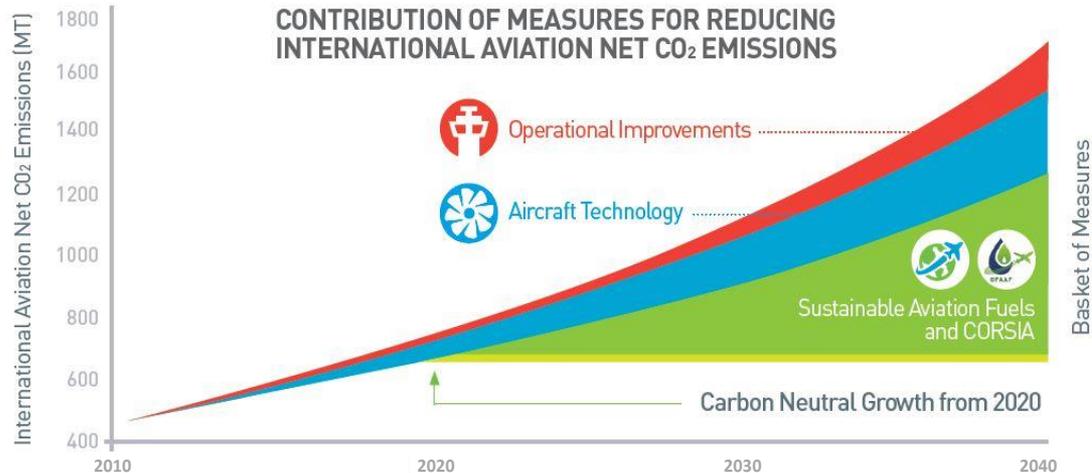


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**ICAO EUR/NAT DGCA, 19 May 2021**

- **2% fuel efficiency improvement per year**
- **Carbon neutral growth (CNG) from 2020 onwards** (to be achieved with a “basket of measures” for CO<sub>2</sub> reduction)



## ICAO Basket of Measures

- Technology and Standards
- Operational Improvements
- Sustainable Aviation Fuels
- Global MBM - CORSIA

**ICAO 40<sup>th</sup> ICAO Assembly (2019) requested to explore the feasibility of a long-term global aspirational goal (LTAG) for international aviation**

## Resolution A40-18, paragraph 9 requested the LTAG work

### Task

*The Assembly... Requests the Council to continue to explore the feasibility of a long term global aspirational goal for international aviation, through conducting detailed studies assessing the attainability and impacts of any goals proposed, including the impact on growth as well as costs in all countries, especially developing countries, for the progress of the work to be presented to the 41st Session of the ICAO Assembly. [2022]*

### How to do the task

*Assessment of long term goals should include information from member States on their experiences working towards the medium term goal.*

### Timeline

### Consideration



- **CAEP (December 2019)** recommended the establishment of the CAEP Long-term Aspirational Goal, Task Group (CAEP LTAG-TG) to provide technical support to the Council in exploring the feasibility of a LTAG
- **Council 219<sup>th</sup> Session (March/2020)** agreed to establish the CAEP LTAG-TG, which should undertake:
  - 1) **data gathering**
  - 2) **development of in-sector emissions reduction scenarios**
  - 3) **impacts analysis of the scenarios**

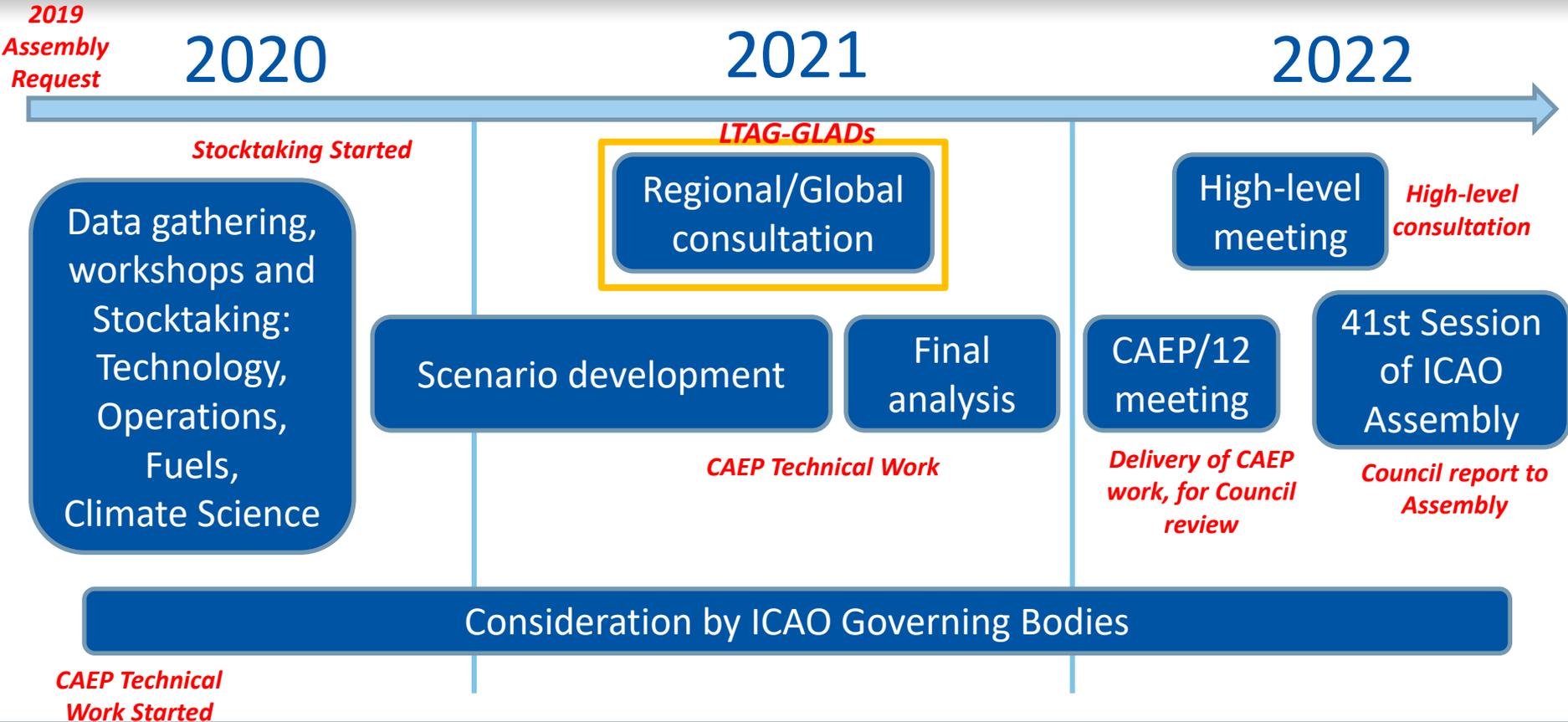


As part of the ICAO consultative process, the LTAG-GLADs aim to raise awareness and exchange input and views of Member States to facilitate the ICAO work on LTAG, with the following two objectives:

- 1. Raise awareness on the ICAO work on the feasibility of a long-term global aspirational goal for international aviation CO<sub>2</sub> emissions reductions.**  
– *What is LTAG?*
- 2. Discuss the important considerations in ICAO's further work on LTAG.**  
– *How should ICAO LTAG work move forward?*



# High-level LTAG timeline





1) Assembly	2) Council	3) CAEP
requests the <u>Council</u> to explore the feasibility of an LTAG for international aviation and considers the results of the work	provides guidance to <u>CAEP</u> technical work and analyses, and reviews the results of work and reports to <u>Assembly</u> on the feasibility of an LTAG	provides technical support to the <u>Council</u> in exploring the feasibility of an LTAG
<b>Secretariat</b> – Supports the data gathering (Stocktaking) and consultation processes (GLADs) and the deliberations of ICAO bodies		



- ICAO Stocktaking 2021 (Aug/Sep) to further take stock of the latest information on aviation in-sector CO<sub>2</sub> reductions
- States are encouraged to provide their State Action Plans to include the latest green innovations
- CAEP LTAG-TG will deliver scenarios / analyses results to the CAEP/12 meeting in February 2022
- Year 2022 – Council's review of CAEP work, High-level Meeting, and possible LTAG recommendations to the 41st Session of the Assembly in 2022
- Discussions in 2022 may also involve the future role of CORSIA in light of possible LTAG recommendations



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