



HIGH-LEVEL MEETING ON THE FEASIBILITY OF A LONG-TERM ASPIRATIONAL GOAL FOR INTERNATIONAL AVIATION CO₂ EMISSIONS REDUCTIONS (HLM-LTAG)

Montréal, 19 to 22 July 2022

SUMMARY OF DISCUSSIONS FOR AGENDA ITEM 2

(Presented by the Secretariat)

Agenda Item 2: Means of implementation for a long-term global aspirational goal for international aviation

1. The Meeting considered two Working Papers by the Secretariat, and 12 Working Papers¹ from States and International Organizations. A summary of these papers are detailed below.
2. HLM-LTAG-WP/6 presented by the Secretariat provided an overview on the role of State Action Plans (SAPs) to reduce international aviation CO₂ emissions and the roadmaps to support the implementation and contributions of States towards the achievement of an LTAG, as well as ICAO CO₂ emissions reductions projects and partnerships with States and other international organizations.
3. HLM-LTAG-WP/7 presented by the Secretariat provided inputs on possible means of implementation of an LTAG, which included working together for the global development and deployment of sustainable aviation fuels (SAF), Lower Carbon Aviation Fuels (LCAF), other cleaner energy sources and technologies for aviation, through the recently-launched ICAO Assistance, Capacity-building and Training for SAF (ACT-SAF) programme and its possible extension to additional aspects, as well as to facilitating access to financing and investment support for the implementation of specific CO₂ emissions reduction measures.
4. HLM-LTAG-WP/16 presented by Chile and supported by members of the Latin American Civil Aviation Commission (LACAC), expressed views on the potential of hydrogen as an input for the production of SAF, and the need for further analysis to facilitate solutions involving the use of hydrogen.
5. HLM-LTAG-WP/17 presented by Chile, and supported by members of the LACAC, expressed views on the need for ICAO to support States in creating the skills and tools required to implement operational measures proposed in the LTAG Report, and to categorize and quantify air operations, with the clear objective of reducing greenhouse gas emissions.

¹ Includes four Working Papers (HLM-LTAG-WPs 10, 20, 21 and 30) which had already been presented prior, and reflected in HLM-LTAG-SD/1.

6. HLM-LTAG-WP/14 presented by the 54 Member States of the African Civil Aviation Commission (AFCAC) expressed views on the need for capacity building as a means to achieve any agreed LTAG, including through the ICAO ACT-SAF, as well as through support by other States and organizations undertaken as part of the *No Country Left Behind* initiative while embracing the concept of differentiated responsibilities.
7. HLM-LTAG-WP/15 presented by the 54 Member States of the AFCAC expressed views that the implementation of any agreed LTAG should not inhibit the growth of the African aviation sector, and that financial access/support should be explored to support African States to meet the financial obligations associated with any agreed LTAG.
8. HLM-LTAG-WP/19 presented by United Kingdom on behalf of the European Union (EU) and its Member States, and other Member States of the European Civil Aviation Conference (ECAC), expressed views on the importance of a means of implementation and capacity-building efforts in assisting all ICAO States to achieve an ambitious LTAG for international aviation, and the need to facilitate access to existing sources of financing, incentivising private investments, and called to provide voluntary contributions to ICAO in order to support an ambitious LTAG.
9. HLM-LTAG-WP/22 presented by Brazil, India, Nigeria, the Russian Federation and Sudan and supported by Bolivia, Cuba, El Salvador and Paraguay, proposed the establishment of a Multilateral Fund for Sustainable Aviation (MFSA), in order to provide public and private stakeholders in developing countries with adequate means of implementation of aviation in-sector measures for emissions reductions.
10. HLM-LTAG-WP/27 presented by Brazil, China and the Russian Federation expressed views on the role of State Action Plans (SAPs) as an important resource for ICAO to monitor Member States' efforts to develop a green and low-carbon aviation, and are an important basis for ICAO to formulate policies to address climate change, including setting up LTAG for international aviation.
11. HLM-LTAG-WP/28 presented by Brazil, China and the Russian Federation expressed views on an ambitious assistance mechanism to ensure developing countries' access to adequate financial, technical and capacity-building assistance from developed countries, as a significant premise to an ambitious decarbonization of international aviation.
12. The Chairperson acknowledged the contributions of the following Information Papers to the Meeting: HLM-LTAG-IP/11 by Australia, Costa Rica and the United Kingdom, and HLM-LTAG-IP/12 by Guatemala and supported by Argentina, Bolivia, Chile, Cuba, Dominican Republic, El Salvador, Panama, Paraguay and Uruguay (as members of the LACAC) and the International Air Transport Association (IATA).
13. There was general support by delegates to the working papers submitted by the ICAO Secretariat. Delegates also supported the ICAO State Action Plans (SAPs) initiative, facilitating the implementation of robust actions by States in reducing international aviation CO₂ emissions, as well as the establishment of ICAO's partnerships with States and other international organizations for assistance projects for aviation CO₂ reduction measures. Delegates also expressed the view that capacity-building, financing and other assistance to States, in particular to developing countries, would be crucial in ensuring the implementation of any agreed LTAG, recognizing different circumstances of individual States and regions and that not one solution will fit all States and stakeholders.
14. Some delegates supported the importance for States and relevant stakeholders to work together for the global development and deployment of SAF, LCAF other cleaner energy sources and

technologies for aviation, through the ICAO ACT-SAF programme and its possible extension to additional aspects, as a means to provide implementation support for the collective achievement of any agreed LTAG.

15. Regarding the provision of access to financial resources, there were divergent views expressed by delegates. Some delegates expressed support for ICAO to further facilitate access to financial and investment support by States in the implementation of specific aviation CO₂ reduction measures, taking on a facilitative role to match implementation needs with public or private funding. Other delegates requested the establishment of a specific fund to be managed by ICAO to cover assistance and funding needs of developing States that may not be financed by the private sector, while some delegates expressed concerns that there may be many institutional and legal issues associated with the establishment of such an ICAO fund.

16. The Chairperson explained that a summary of papers submitted and main views expressed for this Agenda item would be drafted into a Summary of Discussions (SD/2), which would be reviewed later at the Meeting.

17. The Meeting was reminded that, due to the close inter-linkages between Agenda items 1, 2 and 3, the conclusions for these Agenda items would subsequently be considered together as a package, through a draft Summary of Discussions for Agenda item 4 (SD/4).

— END —