



## **HIGH-LEVEL MEETING ON THE FEASIBILITY OF A LONG-TERM ASPIRATIONAL GOAL FOR INTERNATIONAL AVIATION CO<sub>2</sub> EMISSIONS REDUCTIONS (HLM-LTAG)**

**Montréal, 19 to 22 July 2022**

### **SUMMARY OF DISCUSSIONS FOR AGENDA ITEM 3**

(Presented by the Secretariat)

#### **Agenda Item 3: Means of monitoring progress and next steps**

1. The Meeting considered one Working Paper by the Secretariat, and 3 Working Papers<sup>1</sup> from States and International Organizations. A summary of these papers are detailed below.
2. HLM-LTAG-WP/8 presented by the Secretariat expressed views on possible means for regularly monitoring progress towards the achievement of an LTAG, including through the ICAO Stocktaking process, tracker tools, further assessment of CO<sub>2</sub> emissions reductions benefits and cost impacts, and information from State Action Plans (SAPs).
3. HLM-LTAG-WP/13 presented by the 54 States of the AFCAC expressed views on the important role of SAPs as the best means of monitoring the progress towards any agreed LTAG, and on aligning LTAG with SAP building on expertise from the development of CO<sub>2</sub> emissions reporting mechanisms.
4. HLM-LTAG-WP/29 presented by Brazil, China and Russian Federation expressed views on ICAO to monitor progress of any agreed LTAG in a facilitative, non-intrusive, and non-punitive manner, respectful of national sovereignty. It also expressed the view that the objective of ICAO's implementation of monitoring progress was to provide States opportunities for their concerted efforts and mutual learning to address international aviation and climate change, rather than form the basis for States to enhance the level of ambitions in the nationally determined mitigation of aviation emissions.
5. Delegates expressed the view that establishing the means to monitor the progress for the achievement of any agreed LTAG, on a regular basis, and in a non-intrusive and transparent manner, would be important, building upon various existing means to do so, such as the ICAO Stocktaking process and tracker tools as part of monitoring the latest innovations and initiatives for reduction of aviation CO<sub>2</sub> emissions, as well as information from SAPs and the CO<sub>2</sub> reporting mechanism under CORSIA.
6. Delegates also highlighted the need for continued provision of capacity building and other assistance as well as necessary tools to support the preparation and updates of SAPs, bearing in mind the

---

<sup>1</sup> Includes one Working Paper (HLM-LTAG-WP/18) which had already been presented prior, and reflected in HLM-LTAG-SD/1.

voluntary nature of SAPs and individual contributions of States to the collective achievement of any agreed LTAG. Some delegates also expressed the need for further assessment of the CO<sub>2</sub> reduction and cost impacts on international aviation and regions and countries, including the impact on developing countries. Some delegates emphasized that a continuous monitoring regarding the provision of the means of implementation, in support to delivering the LTAG, should be part of the overall monitoring approach.

7. The Chairperson explained that a summary of papers submitted and main views expressed at this Agenda item would be drafted into a Summary of Discussions (SD/3), which would be reviewed later at the Meeting.

8. 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 —