



HLM- LTAG-SD/4
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Revision No. 2

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

REVISED SUMMARY OF DISCUSSIONS FOR AGENDA ITEM 4

(Presented by the Secretariat)

Agenda Item 4: Conclusions and recommendations of the Meeting

1. The Chairperson explained that due to the close inter-linkages between Agenda items 1, 2 and 3, draft conclusions for those Agenda items were prepared as a package of possible outcomes of HLM-LTAG, taking into account the WPs/IPs submitted by States and international organizations as well as the views expressed on them.
2. Following the exchange of views by the delegates on the possible HLM-LTAG outcomes, the Meeting agreed to recommend that the following conclusions of the HLM-LTAG be further considered by the ICAO Council for presentation of its proposal to the 41st Session of the ICAO Assembly.

CONCLUSIONS OF 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

The High-Level Meeting on the feasibility of a Long-Term Aspirational Goal for international aviation CO₂ emissions reductions (HLM-LTAG), convened by the International Civil Aviation Organization (ICAO) at its Headquarters in Montréal from 19 to 22 July 2022, and attended by Ministers and other high-level officials representing XX Member States and YY international organizations, in light of the latest IPCC scientific understanding, reached the following conclusions:

1. ICAO and its Member States are encouraged to work together to strive to achieve a 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.
2. While recognizing that the LTAG is a collective global aspirational goal, and it does not attribute specific obligations or commitments in the form of emissions reduction goals to individual States, each

State is urged to contribute to achieving the goal in a socially, economically and environmentally sustainable manner and in accordance with national circumstances.

3. Recalled the United Nations Framework Convention on Climate Change (UNFCCC) and the Paris Agreement and acknowledged its principle of common but differentiated responsibilities and respective capabilities, in light of different national circumstances;
4. Also acknowledged the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention.
5. Affirmed that addressing GHG emissions from international aviation requires the active engagement and cooperation of States and the industry, and noted the collective commitment announced by the international air transport industry, to achieve net-zero carbon emissions by 2050.
6. ICAO and its Member States are invited to work together with relevant organizations to strive to achieve the maximum possible level of progress on the implementation of aviation in-sector CO₂ emissions reduction measures (e.g. technology, operations and fuels), recognizing that the largest potential impact on aviation CO₂ emissions reduction will come from fuel-related measures.
7. ICAO and its Member States are encouraged to keep abreast of innovative aircraft technologies, new types of operations conducive to emissions reductions, and Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other cleaner energy sources in line with the *No Country Left Behind* initiative, in order to enable timely certification, as well as timely update and development of relevant ICAO SARPs and guidance, as appropriate. ICAO and its Member States are urged to continue work on the elements of the basket of measures for the achievement of the LTAG, including:

Regarding Aircraft Technology:

ICAO and its Member States are encouraged to work with manufacturers and aircraft operators to encourage the introduction of increasingly fuel-efficient aircraft into the market and facilitate cost-effective fleet renewal as well as to incentivize and accelerate investments in the research and development of new aircraft with zero CO₂ emissions.

Regarding Operations:

ICAO and its Member States are encouraged to work with manufacturers, Air Navigation Service Providers (ANSPs), aircraft operators and airports to implement enhanced air and ground operations, including by accelerating the deployment of the ICAO Aviation System Block Updates (ASBUs) and its implementation in accordance with the Global Air Navigation Plan (GANP).

Regarding Fuels:

- a) ICAO Member States are invited to incentivize, through policies and policy tools, the research, development and deployment of Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other cleaner energy sources for aviation;
- b) ICAO is invited to review the 2050 ICAO Vision for SAF, including LCAF and other cleaner energy sources for aviation, at the third ICAO Conference on Aviation and Alternative Fuels (CAAF/3) in 2023, in order to define a global framework in line with the *No Country Left Behind* initiative and taking into account national circumstances and capabilities; and
- c) ICAO and its Member States are invited to work with the relevant stakeholders to accelerate the research and certification of new fuel pathways and the certification of new aircraft and engines, to allow the use of 100% SAF, to scale up SAF supply, especially through encouraging and promoting SAF and/or LCAF purchase agreements, as well as to support timely delivery of any necessary changes to airport and energy supply infrastructure.

8. Means of implementation commensurate to the level of ambition, including financing, will promote the achievement of the LTAG. It requires substantial investments for States, according to their national circumstances, and that various possible modalities and/or funding mechanisms could be used by ICAO to facilitate financing and investment support for implementation of specific aviation CO₂ reduction measures. ICAO is invited to initiate specific measures or mechanisms so as to facilitate, in particular for developing countries and States having particular needs, better access to private investment capacities, as well as funding from financial institutions, such as development banks, for projects contributing to the decarbonisation of international aviation, as well as encourage new and additional funding to this purpose. ICAO is also invited to further consider the establishment of a climate finance initiative or funding mechanism under ICAO, while addressing the possible financial, institutional and legal challenges, and report to the 42nd Session of the ICAO Assembly.
9. This will be complementary to a robust assistance and cooperation programme dedicated to LTAG in order to share information on best practices and provide guidance, capacity building, and other technical assistance. Welcoming the establishment of the ICAO Assistance, Capacity-building and Training for SAF (ACT-SAF) programme, it should be extended to add support to the implementation of other emissions reduction measures in an ICAO ACT-LTAG programme (e.g., aircraft technologies, operational improvements, infrastructural changes, LCAF and other cleaner energy sources for aviation).
10. Additionally, ICAO is encouraged to promote the voluntary transfer of technology, in particular for developing countries and States having particular needs, to enable them to adapt to cutting-edge technology and to enhance their contribution to achieve the LTAG.
11. In line with the *No Country Left Behind* initiative, ICAO Member States are urged to make regular and substantial contributions to the ICAO Environment Fund, to address specific ICAO activities on the LTAG, including ACT-SAF programme, aiming at assisting developing States and States having particular needs. States are also encouraged to develop specific projects under the ICAO Technical Cooperation Programme.
12. All ICAO Member States are encouraged to submit and update voluntary action plans to ICAO to reduce CO₂ emissions from international aviation, with a view to achieving the LTAG. State Action Plans should outline respective actions and roadmaps, including long-term projections, and highlight respective national capacities and circumstances and any specific assistance needs for the implementation of CO₂ reduction measures. ICAO and its Member States are invited to provide assistance for preparation and implementation of such plans and the necessary capacity building, including through cooperation and assistance on identifying possible sources of financing for decarbonization of aviation, in cooperation with financial and other relevant organizations.
13. ICAO is invited 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 reduction and cost impacts of a changing climate on international aviation and 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; and means of implementation. To this purpose, ICAO is invited to consider necessary methodologies for the monitoring of progress, and report to a future Session of the ICAO Assembly.

14. Starting from the conclusions of the HLM-LTAG above, further deliberations among Member States will continue towards the 41st Session of the ICAO Assembly.

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