



HLM- LTAG-SD/4  
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English only

## **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**

### **DRAFT 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 [ Declaration ] [ 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. ]

#### **[ DECLARATION ] [ CONCLUSIONS ] OF 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**

The High-Level Meeting on the feasibility of a Long-Term Aspirational Goal for international aviation CO<sub>2</sub> 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 with relevant organizations 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.
2. While recognizing that the LTAG is a collective global aspirational goal, and it does not attribute specific obligations in the form of emissions reduction goals to individual States, each State is urged contribute to achieve 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, and also acknowledged the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention.
4. The implementation of the LTAG must recognize that each State's special circumstances and respective capabilities, including the level of development, maturity of aviation markets, and sustainable growth of its international aviation, will inform its ability to respond to climate change challenges, including the timeframe by which it contributes to achieve the goal through an equitable transition. The contribution to achieve the LTAG, in particular for developing States, must not imply negative impact on national priorities of air transport development.
5. 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 CO<sub>2</sub> emissions reduction measures (e.g. technology, operations and fuels), recognizing that the largest potential impact on aviation CO<sub>2</sub> emissions reduction will come from fuel-related measures.
6. 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 order to enable timely update and development of relevant ICAO SARPs and guidance. 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 fleet renewal as well as to incentivize and accelerate investments in the research and development of new aircraft with zero climate impact. Additionally, ICAO is encouraged to promote transfer of technology to developing countries in an affordable manner to enable them to adapt to cutting-edge technology and to enhance their contribution to achieve the LTAG.

***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 national and regional 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 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 engines, to allow the use of 100% SAF in all engines, to scale up SAF supply, especially through encouraging and promoting the SAF and/or LCAF purchase agreements, as well as to deliver the necessary changes to the airport and energy supply infrastructure.

7. While emphasizing the priority for using aviation in-sector measures, such as those identified in paragraph 6 above, out-of-sector measures to reduce CO<sub>2</sub> emissions provide additional flexibility and may be necessary to achieve the LTAG. Accordingly, the ICAO Council should address in due time how out-of-sector measures, in addition to CORSIA, can contribute to the achievement of the LTAG and report to the 42nd Session of the ICAO Assembly.
8. The achievement of the LTAG requires the means of implementation commensurate to the level of ambition, including financing. It requires substantial investments for States, according to their national circumstances, and that various possible modalities could be used by ICAO to facilitate financing and investment support for implementation of specific aviation CO<sub>2</sub> reduction measures. ICAO is invited to initiate specific measures or mechanisms so as to ensure, in particular for developing countries, 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. ICAO is also invited to further explore the possibility of establishing of a multilateral fund to be managed by ICAO, while addressing the possible institutional and legal challenges associated with the establishment of such an ICAO fund.
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 support 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. In line with the *No Country Left Behind* initiative, ICAO Member States are encouraged to contribute 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 specific needs. States are also encouraged to develop specific projects under the ICAO Technical Cooperation Programme.
11. All ICAO Member States are invited to submit action plans to ICAO to reduce CO<sub>2</sub> 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 CO<sub>2</sub> 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.
12. 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 CO<sub>2</sub> 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; and the monitoring of information from State Action Plans for international aviation CO<sub>2</sub> emissions. To this purpose, ICAO is invited to consider necessary methodologies for the monitoring of progress.