



**WORKING PAPER**

**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

- Agenda Item 1: CO<sub>2</sub> emissions reduction scenarios and options for a long-term global aspirational goal for international aviation**
- Agenda Item 2: Means of implementation for a long-term global aspirational goal for international aviation**
- Agenda Item 3: Means of monitoring progress and next steps**
- Agenda Item 4: Conclusions and Recommendations of the Meeting**

**INDONESIA OBSERVATION ON THE ICAO LTAG  
(LONG-TERM ASPIRATIONAL GOAL) STUDY**

(Presented by Indonesia)

**SUMMARY**

This working paper provides an overview of the the main findings of the LTAG Working Group study. It observes the three in-sector scenarios (IS1, IS2 and IS3) which have their own consequences. It also recommends ways to carry out the implementation of the scenarios.

Action by the Meeting is in paragraph 3.

**1. INTRODUCTION**

1.1 Indonesia appreciates the hard work and excellent report from the LTAG Working Group of the ICAO Committee on Aviation Environmental Protection (CAEP). We consider seriously the main findings of the LTAG study, particularly on the following points:

- a) The three in-Sector Scenarios (namely IS1, IS2, IS3) each have their own consequences, regarding the effort and resources needed, and the target of emission reduction to achieve.
- b) Even the most ambitious scenario (IS3) cannot achieve the net Carbon Zero by 2050. The CO<sub>2</sub> emissions in 2050 will remain significant, i.e. 200 Mt CO<sub>2</sub> in 2050, (this is 35% of 2019 CO<sub>2</sub> emission level); and the cumulative residual emissions from 2020 to 2050 as high as 12 GT CO<sub>2</sub>.

- c) The study shows that alternative fuel will play the major part on the in-sector aviation mitigation action (i.e. 15% in Scenario S1, 41% in Scenario 2, and 55% in Scenario S3). This mainly in the form of SAF (Sustainable Aviation Fuel).

## 2. **DISCUSSION**

Having studied the LTAG report, we have the following observation:

2.1 While we welcome and are thankful of the result of the LTAG study, we look forward to further discussions on the follow up of the study on how we specifically implement it with assistance from ICAO. We, the ICAO Member States, together have to define the approach, strategy, prioritization, and timeline of the implementation, as it should be:

- a) not hampering the growth of the aviation industry and other related aviation business, especially in the developing countries; and
- b) considering the need for capacity building, and joint/ cooperation programme among ICAO Members to minimize the unintended negative impact from the implementation of LTAG which might be experienced by certain countries.

2.2 As the production of SAF has a major contribution to the emission reductions, it is important to ensure the availability of SAF production in all regions at competitive prices. Therefore, ICAO should seriously promote SAF production by, among other things, supporting countries that are potential to be SAF producers and avoiding any SAF criteria that could jeopardize SAF production. Bearing in mind that there are likely several countries that actually have potential to produce SAF but do not have enough capability to realize it due to several reasons, such as technology, investment costs, and lack of international support.

## 3. **ACTION BY THE HLM-LTAG**

3.1 The HLM-LTAG is invited to:

- a) note the information contained in this Paper and consider to follow up on the recommendations as stated in paragraphs 2.1 and 2.2; and
- b) promote constructive discussion in support of ICAO's environmental efforts in reducing emissions from international aviation.

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