



WORKING PAPER

**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

Agenda Item 3: Means of monitoring progress and next steps

**ALIGNING LTAG WITH THE VOLUNTARY SAP AS THE BEST MEANS OF MONITORING
THE PROGRESS**

(Presented by the 54² Member States of the African Civil Aviation
Commission (AFCAC))

SUMMARY

This working paper highlights the need of aligning any agreed long-term global aspirational goal (LTAG) with the voluntary State Action Plan (SAP), which would be the best means of monitoring the progress.

Once the collective sectoral goal is set, the contribution of individual States to the goal should be on a **voluntary basis**, taking into account the selection of the best mix of CO₂ reduction measures by each State, which can be included in voluntary State Action Plans (SAP) to reduce international aviation emissions.

Action by the Meeting is in paragraph 3.

1. INTRODUCTION

1.1 The 54 Member States of the African Civil Aviation Commission (AFCAC) would like to express their gratitude to the Committee on Aviation Environmental Protection (CAEP) and its LTAG Task Group (LTAG-TG) for their tireless efforts and diligence in addressing the agreed long-term global aspirational goal (LTAG) report unanimously.

1.2 The LTAG report is not asking a question to States to choose, but it contains the technical and scientific information that will underline the decision of a collective LTAG. It is important to note that LTAG will not be individual State by State goal.

¹ English and French versions provided by AFCAC.

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Swaziland, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia and Zimbabwe.

1.3 However, under ICAO's leadership, Member States strive to reach global aspirational goals using the basket of measures to address CO₂ emissions from the international aviation sector, without attribution of specific obligations to individual States.

1.4 For domestic aviation, States can decide on its goal and select measures to implement to reach that goal. When it comes to addressing international aviation emissions, a different approach is taken, as any goal is concerned with measures that could be applied outside of the national territory of the States. Therefore, a collective global approach under ICAO is needed.

2. DISCUSSION

2.1 The LTAG report addresses the sectoral global CO₂ emissions from international aviation. LTAG analysis was based upon a “**bottom up**” approach focused on global CO₂ reduction from “**technology**”, “**operations**” and “**fuels**” as contributions to possible global aspirational goal levels. It does not also provide an option for the goal, but it is a technical report on the feasibility of a set of scenarios, highlighting the potential for substantial CO₂ reductions through the use of aviation **in-sector** CO₂ reduction measures. It serves as the basis for further consideration of the goal itself, by providing information on the range of in-sector measures potential for reduction. The LTAG report does not address any **out of sector** CO₂ reduction measures, and its regional impact analysis was carried out by CAEP, although it was limited due to available data for individual State levels.

2.2 It is very important to be concurred that “*any global aspirational goal would be a collective goal of the global international aviation sector; and it would not set obligations or targets to individual States*”. On this context, the contribution of individual States to the collective goal shall be on a voluntary basis, based on the selection of best mix of CO₂ reduction measures by each State. This principle of any agreed **ICAO-LTAG** could be included in the voluntary **State Action Plans** to Reduce International Aviation Emissions submitted to ICAO as the best option.

2.3 The LTAG Report *section 6* includes the topic on the monitoring of progress towards a goal, as a process is anticipated for monitoring progress towards any goal ultimately adopted. It would be preferable not to duplicate existing processes or place reporting expectations on non-state actors. State Action Plans, voluntarily submitted by States *under Article 10 of Resolution A40-18*, may be a mechanism for States to share progress towards a goal. If and once an agreed goal is adopted, ICAO could conduct future work towards development of reporting mechanisms, etc. building on expertise from the development of CO₂ emissions reporting mechanisms.

2.4 The experience of States in addressing climate change is documented in the SAP. It is expected that more African States will have more SAP or its updates, as ongoing activities between AFCAC and ICAO Regional Offices would be undertaking, supported by the **African Development Bank (AfDB)**, under a project which involving the provision of Technical Assistance to 22 Single African Air Transport Market (SAATM) States in preparation or review of their States' Action Plans for CO₂ emissions reduction activities through the use of ICAO validated member States' Experts. Taking into account those individual States have already identified its plans and are implementing to address emissions from international aviation. The development of the SAPs requires the existence of a national structure with the involvement of all relevant stakeholders to address different aspects of the work; including in-sector measures (technology, operations, and fuels). In relation to the LTAG, the scope of this work could be expanded to include new aspects such as the issue of clean energy, new technologies etc. that will contribute towards

the achievement of the LTAG. Furthermore, the SAPs could be the vehicles to identify financing needs for the green transition of aviation.

2.5 Once any decision on LTAG is made, States can be reacting and contributing to the collective goal differently. Their level of international aviation activity, the pace, the cost and many other specificities and implications might be different for individual States. For example, some States have already advanced in sustainable fuels; others have different levels of advancement. The cost, the need for financing, the need for capacity building will all depend on what will be the choices of measures by each State.

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

3.1 The HLM-LTAG is invited to:

- a) note the information in this Working Paper;
- b) discuss and acknowledge the information provided in Section 2 above;
- c) agree on the principle that any agreed **ICAO-LTAG** may be included in the voluntary **State Action Plans** to Reduce International Aviation Emissions as the best means of monitoring the progress; and
- d) recommend that ICAO could conduct future work towards aligning LTAG with SAP building on expertise from the development of CO₂ emissions reporting mechanisms.

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