



International Civil Aviation Organization

WORKING PAPER

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**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 1: CO₂ emissions reduction scenarios and options for LTAG

Agenda Item 2: Means of implementation for a long-term global aspirational goal for international aviation

Agenda Item 4: Conclusions and Recommendations of the Meeting

**PERSPECTIVES ON SCIENTIFIC UNDERSTANDING OF UNFCCC AND IPCC
(BUILDING BLOCK 1, 3, 5 & 6)**

(Presented by People's Republic of China, Brazil, India and Russian Federation)

SUMMARY

This paper presents the understanding of China, Brazil, India and the Russian Federation, on legal framework to address climate change under the United Nations Framework Convention on Climate Change (UNFCCC) and latest discoveries by the Intergovernmental Panel on Climate Change (IPCC), as a foundation to move on the feasibility studies on long-term aspirational goals in international aviation. ICAO is invited to quote and comply with relevant legal documents and research results in a comprehensive, accurate and complete way.

Action by the Meeting is in paragraph 4.

1. INTRODUCTION

1.1 Emissions from international aviation are integrated part of anthropogenic emissions, which should and can only be solved through multilateral consultation and cooperation within the framework of the United Nations.

1.2 The UNFCCC legal framework provides basic legal compliance and the latest IPCC research reports provide scientific guidance for the international community to solve the problem of international aviation emissions in a fair, reasonable, scientific and effective manner.

¹ English and Chinese versions provided by the People's Republic of China, Brazil, India and Russian Federation.

2. VIEWPOINTS ON THE CORRECT UNDERSTANDING OF UNFCCC LEGAL FRAMEWORK

2.1 At present, the adverse effects of climate change are increasingly apparent, which has become a common challenge faced by all mankind. As a common cause of mankind, the urgency of global action to deal with climate change continues to rise.

2.2 The largest share of historical accumulative global emissions of greenhouse gases has originated in developed countries and the per capita emissions in developed countries are much higher than those in developing countries. The developing countries are legitimately entitled to the right of equitable development and emissions, and the share of developing countries in global emissions will increase to meet their social and development needs.

2.3 The UNFCCC requires that the global response to climate change should comply with principles of equity, CBDR and respective capabilities, in light of different national circumstances.

2.4 To properly address the negative impacts of climate change, the international aviation industry of developed countries needs to make greater efforts and take the lead in reducing emissions to reserve space for the development of the international aviation industry of developing countries, and provide assistance in the fields of mitigation, adaptation, capital and technology to developing countries. At the same time, the measures taken to deal with climate change, including unilateral measures, should not become arbitrary or unjustifiable means of discrimination or covert restrictions on international trade.

2.5 The Paris Agreement reaffirms the principle of CBDR, recognizes nationally determined contributions as a mode for global response to climate change, confirms that developed countries shall provide developing countries with financial, technology transfer and capacity-building support in continuation of their existing obligations under the UNFCCC. As well, the Paris Agreement decides that nationally determined contributions should include all categories of anthropogenic emissions.

2.6 Recognizing that enhanced support for developing country parties will allow for higher ambition in their actions, *the Glasgow Climate Pact* emphasizes the need to significantly increase support for developing countries including the financial support of beyond USD 100 billion per year to reach the level needed to achieve the goals of the Paris Agreement. As well, it also notes with deep regret that the goal of developed country Parties to mobilize jointly USD 100 billion per year by 2020 has not yet been met.

3. VIEWPOINTS ON THE COMPREHENSIVE UNDERSTANDING OF THE SCIENTIFIC FINDINGS OF THE IPCC REPORT

3.1 The analysis of IPCC reports presents an assessment and prediction of global temperature rise and future climate change based on different scenarios and climate change risks, and discusses the significance of relevant options and paths, as a reference for decision-makers' consideration.

3.2 In 2018, the report of an IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty was issued as an assessment of the global 1.5 °C warming and emission path. In this report, each sector or region is not required to follow the same path to achieve the same goal at the same time.

3.3 In 2022, WG III contribution to IPCC AR6 analysed different scenarios of the overall global temperature rise, pointing out that:

3.3.1 Not all regions and sectors must reach net zero CO₂ or GHG emissions individually to achieve global net zero CO₂ or GHG emissions, respectively.

3.3.2 The time each sector or region reaches net zero CO₂ or GHG emissions depends on the mitigation options available, the cost of those options, and the policies implemented (including any consideration of equity or fairness).

3.3.3 Accelerated financial support for developing countries from developed countries and other sources is a critical enabler to enhance mitigation action and address inequities in access to finance.

3.3.4 Aviation is widely recognised as a ‘hard-to-decarbonise’ sector due to its difficult emission reduction technologies and high emission reduction costs.

3.3.5 Technology transfer and financing can support developing countries leapfrogging or transitioning to low emissions transport systems.

4. ACTION BY THE HLM-LTAG

4.1 The HLM-LTAG is invited to:

- a) recognize that addressing climate change includes key elements of mitigation, adaptation, finance and technology, especially the contents in part 2 and 3 above;
- b) request ICAO to wholly consider relevant UNFCCC legal documents and IPCC research findings when discussing long-term goals and other aviation emission reduction issues, especially the principles of fairness, common but differentiated responsibilities and respective capabilities recognized by UNFCCC and its Paris Agreement; and
- c) reflect 4.1 a) and b) in the outcomes of the HLM-LTAG.