



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 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 THE TECHNICAL FEASIBILITY ANALYSIS OF ANY PROPOSED
LTAG FOR INTERNATIONAL AVIATION
(BUILDING BLOCK 2)**

(Presented by the People's Republic of China and Russian Federation)

SUMMARY

In response to the mandate of resolution A40-18, the Council requested that the ICAO Committee on Aviation Environmental Protection (CAEP) provide a technical assessment of the feasibility of a long-term aspirational goal for international aviation CO₂ emissions reductions.

This working paper presents the views of China on the technical report and concludes that the report does not fully fulfil the requirements mandated by Resolution A40-18 and the progress on the feasibility studies has not been adequate, with the report as a basis for negotiation, to support the 41st session of the Assembly in discussing a long-term aspirational goal for international aviation CO₂ emissions reductions.

Action by the Meeting is in paragraph 4.

1. INTRODUCTION

1.1 Paragraph 9 of A40-18 requested the Council to continue to explore the feasibility of a long-term global aspirational goal for international aviation, through conducting detailed studies assessing the attainability and impacts of any goals proposed, including the impact on growth as well as costs in all countries, especially developing countries, for the progress of the work to be presented to the 41st Session of the ICAO Assembly. Assessment of long-term goals should include information from Member States on their experiences working towards the medium-term goal.

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

1.2 The 219th Session of Council requested the ICAO Committee on Aviation Environmental Protection (CAEP) to set up the CAEP Long-Term Aspirational Goal Task Group (LTAG-TG) to provide technical support to the Council to explore the feasibility of a long-term global aspirational goal (LTAG) for international civil aviation, including options and roadmaps for their realization.

1.3 In 2022, CAEP/12 adopted and submitted to the Council, the *Report on the Feasibility of a Long-term Aspirational Goal (LTAG) for International Civil Aviation CO₂ Emission Reductions* (hereinafter referred to as the "LTAG Report"). The LTAG Report presents assumptions of three scenarios for the feasibility analysis of a long-term goal, but none of the assumptions can achieve zero CO₂ emissions through the use of in-sector measures, and international aviation emissions remain at 950 million tons, 500 million tons and 200 million tons in 2050 respectively in the three scenarios. It also highlights that the emission reduction potential of sustainable aviation fuel (SAF) technologies accounts for a major share of the overall reduction potential of the three scenarios of in-sector measures, amounting to 38%, 60% and 63%, respectively. The LTAG report concludes that the implementation of those in-sector measures would increase operating costs, and some costs would be passed on to the air passengers and air cargo owners.

2. VIEWPOINTS ON THE SCENARIO ANALYSIS OF THE LTAG REPORT

2.1 The analysis of LTAG Report ignores the Assembly-accepted annual 2% fuel efficiency improvement goal or any other goals proposed. Besides, the report does not conduct detailed studies assessing the attainability and impacts of any goals proposed, including impact on the growth as well as costs in all countries, especially developing countries, as requested the Resolution A40-18. These scenario assumptions do not take into account the actual differences in the development stages among States, the impact of achieving different emission reduction goals on the economic and social development and costs in developing countries. And the report does not accommodate the national conditions and particular needs of developing countries in terms of resources, technology, supply chain security, etc.

2.2 At present, the SAF production capacity is not guaranteed and the price is extremely high. In addition, according to the conclusions of the LTAG Report, even under the medium technology scenario, the cost of international aviation emission reduction in 2020-2050 will be about US \$360-490/ton of CO₂, which would be a more than huge burden on developing countries to develop a green and low-carbon aviation.

2.3 The LTAG report only considers CO₂ emissions and does not adequately consider the trade-off between mitigation of noise, engine emissions and fuel consumption, which will undermine the credibility of LTAG Report.

3. VIEWPOINTS ON FEASIBILITY ANALYSIS OF INTERNATIONAL AVIATION LTAG

3.1 The LTAG Report is not in a position to be used as a basis for the negotiations and consultation among States on feasibility of long-term emission reduction goals for international aviation. Member States, particularly developing countries, do not have a clear understanding of the costs and impacts required to implement any proposed LTAGs, the availability, applicability and effectiveness of the mitigation measures, and also the resulting impact on their air transport markets and airline competitiveness.

3.2 In accordance with the requirements of Paragraph 9 of A40-18, the ICAO Council should summarize State Action Plans which are voluntarily submitted by Member States, the financial, technology transfer and capacity-building support from the developed countries to developing countries, and the support needed by developing countries in terms of finance, technology and capacity building. Based upon that, the ICAO Council conduct detailed studies assessing the technical, economic, legal and trade attainability and impacts of any proposed goals, including impacts the growth and cost on developing countries, for the progress of the work to be presented to the ICAO Assembly.

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

4.1 HLM-LTAG is invited to:

- a) recognize that the work undertaken by the Council with CAEP support has not fulfilled the mandate of the 40th Session of the Assembly and that the LTAG report cannot be used as the basis for the negotiations and consultations on the feasibility of any proposed LTAGs at the 41st Session of the Assembly; and
- b) invite the 41st session of the ICAO Assembly to request the Council to continue to explore the feasibility of any proposed LTAGs as recommended in paragraph 3 above, and to submit a report to the 42nd session of the ICAO Assembly for consideration.

— END —