

## **India's Statement in the meeting of Like-Minded States in ICAO Council.**

Excellencies, Distinguished Delegates, Council representatives, Ladies and Gentlemen,

Greetings to all from India, the country with extraordinary biodiversity that has been protected through culture, traditions and efforts for sustainability. We extend our thanks to ICAO for organizing this high-level meeting at an appropriate time. As our world seems to be returning to normal after a long pandemic, we need to address another challenge of climate change. The 40<sup>th</sup> ICAO Assembly had directed ICAO to explore feasibility of a Long Term Aspirational Goal to reduce carbon emissions and after a series of consultations and stocktaking, this would be the last event before the feasibility of LTAG is discussed in 41<sup>st</sup> session of ICAO Assembly.

As we all know, India is one of fastest growing Civil Aviation market as well as a very robustly and rapidly emerging economy. We are also a responsible nation that understands the contributions it needs to make in the fight against climate change, formation of International Solar Alliance and declaration of 'Panchamrit' the five nectar elements in COP26 ably demonstrate our commitment.

In the aviation sector, India is actively working towards reducing the carbon footprints of the sector. India is endowed with vast solar energy potential. Many airports already have solar power systems used for aeronautical ground lighting systems installed. Two of our major airports have pledged for net zero by 2030. India has also submitted its revised State Action Plan in the year 2021. We are also working currently on the potential of SAF and its production. Being a developing economy, India is doing its every bit for the environment and to meet our NDCs.

Though we have reservations on the design elements of CORSIA because it targets growth, we are timely submitting emissions data under CORSIA scheme yearly to ICAO even during the pandemic crisis, we were among the few countries to submit data under the mentioned deadline.

When we consider LTAG for International Civil Aviation I would like to reiterate few important considerations;

First: Assembly 40 resolution had advised ICAO to explore feasibility of LTAG including impact on costs and growth for developing States. CAEP was tasked by Council to study feasibility but the CAEP report does not include study of impact of LTAG developing States and even the highest aspirational scenario, which one may consider as the unlikeliest of all scenarios created, predicts 87% reduction in carbon emissions by 2050 whereas the more likely mid aspirational scenario predicts only 68% reduction.

Second: I would also quote from Article 4 of UNFCCC Paris Agreement which ends with "...so as to achieve a balance between anthropogenic emissions by sources and removals by sinks of greenhouse gases in the second half of this century, on the basis of equity, and in the context of sustainable development and efforts to eradicate poverty."

Third: Article 2 para 2 of Kyoto protocol defines the responsibility of developed states in Annex 1 to pursue limitation or reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from aviation bunker fuels, working through the International Civil Aviation Organization.

Fourth: IPCC working group in 2022 study has acknowledged that 'Aviation is widely recognised as a 'hard-to-decarbonise' sector due to its difficult emission reduction technologies and high emission reduction costs'

Therefore, our discussions must take into account that,

- 1) Feasibility of LTAG is not established and the impact of LTAG on developing countries is yet not established.
- 2) An ambitious LTAG may be achievable for developed states but aviation sector in developing countries may not be able to sustain high costs of an ambitious LTAG
- 3) Any LTAG considered must be based on principles of CBDR and Equity.
- 4) All regions and all segments of aviation cannot have same goals. One size fits all has never worked and will not work of LTAG
- 5) The developed nations must take lead in reducing emissions and provide adequate implementation assistance to others.
- 6) ICAO as part of LTAG should make building assistance mechanisms priority, and provide developing countries with adequate technical, funding and capacity-building, so as to strengthen the efforts of developing countries to address international aviation and climate change.
- 7) Establishment of multilateral fund for sustainable aviation as proposed in our paper would be essential for support mechanisms.
- 8) Whenever we discuss net zero, we must remember that we talk only about 'Global Net Zero' and not 'Individual Net Zero' wherein developed countries have to take the lead in pursuing a "Net-Minus" of the target year to accommodate the "Net-Plus" of developing countries.

We are committed to honour a pragmatic, flexible and realistic goal towards reducing emissions of international aviation and are willing to work collaboratively to help achieve such a goal in a socially and economically sustainable manner.

Today we are coming together which is a good beginning, keeping together we progress toward our goals and working together we will definitely achieve success.

Thank You and Best Wishes.