

# **Japan's Statement from the High-Level Meeting on Long-Term Aspirational Goal**

## **Introduction**

I am grateful and honored to have the opportunity to express my statement here today. First, I would like to express my respect for the efforts of the Member States and the ICAO's secretary for the LTAG discussion.

As we all recognized, climate change has frequently caused natural disasters and become more severe, and the global environment is in grave danger.

CO2 emissions from the international aviation are equivalent to those from all sectors in Germany or South Korea, and need to be addressed appropriately. The Intergovernmental Panel on Climate Change (IPCC) 6th Assessment Report (AR6) indicates that achieving zero CO2 emissions by 2050 could limit the average temperature increase to within 1.5°C and reduce the frequency of natural disasters. Proper actions for tackling climate change are our responsibility that we, the people of today, must fulfill for future generations.

## **Japan's contribution to and stance on the LTAG**

Japan has a strong will to contribute to CO2 reduction in the field of international aviation. We have voluntarily participated in ICAO's carbon offsetting and reduction scheme for international aviation (CORSIA) since the pilot phase along with 111 member states. And the LTAG-TG, chaired by Mr. YOSHIMURA from Japan, has conducted a technical review of the feasibility of LTAG (Report on the feasibility of a Long-term Aspirational Goal (LTAG) for international civil aviation CO2 emission reductions). Also, Japan has set a goal of replacing 10% of aviation fuel used by the Japanese airlines with SAF by 2030, and I recognize that this is a world-leading target for the introduction of SAF.

We must recognize that there are already many people, cultures, and species everywhere in the world that are at significant risk from climate change, and we must heed the caveat by the IPCC that we must act now.

Today, for the first time, I would like to take this opportunity to officially state that Japan declares to introduce carbon neutrality by 2050 into the aviation industry in Japan.

While there are many Member States already declaring carbon neutrality by 2050, I sincerely ask other member states, who have not decided yet, to share our goal during this meeting.

## **Requests to ICAO**

Achieving carbon neutrality in international aviation should be done through the discussion at ICAO, rather than each member state's efforts alone, and due to the nature of international aviation as a single global market and its cross-border movement, a global unified goal should be set in the ICAO. We must not pursue national or regional schemes in our sector.

Japan also believes that our goal should be “ambitious” and “practical”.

As for "ambitious," carbon neutrality by 2050 is fully in line with the Paris Agreement's 1.5°C target, and the international aviation sector can lead the world's efforts to tackle climate change. Again, this means “carbon neutrality by 2050” is the only target we have to pursue and take responsibility for. In addition, it should be remembered that the international aviation industry, including IATA, has already taken the lead in supporting carbon neutrality by 2050, and ICAO should support such efforts.

As for "practical," it must be recognized that the government and industry were in an extraordinary situation in 2020 due to COVID-19. We must recognize that aviation industry have made a great step toward 2050 Net-zero while they are the most affected industry in the world, which means we should carefully determine the most practical and sustainable level of ambition, taking into account the situation of which the aviation industry facing. Moreover, Japan would like to emphasize that while LTAG should be ambitious, Member States should encourage industries, not impose mandatory obligations on them. In addition, the measures to achieve the goals should be harmonized, taking into account practical aspects and based on scientific evidence.

As indicated in the LTAG-TG report, SAF in particular is an essential element for the decarbonization of aviation. Japan will make its maximum contribution, in line with the “No Country Left Behind (NCLB)” principle, such as through the ACT-SAF program, the smooth implementation of CEF certification, and other measures to expand the use of SAF in achieving LTAG, and we also look forward to ICAO and all member state’s efforts.

I would like to conclude Japan's statement by once again expressing our respect for the contributions of ICAO and other member states in standing up to this challenging goal. I really hope this meeting and the subsequent Assembly will reach a fruitful agreement.