

## STATEMENT BY THE RUSSIAN FEDERATION

(Presented by Deputy Minister of Transport of the Russian Federation  
Mr. Igor Chalik)

**Dear Mr. President of the Council!**

**Dear Mr. Secretary General!**

**Dear Delegates!**

On behalf of the Delegation of the Russian Federation, I greet all participants and observers of the High-level Meeting and hope that within three days of intensive work, we will be able to formulate a proposal for the upcoming ICAO Assembly to develop approaches on determining realistic scenarios for the implementation of the Long-Term Aspirational Goal – LTAG, which will ensure **a real** reduction in CO<sub>2</sub> emissions in the sector of international civil aviation. It is **the real** reduction of greenhouse gas emissions at the global level that calls for the UN IPCC<sup>1</sup> to achieve the goal of net-zero global CO<sub>2</sub> emissions by the middle of the century.

As a party to the Paris Agreement on climate, Russia has committed itself to reducing net greenhouse gas emissions by 60 percent by 2050 compared to 2019 and by 80 percent compared to 1990, as enshrined in the Russian Federation's Low Greenhouse Gas Emissions Strategy by 2050. For this reason, the Russian Federation supports the establishment of a Long-Term Aspirational Goal, taking into account the principles established by the Paris Agreement on climate.

I can't help but note our serious concern with regards to the actions of individual States, which impose unilateral restrictive measures on the basis of national discrimination in violation of the fundamental principles and provisions of the Convention on International Civil Aviation. Today,

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<sup>1</sup> UN Intergovernmental Panel on Climate Change

as a result of these actions, normal air traffic has been ceased in the airspace of more than 50 million square kilometers, which is 10% of the total airspace of the Earth or 37.5% of the national airspace of all countries of the world. Can we seriously discuss any integrated scenarios for LTAG based on such destructive actions?!

Regarding the LTAG scenarios themselves, prepared by the experts of the Committee on Aviation Environmental Protection – CAEP, the delegation of the Russian Federation draws attention to the obvious reassessment of the potential contribution of sustainably produced fuels - SAF and low-carbon fuels - LCAF to the projected achievement of the goal of carbon neutrality by the middle of the century. Without denying the potential contribution of these types of fuels to the reduction of CO<sub>2</sub> emissions, the Russian Federation is convinced of the need for an in-depth study of this issue in terms of the economic implications for the sustainable development of civil aviation, especially in developing countries and countries with emerging economy. Also, this study should consider the risks of global starvation and water shortage, which in recent years have been growing as a result of rash actions by individual states to implement “green policies” at the national level.

Despite these obstacles, international civil aviation has a real opportunity to undertake ambitious commitments to offset sectoral CO<sub>2</sub> emissions by the middle of the century. To do this we just need to consider the introduction to the LTAG scenarios of measures on the establishment of international mobile aviation wildfire fighting forces to combat forest fires and overcome other natural calamities. This is explained by the fact that according to the World Wildlife Fund - WWF and other studies, global greenhouse gas emissions from forest fires are almost equal to CO<sub>2</sub> emissions produced by the international civil aviation sector. In addition to this we have to consider a significant social and environmental damage

to the world's human population and wildlife, a decrease in the regenerative function of forests, as well as the release of megawatts of thermal energy, which contributes to abnormal floodings and droughts in very vast areas of the Earth.

In addition, in our working paper, submitted for consideration of the High-level Meeting, the Russian Federation raises the question of the need for an evolutionary transition from the CORSIA to the implementation of LTAG elements. This is due to the fact that the parallel implementation of the CORSIA and LTAG projects will place an unbearable financial burden on the industry, which in turn will make it impossible to implement many of the LTAG elements. According to the calculations of the CAEP committee, ICAO Member States, their airlines and manufacturers must pay an unprecedentedly high price - from 274 billion to 1 trillion 563 billion US dollars for the implementation of measures as per LTAG scenarios. At the same time, none of the presented scenarios provides carbon neutrality for the industry by 2050.

In conclusion, the future of our generations depends on how reasonably we manage our very limited resources for the benefit of all humankind, rather than in the interests of individual groups of countries, and whether we can maintain our international cooperation as intended by the creators of the Chicago Convention.

Thank you for your attention!