

Draft outcome of the HLM-LTAG

The ~~High Level Meeting on a Long Term Aspirational Goal~~ High-level Meeting on the feasibility of a Long-Term Aspirational Goal for international aviation CO₂ emissions reductions (HLM-LTAG) (HLM-LTAG) for international aviation CO₂ emissions reductions, convened by the International Civil Aviation Organization (ICAO) at its Headquarters in Montréal from 19 to 22 July 2022, and attended by Ministers and other high-level officials representing XX Member States and YY international organizations, reached the following conclusions:

Commented [U1]: Official name of the meeting as per State Letter ENV 5/1.12 – 22/34.

1. ~~On the basis of the review by the Council of the result on the feasibility study of a long term aspirational goal (LTAG) for international aviation,~~ ICAO and its Member States are encouraged to work together with relevant organizations to strive to achieve ~~the net-zero carbon emissions decarbonization of the aviation sector by 2050 in the second-half of this century,~~ in support of the ~~1.5°C Paris Agreement long-term~~ temperature goal.

Commented [DD2]: To date, CAEP studies have not provided enough technical basis for determining a precise timeframe for a LTAG. The time frame “In the second half of this century” is found in Art. 4 paragraph 1 of the Paris Agreement.

2. ~~While recognizing that a ICAO is invited to agree that~~ LTAG is a collective global aspirational goal, and ~~that~~ it does not attribute specific obligations in the form of emissions reduction goals to individual States, ~~each~~ Each State is urged to do everything it can to help achieve the goal in a socially, economically and environmentally sustainable manner, in accordance with national circumstances.

3. ~~The spirit of the Preamble of the Chicago Convention should guide the implementation of a LTAG. Promoting cooperation between nations and peoples and showing solidarity with one another should help ensure that climate action can be taken globally on the basis of equality of opportunity.~~

Commented [U3]: The relationship between LTAG and the Chicago Convention and other key legal instruments is already dealt with in paragraph 4 below.

4.3 A LTAG should be ~~informed-guided~~ by the principle of common but differentiated responsibilities and respective capabilities, in light of different national circumstances, as enshrined in United Nations Framework Convention on Climate Change (UNFCCC) and its Paris Agreement, as well as by the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention.

4. The implementation of a LTAG must recognize that each State’s circumstances ~~and respective~~ capabilities, including level of development, maturity of aviation markets, and sustainable growth of its international aviation, will inform ~~their-its~~ ability to respond to climate change challenges, ~~including the time frame in which it achieves the goal. In this context, recalling that, under Article 4 of the Paris Agreement, in order to achieve the long-term temperature goal set forth therein, States aim to reach global peaking of greenhouse gas emissions as soon as possible, recognizing that peaking will take longer for developing countries, States with mature markets are expected to achieve a LTAG before those with less mature markets.~~

Commented [U4]: Suggestion to make language consistent with Resolution A40-18, paragraph 6.

5. ~~The nature of LTAG as described above should be fully respected under any national, regional or international legislation, administrative provisions, policies, programs, mechanisms or any other similar instruments, it being understood that no State or groups of States should establish requirements or incentives related to LTAG that apply to jurisdictions other than their own.~~

Commented [DD5]: Addition aimed at preventing the unilateral change to the nature of LTAG as described in paragraph 2 above and, therefore avoid, real risks to the integrity of decisions by ICAO, such as the ones currently faced by CORSIA.

6. ICAO and its Member States are invited to work together ~~with relevant organizations~~ to strive to achieve the maximum possible level of progress on the implementation of aviation in-sector CO₂ reduction measures (technology, operations and fuels), recognizing that the largest potential impact on aviation CO₂ emissions reduction will come in short and medium terms from fuel-related measures.

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7. ICAO and its Member States are encouraged to keep abreast of innovative aircraft technologies, new types of operations conducive to emissions reductions and SAF, LCAF and cleaner energy sources. ~~in order to endorse timely certification as well as timely update and development of relevant ICAO SARPs and guidance.~~ ICAO and its Member States are urged to continue work on the elements of the basket of measures for the achievement of a LTAG, as follows:

Regarding Aircraft Technology:

ICAO and its Member States are encouraged to work with manufacturers and aircraft operators to encourage the introduction of increasingly fuel-efficient aircraft into the market and facilitate fleet renewal as well as to incentivize and accelerate investments in the research and development of new aircraft with zero carbon emissions operations.

Regarding Operations:

ICAO and its Member States are encouraged to work with manufacturers, ANSPs, aircraft operators and airports to implement enhanced air and ground operations, including by accelerating the deployment of the ICAO Aviation System Block Updates (ASBUs) and its implementation in accordance with the Global Air Navigation Plan (GANP).

Regarding Fuels:

- a) ICAO Member States are invited to incentivize, through national and regional policies and policy tools, the research, development and deployment of Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other cleaner energy sources for aviation;
- b) ICAO is ~~requested to update~~invited to review the 2050 ICAO Vision for SAF, including Lower Carbon Aviation Fuels (LCAF) and other cleaner energy sources for aviation, at the third ICAO Conference on Aviation and Alternative Fuels (CAAF/3) in 2023, ~~in line with the No Country Left Behind initiative and taking into account national and local circumstances and capabilities; in order to work towards defining a global framework, including potential quantified goals. Such a framework should facilitate the implementation of States' policy tools, in a harmonized and sustainable manner, through ICAO's work on the sustainability criteria of fuels and subsequent certification, taking into account experience gained from CORSIA. This framework should enable a level playing field for the development and deployment of such fuels on a global scale, in line with the No Country Left Behind initiative and taking into account national and local circumstances and capabilities. ICAO is requested to provide regular updates on the implementation of this Vision as LTAG work progresses.~~
- c) ICAO and its Member States are invited to work with the relevant stakeholders to accelerate the research and certification of new fuel pathways and the certification of new engines, to allow the use of 100% SAF in all engines, to scale up SAF supply, especially through encouraging and promoting the SAF and/or LCAF purchase agreements, as well as to deliver the necessary changes to the airport and energy supply infrastructure.

Commented [DD6]: Moved up from the same paragraph.

Commented [DD7]: CAAF/3 was scheduled to be held in 2025 (but has been rescheduled to 2023) to assess and take stock of the progress of SAF, but not necessarily to define a framework, including potential quantified goals. The HLM should not prejudice the outcomes of CAAF/3.

8. ~~Although the emphasis should be on the in sector measures set out above, ICAO should explore how out of sector measures could contribute to the achievement of a LTAG and report to the 42nd session of the ICAO Assembly.~~

Commented [DD8]: It is premature to consider out of sector measures given that, under any of the current proposals for a LTAG, such measures might be needed only in many years' time.

8. Implementing a LTAG requires substantial investments, exposing States ~~and private stakeholders to different challenges (i.e. technological upgrades, rebuilding infrastructure, capacity-building)~~ according to their national circumstances ~~to different challenges. While investment is to come primarily~~

~~from private capital.~~ Substantial public financing ~~may still~~ will be required, ~~in case it appears necessary~~ to mitigate differences of capacity and access to financing and technology, in particular from first-of-a-kind projects. As a facilitator, ICAO is invited to establish a Multilateral Fund for Sustainable Aviation (MFSA) with a view to providing adequate means of implementation of in-sector measures for emissions reductions in civil aviation that would contribute to achieving a LTAG. The multilateral fund would receive mandatory contributions from developed States.

Commented [DD9]: The full rationale for the MFSA can be found in <https://www.icao.int/Meetings/HLM-LTAG/Documents/HLM.LTAG.WP.22.en.pdf> .

9. ~~ICAO is also invited to~~ initiate other specific measures or mechanisms so as to ensure, ~~in particular~~ for developing countries, better access to private investment capacities, as well as to stimulate the provision of new and additional funding from-in and for financial institutions, such as development banks; and existing funding mechanisms for projects contributing to the decarbonisation of international aviation. This ~~will~~ may include promoting partnerships between public and private sector.

10. ~~This~~ It is recommended that the MFSA and other measures and mechanisms will be complementary to a robust assistance and cooperation programme at ICAO dedicated to LTAG in order to share information on best practices and provide guidance, capacity building, and other assistance. It is further suggested that The-the ICAO ACT-SAF programme ~~should~~ be extended to support the implementation of other emission reduction measures in an ACT-LTAG (e.g., aircraft technologies, operational improvements, infrastructural changes, LCAF and other cleaner energy sources for aviation).

11. Technology-transfer should be provided to developing countries in an affordable manner to enable them to adapt to cutting-edge technology and to strategize their carbon emissions reductions.

12. In line with the No Country Left Behind initiative, ICAO Member States are encouraged to contribute to the ICAO Environment Fund, to address specific ICAO activities on LTAG, including ACT-SAF, aiming at assisting ~~in particular~~ developing States and States having specific needs. States are also encouraged to develop specific projects under the ICAO Technical Cooperation Programme.

13. All ICAO Member States are invited to submit action plans to ICAO to reduce CO2 emissions from international aviation, with a view to achieving a LTAG. State Action Plans should-could outline respective actions and roadmaps, including long-term projections, and highlight respective national capacities and circumstances and any specific assistance needs for the implementation of CO2 reduction measures. ICAO and Member States are invited to provide assistance for the preparation and implementation of such Plans and the necessary capacity building, including through cooperation and assistance on identifying possible sources of financing decarbonization of aviation, in cooperation with financial and other relevant organizations.

Commented [DD10]: Displaced from above, without changes.

~~12-14.~~ ICAO is also invited to regularly monitor progress on the implementation of ~~all elements of the basket of measures towards the achievement of a~~ LTAG, including through: the ICAO environment stocktaking process; the monitoring-review of the ICAO Vision for SAF; further assessment of the CO2 reduction ~~benefits and of~~ the cost impacts on international aviation and regions and countries, in particular developing countries, and the impact on the development of the Sector; and the monitoring of information from State Action Plans for international aviation CO2 emissions and the provision of means of implementation. To this purpose, ICAO Council is invited to consider necessary methodologies, ~~such as the CORSIA CO2 reporting requirements, and submit them to the 42nd Session of the Assembly for approval.~~

Commented [U11]: The HLM should not prejudge or limit the kinds of reporting methodologies.

13.15. The Council is further invited to ~~monitor progress on all the above measures, to undertake relate work and to~~ review periodically progress to achieve a LTAG and the provision of means of implementation, and report back to the Assembly, starting at its 42nd session.