



ASSEMBLY — 41ST SESSION

EXECUTIVE COMMITTEE

Agenda Item 17: Environmental Protection – International Aviation and Climate Change

AN INCLUSIVE APPROACH TO ACHIEVING A COLLECTIVE LTAG

(Presented by Singapore)

EXECUTIVE SUMMARY

This paper advocates taking an inclusive approach that accommodates the diverse circumstances, capabilities, and needs of States in implementing emissions reduction measures, to facilitate the collective global efforts towards a long-term aspirational goal (LTAG). A comprehensive, integrated, and flexible assistance, capacity-building, and training for LTAG (ACT-LTAG) will be necessary. This paper also proposes potential key elements which ICAO could consider in setting up such an ACT-LTAG.

Action: The Assembly is invited to:

- a) recognise that an inclusive approach that accommodates the diverse circumstances, capabilities, and needs of States in implementing emissions reduction measures, is necessary to facilitate the collective global efforts towards an LTAG;
- b) urge ICAO to develop a comprehensive, integrated, and flexible ACT-LTAG to address the needs of States in implementing emissions reduction measures; and
- c) request ICAO to consider implementing an ACT-LTAG as a consolidated, global initiative, with a robust ACT-SAF programme, a structured approach to State Action Plan development and needs assessment and provision, as well as facilitation of access to financing.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective – <i>Environmental Protection</i> .
<i>Financial implications:</i>	Not applicable.
<i>References:</i>	<p>Assembly Resolution A40-18, <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection - Climate change</i></p> <p>Assembly Resolution A40-19, <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection - Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)</i></p> <p>Doc 9988, <i>Guidance on the Development of States' Action Plan on CO₂ Emissions Reduction Activities</i></p> <p>Conclusions of High-Level Meeting on the Feasibility of a Long-Term Aspirational Goal for International Aviation CO₂ Emissions Reductions</p> <p>ICAO 2022 <i>Environment Report</i></p>

1. INTRODUCTION

1.1 The establishment of a long-term aspirational goal (LTAG) by ICAO will demonstrate the aviation sector's commitment to global climate action and reinforce the ICAO's leadership. It will also give a positive signal to the industry and investors, and facilitate the flow of green financing to the sector.

1.2 ICAO and Member States agreed on a set of conclusions at the High-Level Meeting on the feasibility of an LTAG for international aviation CO₂ emissions reductions held on 19–22 July 2022. This includes encouraging ICAO and Member States to work together to strive to achieve a collective LTAG of net-zero carbon emissions by 2050, recognising that each State's special circumstances and respective capabilities will inform its ability to contribute to the LTAG within its own national timeframe.

1.3 This paper highlights the need for an inclusive approach to facilitate the collective global efforts towards an LTAG, and provides suggestions on the key elements of an Assistance, Capacity-Building, and Training for LTAG (ACT-LTAG) to address the diverse circumstances, capabilities, and needs of States in implementing emissions reduction measures.

2. NEED FOR AN INCLUSIVE APPROACH

2.1 In establishing an LTAG, there is no attribution of obligations and responsibilities to individual States. As important, an LTAG must take an inclusive approach that accommodates the special circumstances and respective capabilities of States as well as their needs in implementing emissions reduction measures. This ensures that all States can work together towards a common goal in spite of diversity. Inclusivity promotes cohesion and collaboration, reinforces ICAO's principle of non-discrimination, and ensures ICAO's continued leadership in international aviation sustainability and climate action.

2.2 The actions that States can take will span across many areas, including those for technology, operations, and fuels as identified in the LTAG report. This will require a ramp-up in training, knowledge, investments, operational capabilities, etc. It is hence imperative that the diverse circumstances, capabilities, and needs of States in implementing emissions reduction measures are addressed to facilitate their contribution to a collective LTAG.

3. A COMPREHENSIVE, INTEGRATED AND FLEXIBLE ACT-LTAG

3.1 ICAO has already developed key support programmes, such as the Assistance, Capacity-building, and Training for the Carbon Offsetting and Reduction Scheme for International Aviation (ACT-CORSIA), ACT-Sustainable Aviation Fuels (SAF), and the State Action Plan Buddy Partnership, which have been well received by States. Likewise, a support programme for LTAG in the form of an ACT-LTAG should be considered.

3.2 A consolidated global ACT-LTAG. In view of linkages between LTAG and existing environmental initiatives, ICAO should consolidate these into an overarching integrated ACT-LTAG framework. This streamlines the resources needed and helps enable complementary strategies across various programmes. An ACT-LTAG should take a global approach to facilitate cross-regional exchanges and cross fertilisation. For example, a buddy partnership mechanism can match more States from different regions, and existing assistance measures that target specific regions could be pooled and be open to more regions. Also, ACT-LTAG must have a common global taxonomy to facilitate shared understanding of key fundamental knowledge domains. In this area, ICAO could develop information toolkits and training packages to build basic knowledge across the international aviation system. The

ACT-LTAG programme must involve industry players, including non-traditional aviation stakeholders (e.g. SAF producers and carbon credits providers).

3.3 Robust ACT-SAF programme. A core component of ACT-LTAG will be ACT-SAF. SAF is a key needle mover for aviation emissions reduction. There have been considerable developments to promote SAF adoption and accounting. These include the Roundtable on Sustainable Biomaterials' (RSB) Book & Claim framework, the World Economic Forum's (WEF) Clean Skies for Tomorrow SAF certificate (SAFc) framework. These initiatives promote SAF demand by allowing airlines and their customers to both reduce their carbon footprint using SAF. Under ACT-SAF, ICAO should provide guidance for the use of SAF, taking into account global developments and these accounting frameworks. This will promote further SAF adoption, and ensure that such frameworks are harmonised at the global level.

3.4 Standardised structured approach to guide State Action Plan development and facilitate needs assessment and provision. ICAO should consider enhancing guidance materials on State Action Plan to include new tools for States to conduct their own needs assessment better. ICAO should also analyse the plans submitted by States, to identify the assistance required and facilitate matching with resources available. These initiatives could facilitate the submission of more State Action Plans, better identify specific assistance needs, and help monitor progress. ICAO can reference other ICAO initiatives such as the Global Aviation Safety Plan and the Global Air Navigation Plan for potential models for structured, progressive but flexible approaches to support States in their implementation based on their circumstances and capabilities.

3.5 Facilitate access to climate financing through capacity building. Climate financing is an important enabler for the investment in and implementation of emissions reduction measures. ICAO can play a key role in engaging financing institutions to identify sources of financing, and develop a comprehensive database of available financing resources for aviation emissions reduction initiatives which States can readily reference. ICAO can also organise regular sessions with these financing institutions to raise awareness of financing opportunities. In addition, support and training can be provided to States on how to access climate financing, such as support to draft funding proposals.

4. ACTION BY THE ASSEMBLY

4.1 The Assembly is invited to:

- a) recognise that an inclusive approach that accommodates the diverse circumstances, capabilities, and needs of States in implementing emissions reduction measures is necessary to facilitate the collective global efforts towards an LTAG;
- b) urge ICAO to develop a comprehensive, integrated, and flexible ACT-LTAG to address the needs of States in implementing emissions reduction measures; and
- c) request ICAO to consider implementing an ACT-LTAG as a consolidated, global initiative, with a robust ACT-SAF programme, a structured approach to State Action Plan development and needs assessment and provision, as well as facilitation of access to financing.