



WORKING PAPER

**HIGH-LEVEL MEETING
ON THE FEASIBILITY OF A LONG-TERM ASPIRATIONAL GOAL FOR
INTERNATIONAL AVIATION CO₂ EMISSIONS REDUCTIONS (HLM-LTAG)**

Montréal, 19 to 22 July 2022

Agenda Item 1: CO₂ emissions reduction scenarios and options for LTAG

Agenda Item 2: Means of implementation for a long-term global aspirational goal for international aviation

Agenda Item 4: Conclusions and Recommendations of the Meeting

**PERSPECTIVES ON THE DEVELOPMENT OF A ROBUST SUPPORT MECHANISM FOR
DEVELOPING COUNTRIES
(BUILDING BLOCK 5)**

(Presented by People's Republic of China, Brazil and Russian Federation)

SUMMARY

Since 2010, successive Assembly Resolutions have requested the Council to establish an assistance mechanism for developing countries. This paper presents the significance of establishing such a mechanism and puts forward views of China on how to establish the mechanism.

Action by the Meeting is in paragraph 4.

1. INTRODUCTION

1.1 The UNFCCC stresses that the extent to which developing country Parties will effectively implement their commitments under the Convention will depend on the effective implementation by developed country Parties of their commitments under the Convention related to financial resources and transfer of technology.

1.2 The Paris Agreement stipulates that developed country Parties shall provide financial resources to assist developing country Parties with respect to both mitigation and adaptation in continuation of their existing obligations under the Convention.

1.3 *The Glasgow Climate Pact* recognizes that enhanced support for developing country Parties will allow for higher ambition in their actions.

¹ English and Chinese versions provided by the People's Republic of China, Brazil and Russian Federation.

1.4 IPCC report points out that accelerated financial support for developing countries from developed countries and other sources is a critical enabler to enhance mitigation action and address inequities in access to finance.

1.5 All the resolutions of the Assembly since 2010 have requested the Council to set up an assistance mechanism for developing countries' access to the technology, finance, and capacity building. Regrettably, the Council has not held substantive discussion on this issue, and such a mechanism has not yet been established.

2. THE SIGNIFICANCE OF ESTABLISHING AN ASSISTANCE MECHANISM FOR DEVELOPING COUNTRIES

2.1 The largest share of historical and current global emissions of greenhouse gases has originated in developed countries, which has great impact on global climate change. Since 1990, the annual international aviation emissions of the four major developed countries, i.e. US, UK, Germany and France, exceed the total annual international aviation emissions from 18 developing countries and economies in transition (see the Appendix). Based on CBDR principle, it is the international responsibilities which developed countries shall take and are imperative for the success of international aviation and climate change, by collectively achieving international aviation carbon neutrality by 2020, and providing developing countries with the assistance of technology, finance, and capacity building.

2.2 Developing countries are lacking in technology, finance, talents and other key elements which are necessary to enhance the efforts to address international aviation emission. Under the condition that ICAO has not established a robust assistance mechanism, to enhance the mitigation ambition is tantamount to depriving developing countries of their opportunity to develop international aviation, which is obviously contrary to the purposes and objectives of the Convention on International Civil Aviation.

2.3 Whether the ambition of mitigation for international aviation can be enhanced depends on the ambition of the financial, technological, and capacity building assistance provided by developed countries to developing countries.

3. RECOMMENDATIONS ON THE ESTABLISHMENT OF ASSISTANCE MECHANISM

3.1 ICAO's environmental protection work should give priority and significance to the establishment of an assistance mechanism for developing countries in the next three years. The Council should put forward a plan for establishing an assistance mechanism for developing countries by 2023 and start the implementation of the plan in 2024.

3.2 The assistance mechanism should include, but not limited to, the establishment of an international aviation sustainable development fund, requesting developed countries to collectively contribute no less than 2 billion US dollars to the fund annually, and setting up a platform to facilitate developed countries to transfer aviation decarbonization technology to developing countries through ICAO.

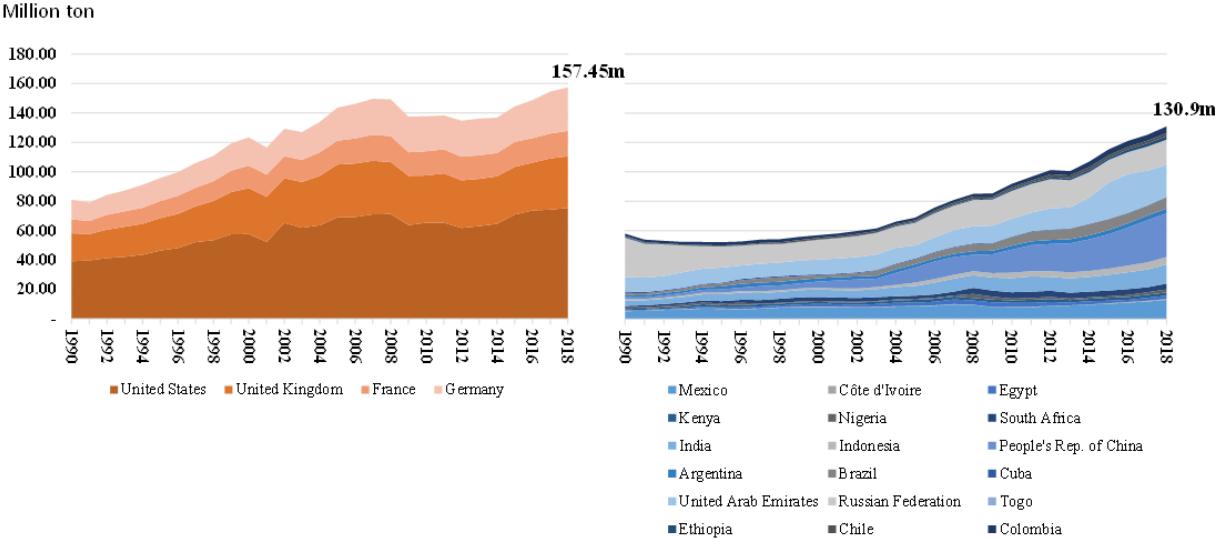
3.3 ICAO should monitor and take stock of the progress of developing countries' access to the financial, technology transfer and capacity-building support. And the levels of ambition of ICAO medium and long-term mitigation goals shall be modified in a timely manner matchable to the developed countries' levels of ambition in the support provided to the developing countries.

4. **ACTION BY THE HLM-LTAG**

4.1 The HLM-LTAG is invited to:

- a) recognize that an ambitious assistance mechanism to ensure that developing countries' access to adequate financial, technical and capacity-building assistance from developed countries is a significant premise to an ambitious decarbonization of international aviation;
- b) invite the 41st Session of the Assembly to request the Council to carry out the construction of assistance mechanisms without any delay, as recommended in paragraph 3 above; and
- c) reflect 4.1 a) and b) in the outcomes of the HLM-LTAG.

APPENDIX



Data source: IEA (2020) CO₂ emission from international aviation bunkers

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