

# **ICAO HIGH-LEVEL MEETING ON THE FEASIBILITY OF A LONG-TERM ASPIRATIONAL GOAL FOR INTERNATIONAL AVIATION CO<sub>2</sub> EMISSION REDUCTIONS(HLM-LTAG)**

**19 – 22 July 2022**

## **STATEMENT BY THE REPUBLIC OF KOREA**

(Presented by Mr. Jung Yong-sik, Director General of Land, Infrastructure and Transport)

Greeting, ladies and gentlemen.

I am Jung Yong-sik, the Director General of Land, Infrastructure and Transport the Republic of Korea. The High-Level Meeting on LTAG is indeed a meaningful event, as it provides us with a valuable platform for global cooperation and information sharing and promotes the climate change strategies of international civil aviation.

Distinguished President of the ICAO Council, Secretary General of ICAO, and delegates from ICAO Member States, it is a great pleasure to meet you all. I would also like to express my gratitude to the ICAO Secretariat and all ICAO family members for their hard work and efforts in organizing this meeting. I also want to thank the organizers for giving me the opportunity to share Korea's thoughts regarding LTAG with you.

According to the IPCC AR6(WG III) report released in April 2022, aviation is widely recognized as a 'hard-to-decarbonise' sector, as it primarily depends on liquid fossil fuels and an infrastructure that has long 'lock-in' timescales, resulting in slow fleet turnover time. The First Mover Coalition, launched at COP26 last year, also named aviation as one of the seven "hard to ease" industries along with aluminum, chemical, concrete, shipping, steel, and trucking, and launched a global initiative to harness corporate purchasing power to decarbonize these sectors.

According to the three scenarios in the LTAG report, we can see that we have to make a lot of effort for carbon neutrality in the international aviation sector. Now, there are challenges that need to be addressed first, such as technological innovation, SAF production and supply expansion, but we can reduce carbon emissions significantly if we are committed to decarbonizing the industry.

The Republic of Korea has already expressed its support for 2050 net-zero emissions when it joined the International Aviation Climate Ambition Coalition with more than 20 States, which was created at COP26 last year. I believe that the ICAO Council and the CAEP have clearly presented the future of decarbonization of international aviation, not only for ICAO members but also for the world. Once again, I'd like to thank all the participants in the LTAG report for their tremendous contribution, and the Republic of Korea plans to establish a concrete plan to realize the decarbonization of international aviation based on the technical findings included in the LTAG report.

I would like to say that it is important to be aware of the fact that, as stated in the IPCC's latest assessment, while the current ICAO global aspirational goal for international aviation will keep the net CO<sub>2</sub> emission from international aviation at a certain level, these goals do not align with the 1.5°C temperature goal or the 2°C temperature goal.

I hope that this HLM-LTAG will enhance our understanding of the difference between the

global climate change goals and the international civil aviation goals, and that we will be able to find a common ground for further progress in the LTAG Resolution at the 41<sup>st</sup> Assembly.

Once again, I extend my gratitude and pay my respect to the President and Secretary General of ICAO as well as to all Member States for their continued efforts in Climate Change response, and sincerely hope that HLM-LTAG will bear fruitful results.

— END —