

*Proposal by the Chairperson of the ICAO Council's Small Group on HLM-LTAG (SGHLM)*

The High-Level Meeting on a Long-Term Aspirational Goal (HLM-LTAG) for international aviation CO<sub>2</sub> 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:

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 net-zero carbon emissions by 2050, in support of the 1.5°C temperature goal.
2. While recognizing that a LTAG is a collective global aspirational goal, and it does not attribute specific obligations in the form of emissions reduction goals to individual States; 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.
4. A LTAG should be informed 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.
5. The implementation of a LTAG must recognize that each State's circumstances and capabilities, including level of development, maturity of aviation markets, and sustainable growth of its international aviation, will inform their ability to respond to climate change challenges.
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 CO<sub>2</sub> reduction measures (technology, operations and fuels), recognizing that the largest potential impact on aviation CO<sub>2</sub> emissions reduction will come in short and medium terms from fuel-related measures.
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 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 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.
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 42<sup>nd</sup> session of the ICAO Assembly.
  9. All ICAO Member States are invited to submit action plans to ICAO to reduce CO<sub>2</sub> emissions from international aviation, with a view to achieving a LTAG. State Action Plans should 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 CO<sub>2</sub> 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.
  10. Implementing a LTAG requires substantial investments, exposing States according to their national circumstances to different challenges. While investment is to come primarily from private capital, public financing may still be required, in case it appears necessary to mitigate differences of access to financing, in particular from first-of-a-kind projects. As a facilitator, ICAO is invited to initiate specific measures or mechanisms so as to ensure, in particular for developing countries, better access to private investment capacities, as well as funding from financial institutions, such as development banks, for projects contributing to the decarbonisation of international aviation. This will include promoting partnerships between public and private sector.

11. This will be complementary to a robust assistance and cooperation programme dedicated to LTAG in order to share information on best practices and provide guidance, capacity building, and other assistance. The ICAO ACT-SAF programme should be extended to support the implementation of other emission reduction measures in a ACT-LTAG (e.g., aircraft technologies, operational improvements, infrastructural changes, LCAF and other cleaner energy sources for aviation).
12. 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. ICAO is also invited to regularly monitor progress on the implementation of all elements of the basket of measures towards the achievement of LTAG, including through: the ICAO environment stocktaking process; the monitoring of the ICAO Vision for SAF; further assessment of the CO<sub>2</sub> reduction benefits, 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 CO<sub>2</sub> emissions. To this purpose, ICAO is invited to consider necessary methodologies, such as the CORSIA CO<sub>2</sub> reporting requirements.
14. 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 report back to the Assembly, starting at its 42<sup>nd</sup> session.