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AGENDA ITEM 7: AVIATION AND ENVIRONMENT

INDIA'S STAND ON LONG TERM ASPIRATIONAL GOAL

Presented by India

INFORMATION PAPER

SUMMARY

The paper presents the views and concerns of India on the adoption of a long term aspirational goal by ICAO.

INDIA'S STAND ON LONG TERM ASPIRATIONAL GOAL

1. INTRODUCTION

1.1 International Civil Aviation Organization (ICAO) is laying utmost importance for integration of all climate aspects in the year 2022, namely – Long term aspiration goal (LTAG); Role of Carbon Offsetting and Reduction Scheme (CORSIA) and State Action Plans on environment protection.

1.2 The 40th ICAO General Assembly held in October, 2019 adopted resolution (A-40/18 (9):

> *"Requests the Council to continue to explore the feasibility of a long-term global aspirational goal for international aviation, through conducting detailed studies assessing the attainability and impacts of any goals proposed, including the impact on growth as well as costs in all countries, especially developing countries, for the progress of the work to be presented to the 41st Session of the ICAO Assembly. Assessment of long-term goals should include information from Member States on their experiences working towards the medium-term goal".*

1.3 ICAO's CAEP LTAG-TG study in its report (March 2022) provided the background, methodologies, results and interpretations of the LTAG analysis.

2. DISCUSSION

2.1 Brief Highlights on LTAG Report

2.1.1 ICAO's CAEP LTAG-TG report does not contain any assessment (quantitative or qualitative) on the impact of a LTAG on various countries and gives limited clarification whether the in-sector measures covered can be implemented in developing countries.

2.1.2 The report does not include an assessment on the means of implementation of LTAG, neither has it considered how LTAG could be implemented based on the CBDR principle. The analysis on capacity building projections for the developing countries is very limited.

2.1.3 The CAEP report presents three aspirational scenarios low (IS1), mid (IS2) and high (IS3) generated for considering the LTAG. The three scenarios IS1, IS2, and IS3 generate Carbon Emissions savings of 39%, 68% and 87% respectively. None of the three scenarios created to assess the LTAG reach zero CO2 emissions through the use of in-sector measures (i.e., technology, operations, and fuels). The costs and investments associated with the scenarios are largely driven by fuels (e.g., SAF) and will also require significant investments from governments and industry. The investments required from States would be 15 to 180 billion USD for IS1 and to support advanced aircraft configuration and/ or energy systems under IS2 and IS3, the investment could increase to 75 to 870 billion USD. The incremental fuel related costs for Airlines (minimum selling price of fuels minus conventional jet fuel price) will be 1100 billion USD for low, 2700 billion USD for Mid and 4000 billion USD for high aspirational goals.

2.2 Concept of Net Zero

2.2.1 In the recent past, the discourse on climate change has increasingly been referring the phrase 'Net Zero'. In simple terms, net zero refers to the balance between the amount of greenhouse gas produced and the amount removed from the atmosphere. The goal of the Paris Agreement is to limit global warming to well below 2 degree Celsius, preferably to 1.5 degree Celsius, compared to pre-industrial levels. To achieve this long-term temperature goal, countries aim to reach global peaking of greenhouse gas emissions as soon as possible to achieve a climate neutral world by mid-century (year 2050).

2.2.2 The commitments on Climate Change emanate from the UNFCCC and Paris Agreement. The text of the Paris Agreement provides for 'global peaking' as opposed to 'individual peaking'. Article 4 of Paris Agreement reads: "In order to achieve the long-term temperature goal set out in Article 2, Parties aim to reach global peaking of greenhouse gas emissions as soon as possible, recognizing that peaking will take longer for developing countries." This is a conscious and considered insertion in the text with full recognition of the fact that peaking will take longer for developing countries.

2.2.3 Further it is also logical that if we truly believe in the principles of Common but Differentiated Responsibilities (CBDR) and of Equity, we can only have a 'Global Net Zero'. This is because, taking into consideration Article 4 of Paris Agreement, it is evident that both developed and developing countries would not peak at the same time or attain Net Zero at the same time. The developed countries, given their historical emissions, will have to peak first, and logically reach the goal of Net-Zero first. That is why the concept accepted in the Paris Agreement is a 'global peaking' and not 'individual peaking'.

2.3 It is evident from the above that in context of feasibility of LTAG for International Aviation, LTAG is feasible only if we pursue a 'Global Net Zero'. This 'Global Net Zero' approach has already been reflected in the consensus document of G-20 Summit. There is no reason why it should not be the approach when it comes to international civil aviation as well, since Article 4 of the Paris Agreement and the principle of equity should be respected. It is equally evident that developed countries have to take the lead in pursuing a "Net-Minus" by year 2050 to accommodate the "Net-Plus" of developing countries.

2.4 India considers that ICAO Member States must agree to 'Global Net Zero by year 2050' as the aviation sectors in developing countries will take longer to reach 'Net-Zero', it can only be compensated, if aviation sector of developed countries reaches 'Net-Zero' earlier than year 2050. It logically follows that if the developed countries are achieving individual 'Net-Zero' in year 2050, we would, in effect, be moving farther away from achieving the target of 'Global Net Zero' by year 2050.

2.5 It is important to note that LTAG should not only be feasible but also practical, pragmatic, and realistic. In order to make LTAG feasible, technical studies made by the States and applied to the international aviation sector should also be taken into consideration along with the international technical studies and International Intergovernmental Panel on Climate Change (IPCC) findings.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper.

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