

**57th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Incheon, Republic of Korea
4 – 8 July 2022*

AGENDA ITEM 7: AVIATION AND ENVIRONMENT

**APAC MONTREAL GROUP: PREPARATIONS FOR THE
HIGH- LEVEL MEETING ON A LONG TERM
ASPIRATIONAL GOAL**

Presented by the Representative of the Australia on the ICAO Council, on behalf
of the ICAO Council Representatives of Australia, China, India,
Japan, Malaysia, the Republic of Korea and Singapore

SUMMARY

The Asia-Pacific Region's Representatives on the ICAO Council provide further guidance on the upcoming High-Level Meeting on the Long-Term Aspirational Goal.

APAC MONTREAL GROUP: PREPARATIONS FOR THE HIGH-LEVEL MEETING ON A LONG-TERM ASPIRATIONAL GOAL

1. INTRODUCTION

1.1 The High-Level Meeting on the feasibility of a Long-Term Aspirational Goal for international aviation CO₂ emissions reductions (HLM-LTAG) will be convened from 19-22 July.

1.2 Asia-Pacific representatives on the ICAO Council (Montreal Group) have been heavily involved in discussions ahead of the HLM, and would like to update the Conference on meeting logistics and substantive matters, to aid Asia-Pacific States in their preparations for the meeting.

2. DISCUSSION

2.1 HLM Arrangements

2.1.1 The meeting will be the first high-level meeting to be conducted as a hybrid event, with in-person participation in Montreal, Canada which would facilitate consultation between delegations as well as virtual participation to provide a more inclusive involvement of States and the industry. On present information, up to three delegates per Member State will be permitted to attend the meetings in-person, with no limit on virtual participation.

2.1.2 As with the High-Level COVID Conference, many States are likely to take advantage of virtual arrangements and have Ministers participate remotely. We are also expecting a number of Directors General, either participating virtually or in-person. It is expected that participants will have the authority to enter into undertakings on behalf of their Governments.

2.1.3 The meeting was recently extended from three days to four days to enable more time for Ministerial statements, with the hope of encouraging greater Ministerial participation in the meeting. Ministers will be provided an opportunity to make their opening statements in the afternoon session of the first day (Tuesday, 19 July). Montreal Group has put in a request for Asia Pacific Ministers attending virtually to be accorded priority given the time zone difference or to have pre-recorded Statements to be accepted.

2.1.4 Asia-Pacific States participating remotely should be aware that the meetings are likely to run over time each day, and that the Secretariat is already planning for such contingencies.

2.2 Key Issues to be discussed at HLM

2.2.1 There are six ‘building blocks’ to guide the formulation of the LTAG. These six building blocks are: (i) Scientific Understanding; (ii) Technical Feasibility; (iii) Level of Ambition; (iv) State Action Plans and Roadmaps; (v) Means of Implementation; and (vi) Means of Monitoring Progress. The Secretariat will provide a working paper for each building block to provide the background and context to facilitate discussion at the meeting. Recommendations would be drawn from each building block discussion and collectively, the consolidated Recommendations, with a preamble elaborating the guiding principles of the entire LTAG deliberation, will form the overall outcome of the HLM-LTAG.

2.2.2 Of the six building blocks, we expect the discussions to focus on two main issues - Level of Ambition and Means of Implementation.

Level of Ambition:

2.2.3 The level of ambition for LTAG would outline the collective level of emissions reductions to be achieved by the sector in a given timeframe. This understanding is to adopt the same approach for the existing global goals of 2% fuel efficiency from 2012 and Carbon Neutral Growth from 2020 (CNG2020).

2.2.4 Based on current discussions, the intent would be to agree to a collective global goal for emissions reductions, not attributable to any individual member State. Some States could achieve more and sooner than others but the idea is that all States are moving toward the same outcome and, when taken together, achieve the agreed emissions reductions.

2.2.5 There also remain concerns raised by some States regarding significant gaps among different States in relation to the feasibility of aviation decarbonization technologies, and not all the countries have the same capacities to achieve a collective goal at the same time horizon, which might necessitate further work on the feasibility study.

2.2.6 The level of ambition, should it be agreed, will need to recognise the different circumstances amongst States in their capacity to respond to the challenges of climate change. Any LTAG, regardless of level of ambition, must be supported by appropriate measures to assist developing States in their decarbonisation efforts towards that goal.

Means of implementation:

2.2.7 As mentioned, the means of implementation refers to the level of support required to achieve an emissions reduction goal (should it be agreed). Greater level of support would be expected to be provided to developing states to ensure a ‘just transition’ toward decarbonisation.

2.2.8 It is expected that a desired outcome would be achieved during the HLM-LTAG regarding the establishment of a concrete assistance mechanism for international civil aviation emission reduction and a roadmap of implementing the assistance will be consequentially elaborated for the Assembly’s consideration in the Council’s working paper on Climate Change

2.2.9 ICAO has recently launched the ACT-SAF programme, which intends to bring partners together to facilitate capacity-building and implementation support related to Sustainable Aviation Fuels (SAF). It is intended to extend this program to other decarbonisation efforts in support of an LTAG (including operations, infrastructure and aircraft technologies) potentially under a ACT-LTAG arrangement.

2.2.10 For the Asia-Pacific, efforts to reduce aviation emissions present an important opportunity for new industries and employment in the region. There is significant potential in using feedstocks in Asia-Pacific to produce aviation fuels as well as the development of other cleaner energy sources. The key will be to ensure support measures, in particular financial, technical and capacity building assistance, which can unlock this potential and drive down the cost of producing the fuels (which, in turn, will mean the cost of the fuel itself).

2.3 Preparing for the HLM

2.4 Asia-Pacific States are encouraged to read the ICAO Committee on Aviation Environment Protection report on the feasibility of an LTAG. The report provides three different scenarios for emissions reductions, based on varying degrees of technological readiness and attainability.

2.5 The Montreal Group encourages Asia-Pacific States to attend the HLM. It will be important to ensure the interests of the Asia-Pacific are heard at the meeting and that the region is not left behind or left out of these discussions.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- (a) Note the meeting logistics and substantive issues for discussion at the upcoming High-Level Meeting on a Long-Term Aspiration Goal for reducing international aviation emissions.
- (b) Encourage close discussions among Asia-Pacific States to ensure the interests of the region are reflected in any decision on an LTAG.

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