



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

**FINANCING THE IMPLEMENTATION OF THE LONG TERM ASPIRATIONAL GOALS
SCENARIOS FOR THE AFRICAN CONTINENT**

(Presented by the 54² Member States of the African Civil Aviation
Commission (AFCAC))

SUMMARY

This working paper highlights the costs associated with long-term aspirational goal (LTAG) scenarios and the need for financing options for States, in particular the African States in order to ensure that the implementation of any agreed LTAG does not inhibit the growth of African aviation sector.

The post COVID-19 forecast scenarios by ICAO using the low recovery scenario projects that Africa will have a 4% growth (2018-2050). This is an indication that Africa will need to invest in expanded capacities to support this growth while equally investing in carbon reduction projects as part of any agreed LTAG.

The report³ by ICAO on Climate Change Financing indicates that international aviation currently has no dedicated financial mechanism related to climate change hence the need for ICAO and industry partners to explore financing options for African States for any agreed LTAG implementation.

Action by the Meeting is in paragraph 2.

1. INTRODUCTION

1.1 During the 40th Session of the ICAO Assembly, ICAO Member States requested the Council to continue to explore the feasibility of a long-term global aspirational goal (LTAG) for international civil aviation through conducting detailed studies assessing the attainability and impacts of any goals proposed,

¹ English and French versions provided by AFCAC.

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Swaziland, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia and Zimbabwe.

³ <https://www.icao.int/environmental-protection/Pages/financing.aspx>

including the impact on growth as well as costs in all countries, especially developing countries, for the progress of the work to be presented at the 41st ICAO Assembly. The report by CAEP on LTAG reveals three (3) integrated scenarios taking into account “readiness, capacity to achieve and ambition”.

1.2 CAEP has further assessed the costs and investments associated with LTAG scenarios with investments from States (i.e. governments) on aircraft configuration and/or energy systems research and development estimated at \$15 to \$180 billion through 2050, costs and investments for air navigation system providers (ANSPs) for LTAG specific operations measures estimated from \$11 to 20 billion by 2050, costs and investments for airports and operations measures are also estimated to range from \$2 to 6 billion across LTAG scenarios among other investments by aircraft manufacturers and air operators (airlines).

1.3 The report³ by ICAO on Climate Change Financing indicates that international aviation currently has no dedicated financial mechanism related to climate change. Because international aviation is not covered by the Kyoto Protocol, it has no access to any of the Kyoto flexible financing instruments such as the Climate Investment Fund (CIF) or Clean Development Mechanism (CDM). The absence of a structured mechanism does not mean that there are no initiatives or specific examples of financial contributions to support aviation climate change actions. It is worth noting that some States in Africa have previously benefited from funding initiatives such as the ICAO – EU Assistance Project that resulted in CO₂ reductions from some of the implemented projects.

1.4 The post COVID-19 forecast scenarios by ICAO using the low recovery scenario projects that Africa will have a 4% growth (2018-2050). With this forecasted growth, it is important that substantial capital investment is made available to implement carbon reduction projects in African aviation industry, in line with the 40th Session resolution A40-18 especially “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”.

1.5 Lack of access to financing by African States to adequately meet the cost of LTAG scenarios to be agreed while supporting the projected growth of the African aviation sector may pose a risk to the anticipated growth and if left unattended will inhibit the growth of African aviation sector.

2. ACTION BY THE HLM-LTAG

2.1 The HLM-LTAG is invited to:

- a) note the information provided in this working paper;
- b) note the probability that the cost of any agreed LTAG implementation may inhibit the growth of the African aviation sector;
- c) recommend that ICAO ensure that the implementation of any agreed LTAG should not inhibit the growth of African aviation sector;
- d) agree to the request that the implementation of agreed LTAG should not inhibit the growth of African aviation sector;
- e) encourage ICAO, member States and partners to explore availability of financial access/support to support African States to meet the financial obligations associated with any agreed LTAG;

- f) discuss and consider the request for the setup of a fund mechanism for all developing States, especially the African States to be made available for their readiness and attainability of any agreed LTAG;
- g) recommend that ICAO conducts future work towards an ICAO fund mechanism towards the implementation of any agreed LTAG; and
- h) encourage member States, ICAO and other regional organism to support African State in conducting their own analysis for their own purpose to determinate the need for financing, capacity building an technologies for the implementation of LTAG.

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