

# **HIGH-LEVEL MEETING ON THE FEASIBILITY OF A LONG-TERM ASPIRATIONAL GOAL FOR INTERNATIONAL AVIATION CO<sub>2</sub> EMISSIONS REDUCTIONS**

**19 – 22 July 2022**

## **STATEMENT BY AFRICAN MINISTERS**

(Presented by Mr. Carlos Jorge Santos, Minister of Tourism and Transport from Cabo Verde)

### **(AFRICAN CIVIL AVIATION VIEW ON THE LONG TERM ASPIRATIONAL GOALS)**

**Distinguished guests,**

#### **1. Introduction: Long Term Aspiration Goal**

1.1 During the 40<sup>th</sup> 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, 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 41<sup>st</sup> ICAO Assembly.

1.2 To this effect, the AFCAC member States note the progress leading to the development of the Report on the Feasibility of a Long Term Aspirational Goal (LTAG) for International Civil Aviation CO<sub>2</sub> Emissions Reductions by the ICAO Committee on Aviation Environmental Protection (CAEP) – The LTAG report.

1.3 The AFCAC member States commend ICAO Council and the CAEP for the work and the analysis that has been undertaken to develop the report and the associated integrated scenarios that will be considered at this High Level Meeting and the 41<sup>st</sup> ICAO Assembly.

1.4 The results presented in the LTAG report have three (03) integrated scenarios taking into account “readiness, capacity to achieve and ambition.

#### **2. The African situation**

2.1 Air transport growth and liberalization is a key priority for the African continent. The African Union has adopted the Agenda 2063 flagship projects that are geared towards the growth of African air transport sector. In addition, Environmental Protection and specifically, combating the impacts of climate change is a key priority for the African continent.

2.2 Many African States are most vulnerable to the effects of climate change. The States are reliant on civil aviation for connectivity. The States, however, still face challenges to take rapid action in the transition to any agreed LTAG. The major challenges faced by African States have been identified as capacity building, technological transfer and access to finance.

<sup>2</sup><https://www.icao.int/environmental-protection/Pages/financing.aspx>

2.3 Furthermore, the COVID-19 pandemic impacts on the aviation sector still linger. According to the Economic Impact Analysis report by ICAO on the Effects of COVID-19 dated 10 June 2022, Africa had a total of 39% decline in seat capacity, a 52% reduction in passenger numbers and a loss of USD 11,138 million in the year 2022 compared to 2019. These figures compared to the impact of COVID-19 at global level still show higher losses in Africa.

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

2.5 AFCAC member States acknowledge the importance of climate action for the aviation sector. However, we emphasize that the implementation of any agreed LTAG should take into account the need for the African aviation industry to recover from the COVID-19 impacts, the need to build capacity and skills by different member States, the need to mobilize finance and deploy appropriate technologies towards any agreed LTAG.

2.6 The three (03) integrated scenarios presented by the LTAG Report show that significant action is required to deploy appropriate technology, operating procedures and capabilities, and the use of sustainable aviation fuels (SAF).

2.7 The LTAG report further acknowledges that there is a need for capacity building and assistance to realise the scenarios. The report identifies that this could include workshops on solutions that States can implement to reach goals, including understanding likely costs, and assistance on monitoring and measuring CO<sub>2</sub> emissions from international aviation, as part of an overarching training programme.

### **3. Recommendations**

3.1 Expansion and roll out of a Capacity Building program to all developing States and especially to African States must be a priority to support action by States on any agreed LTAG. The capacity-building program must be tailored to target specific States' needs as a means to achieve any agreed long-term aspirational goals. ***No Country must not be Left Behind.***

3.2 A report<sup>2</sup> by ICAO on Climate Change Financing indicates that International civil aviation currently has no dedicated financial mechanism related to climate change hence the need for ICAO and industry partners to explore financing options available to African States for LTAG implementation.

3.3 Limited access to financial resources by developing States and especially Africa States to adequately meet the cost of any agreed LTAG may pose a risk and if left an attended will inhibit the growth of African aviation sector.

3.4 The LTAG report has further assessed the costs and investments associated with LTAG scenarios. The report acknowledges that investments will be required from governments and industry. The report further indicates that the costs and investments associated with the scenarios are largely driven by fuels (e.g. SAF). In this regard, any agreed LTAG should be cost-effective and any additional costs arising from the introduction of new technologies, advanced operational measures, and sustainable aviation fuels should take into account the capacity of developing States especially African States.

<sup>2</sup><https://www.icao.int/environmental-protection/Pages/financing.aspx>

3.5

The African States, members of the AFCAC further recommend that;

- a) The implementation of any agreed LTAG should not inhibit the growth of African Aviation Sector or its recovery from the COVID-19.
- b) The High Level Meeting explore options for availing financial resources to developing States and especially the African States to support actions towards any agreed LTAG.
- c) Consider the principle that any agreed LTAG may be included in the voluntary State Action Plans to Reduce International Aviation Emissions as the best means of monitoring the progress;

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