



**WORKING PAPER**

**ASSEMBLY — 38TH SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 17: Environmental Protection**

**ASSISTANCE TO STATES – AVIATION AND CLIMATE CHANGE**

(Presented by the Council of ICAO)

**EXECUTIVE SUMMARY**

This paper reports on the developments related to the provision of assistance to Member States in facilitating access to technology transfer, capacity building and financial resources, as well as in the preparation of action plans on CO<sub>2</sub> emissions reduction activities since the last Assembly.

By the end of June 2013, 61 ICAO Member States, representing over 78.89 per cent of global international air traffic prepared and submitted action plans to ICAO. This accomplishment is in large part due to the provision of guidance and technical assistance to Member States. The ICAO “Assistance for Action – Aviation and Climate Change” Seminar in October 2012 shared information and identified opportunities to support assistance required to implement the measures identified in States’ action plans. In order to facilitate access to financial resources, technology transfer and capacity building to developing countries, ICAO has been identifying synergies with the climate change mitigation activities of other international organizations, ICAO Member States and development banks, and constructively engaging with those that have funds earmarked and dedicated for climate change mitigation activities.

**Action:** The Assembly is invited to:

- a) acknowledge the developments and support the continued work of the Organization in providing assistance to States in the preparation and implementation of action plans and in continuing to facilitate access to existing and new financial resources, technology transfer and capacity building to developing countries; and
- b) consider the information contained in this paper for the update of Assembly Resolution A37-19.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective C – <i>Environmental Protection and Sustainable Development of Air Transport.</i>
<i>Financial implications:</i>	The activities referred to in this working paper will be undertaken subject to the resources available in the 2014 – 2016 Regular Programme Budget and/or from extra-budgetary contributions.
<i>References:</i>	A38-WP/28, <i>Sustainable Alternative Fuels for Aviation</i> A38-WP/30, <i>States’ Action Plans for CO<sub>2</sub> Emissions Reduction Activities</i> A38-WP/34, <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change</i>

## 1. INTRODUCTION

1.1 Assembly Resolution A37-19 requested the Council to provide guidance and other technical assistance for the preparation of States' action plans prior to the end of June 2012, in order for States to conduct their necessary studies and to voluntarily submit action plans to ICAO (Resolution A37-19, paragraph 11).

1.2 It also requested the Council to study, identify and develop processes and mechanisms to facilitate the provision of technical and financial assistance, as well as facilitate access to existing and new financial resources, technology transfer and capacity building, to developing countries, and initiate specific measures to assist developing States as well as to facilitate access to financial resources, technology transfer and capacity building (Resolution A37-19, paragraph 22).

## 2. DEVELOPMENTS

### 2.1 Capacity Building and Technology Transfer

2.1.1 Since the 37th Session of the Assembly, a robust capacity building programme was put forward to assist States, in particular for the preparation and submission of their action plans on CO<sub>2</sub> emissions reduction activities for international aviation, including a guidance document, a web interface and worldwide training workshops (see A38-WP/30, *States' Action Plans for CO<sub>2</sub> Emissions Reduction Activities*).

2.1.2 The ICAO Secretariat developed detailed guidance material that provides assistance to member States in arriving at baseline and projected emissions from international aviation, using well-defined models and methodologies such as the ICAO Carbon Emissions Calculator. The guidance material was developed by the Secretariat in collaboration with an ad-hoc expert group and was endorsed by the Committee on Aviation Environmental Protection (CAEP) in September 2011. The guidance also provides assistance to Member States in selecting actions from a basket of measures that can bring about a reduction in emissions. ICAO conducted hands-on training workshops between 2011 and 2012 covering all ICAO regions, during which States representing more than 93 per cent of global international air traffic were trained. ICAO has continued to provide assistance, including through individual contact and through regular conference calls with government and industry stakeholders in Member States, with a view to providing States with specific tools and necessary information on the use of the guidance material.

2.1.3 ICAO has been offering technical assistance by developing specific tools and related guidance material on the use of the tools. The CAEP-approved ICAO Fuel Savings Estimation Tool (IFSET), developed by the Secretariat with support from States and international organizations, assists Member States and air navigation service providers (ANSPs) in determining expected fuel savings from implementation of various operational improvements. The IFSET will also facilitate the on-going analysis being carried out by the Secretariat on the assessment of environmental benefits from the Aviation System Block Upgrades (ASBU) strategy.

2.1.4 In addition, ICAO conducted a workshop on sustainable alternative fuels for aviation in 2011. The objective of this workshop was to inform States and relevant stakeholders on the latest developments on the use of alternative fuels for aviation. The workshop was attended by over 200 participants, and ICAO developed an informative review of the major deliverables from the workshop and disseminated it through the ICAO public website. ICAO also established a Sustainable

Alternative Fuels for Aviation (SUSTAF) Expert Group to prepare recommendations in this area (see A38-WP/28, *Sustainable Alternative Fuels for Aviation*).

2.1.5 In order to enhance information sharing and to promote best practices amongst States, substantial efforts were undertaken toward the development of various information sharing web-based portals. These cover a range of issues on environment including technical guidance, voluntary measures, sustainable alternative fuels initiatives, and States' action plans, among others, to enhance capacity building and technology transfer to ICAO Member States.

2.1.6 In addition, ICAO releases on a yearly basis a special edition of the ICAO Journal; every three years, prior to the Assembly, an ICAO Environmental Report covering the latest developments and technical guidance related to aviation environment issues, is published. The ICAO Symposium on Aviation and Climate Change "Destination Green", held in May 2013, further shared information on the latest developments in the area of aviation and environment with ICAO Member States and other key stakeholders.

## 2.2 Climate Finance

2.2.1 In order to fulfil the request of Assembly Resolution A37-19, paragraph 22 pertaining to facilitating the provision of technical and financial assistance, as well as facilitate access to existing and new financial resources, technology transfer and capacity building to developing countries, and to meet the assistance needs requested by States in submitted action plans, the ICAO "Assistance for Action – Aviation and Climate Change" Seminar was held in October 2012 in Montréal (<http://www.icao.int/meetings/acli/>), which was attended by 164 participants from 47 Member States and 19 international organizations.

2.2.2 The Seminar provided States and other stakeholders with invaluable information on a range of assistance projects, including capacity building, new technologies, financing for emissions reduction activities, technology transfer and technical support. In particular, it highlighted the synergies and constructive engagement between ICAO, its Member States, stakeholders and other international organizations during the first phase of the initiatives related to States' action plans. During the financing session of the seminar, speakers from six international organizations and development banks discussed and identified real opportunities to build partnerships to support financial assistance required to implement the measures identified by States in action plans.

2.2.3 After the successful completion of the first phase of provision of assistance to States in the preparation of their action plans, the focus is now to support States that need assistance in implementing the CO<sub>2</sub> emissions reduction actions identified therein, mainly, through the collaboration with the Technical Cooperation Bureau of ICAO and partnerships with other UN organizations, Member States and multilateral funding agencies.

2.2.4 This collaboration is currently being formulated with the United Nations Development Programme (UNDP) and the Global Environment Facility (GEF), using the framework of existing MOUs and agency agreements<sup>1</sup>. ICAO will also look into the feasibility of entering into new MOUs or such other agreements with other organizations that have funding streams dedicated to climate change mitigation, so as to make available different financing options to Member States requesting assistance.

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<sup>1</sup> The Global Environment Facility (GEF) was established as a program in the World Bank to assist in the protection of the global environment and to promote environmental sustainable development.. There is an existing MOU between ICAO and United Nations Development Programme (UNDP) where ICAO is an executing agency of the UNDP. There is also an existing agency agreement between UNDP and the GEF where UNDP is an implementing agency of the GEF.

### 3. NEXT STEPS

3.1 Progress of work by the Organization on assistance to States was considered by the High-level Group on International Aviation and Climate Change (HGCC), as part of its work to develop policy recommendations for the Council regarding the elements of the 38th Assembly Resolution on international aviation and climate change (see A38-WP/34, *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change*).

3.2 States' action plans can be the effective means to facilitate the provision of assistance to States for implementation of the planned actions. ICAO will be actively engaging with Member States that have requested assistance in implementing measures that will reduce CO<sub>2</sub> emissions from international aviation. This engagement will provide a detailed understanding of the scope of the measures, the duration, technical details, and the financing needed to implement the measures and the inherent CO<sub>2</sub> emissions reductions.

3.3 A robust action plan that follows ICAO guidance and clearly identifies environmental benefits and assistance needs are paramount for States in order to secure financing from international organizations, development banks and donor States. ICAO will facilitate the provision of financing to Member States for the implementation of submitted action plans, including the formulation of collaboration with UNDP/GEF and other organizations that have funding streams dedicated to climate change mitigation, as well as support with respect to the actual implementation of the measures, including through the Technical Cooperation Bureau (TCB).

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