



## ASSEMBLY — 38TH SESSION

### EXECUTIVE COMMITTEE

#### Agenda Item 17: Environmental Protection

#### POSITION OF AFRICAN STATES ON CLIMATE CHANGE

(Presented by 54 African States<sup>2</sup>)

#### EXECUTIVE SUMMARY

This Working Paper examines the developments that have taken place since 2010 after the adoption of Resolution A37-19 on Environment. It gives a synopsis of the efforts being made by African States to address the issue of Climate Change as well as highlights the responsibility of ICAO to continue to provide the required leadership on the matter. It further outlines the position of African States on the need for a global Market Based Measures (MBM) Scheme which should take into cognisance, the principle of Common But Differentiated Responsibilities (CBDR) and Special Circumstances and Respective Capabilities (SCRC) of Developing States.

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

- a) request the Council to develop, for consideration at the 39<sup>th</sup> Assembly in 2016, an administratively simple global MBM Scheme, which should be a transitional measure and complementary to the technical measures;
- b) request the Council to ensure that the scheme takes into consideration the principle of Common But Differentiated Responsibilities (CBDR) and Special Circumstances and Respective Capabilities (SCRC) of developing States;
- c) resolve that any MBM that a State or a Region proposes with respect to international civil aviation prior to the adoption of the global scheme, should be based on mutual consent of concerned States and should grant exemptions on the routes to and from Developing States whose international civil aviation activities is below the threshold of 1% of total revenue ton kilometres of international civil aviation activities;
- d) direct the Council to put in place appropriate modalities to continue to assist States on the preparation of their respective Action Plans;
- e) reiterate the leadership role of ICAO in the matters of emissions from international civil aviation; and
- f) urge Member States to avoid designing and implementing any MBMs Schemes outside of the ICAO framework.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective C – <i>Environmental Protection and Sustainable Development of Air Transport.</i>
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<sup>1</sup> English and French versions provided by the African Civil Aviation Commission (AFCAC).

<sup>2</sup> Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African Republic, Chad, Comoros, Congo, Côte 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, Zimbabwe.

<i>Financial implications:</i>	The activities referred to herein will be undertaken through the resources available in 2014 – 2016 Regular programme budget and/or from extra budgetary contributions
<i>References:</i>	Document 9958, <i>Assembly Resolutions in Force (as of 8 October 2010)</i>

## 1. INTRODUCTION

1.1 The issue of climate change has occupied the centre stage of the aviation industry for a long time. The 37<sup>th</sup> Assembly adopted Resolution A37-19 thereby making civil aviation the first industry to have a globally harmonized agreement on measures to mitigate greenhouse gas emissions. ICAO and the member States have worked assiduously to actualize the provisions of this resolution.

1.2 The efforts include the development of State Action Plans by member States, working on the feasibility of a global scheme on Market Based Measures (MBMs), increasing the efficiency of Air Traffic Services and airport operations, setting new noise standards, continuous development of alternative fuels in commercial quantities and assisting States to prepare their respective Action Plans.

1.3 The industry has played a supportive role by *inter alia* investing in new generation aircraft and adopting appropriate operational procedures and promoting the continuous work towards the global MBM scheme.

1.4 African States reorganize and support the continuing efforts of ICAO towards developing a global solution for addressing emissions from international civil aviation.

## 2. EFFORTS BEING MADE BY AFRICAN STATES

2.1 African States have continued to pursue all aviation matters related to the environment with a strong commitment to ICAO's leadership on the matter. The Continent notwithstanding the "*de minimis*" provision in Resolution A37-19, have agreed to voluntarily contribute towards achieving the Global Aspirational Goals, by submitting their respective Action Plans.

2.2 At the request of African States, ICAO organized a second workshop for Africa on the preparation of State Action Plans. The workshop was hosted by the African Civil Aviation Commission (AFCAC) in Dakar, Senegal.

2.3 In addition to the development of State Action Plans, some States have embarked, *inter alia*, on the following programmes to reduce emissions:

- a) fleet renewal programmes made possible by the Cape Town Convention, which has enabled the airlines to acquire new generation aircraft;
- b) modernization of the Air Traffic Management Systems including Performance Based Navigation (PBN); and
- c) the use of environment-friendly ground support equipment and use of renewable energy sources such as solar and wind turbine.

2.4 African States have also instructed AFCAC to develop guidelines for uniform and coordinated approach to mitigate emissions by civil aviation industry in Africa.

### 3. AFRICA'S POSITION ON CLIMATE CHANGE

3.1 ICAO and member States should put more emphasis and work towards a basket of measures including the development of efficient aircraft technologies, establishment of CO<sub>2</sub> Standard, improvement of Air Traffic Management (ATM) efficiency, operational procedures and sustainable use of alternative fuels while taking into consideration its effect on the bio-diversity and eco-system and at the same time, avoiding the competition with food and water security.

3.2 ICAO should implement development programmes to assist developing States with respect to capacity building, financing and technology transfer.

3.3 African States acknowledge the on-going efforts by ICAO towards the development of a global MBM Scheme. African States fully support a global MBM scheme under the leadership of ICAO, which should be a transitional measure and complementary to those measures described in paragraph 3.1 above.

3.4 Additionally, the Region is strongly of the view that in developing the scheme for MBM, ICAO should take into consideration, the principle of Common but Differentiated Responsibilities (CBDR) as contained in the provisions of the UNFCCC and Kyoto Protocol as well as the Special Circumstances and Respective Capabilities (SCRC) of Developing States.

3.5 African States are also of the view that should a State decide to implement an MBM on international civil aviation prior to the adoption of a global MBM Scheme, such MBM (of that State) should be based on mutual consent of all States concerned.

3.6 In implementing the MBM referred to in 3.5, exemptions should be granted on routes to and from Developing States whose international civil aviation activities is below the threshold of 1% of total revenue ton kilometres.

### 4. CONCLUSION

4.1 The preference of African States is to retain the *de minimis* provisions as contained in paragraphs 15 and 16 of Assembly Resolution, A37-19. Those provisions are neutral in respect of both developing and developed States. However African States remain open to other options as long as they are simple, specific and adequately address SCRCs of the Developing States.

4.2 African States also prefer a global MBM scheme instead of patch work of national or regional MBMs and urge member States to support the ICAO efforts toward the development of the Global Scheme.