



ASSEMBLY — 38TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 17: Environmental Protection

**ACTION PLAN OF CENTRAL AMERICA TO REDUCE EMISSIONS FROM
INTERNATIONAL CIVIL AVIATION (CAAPER)**

(Presented by the six² States of Central America)

EXECUTIVE SUMMARY

This working paper refers to the development of the Action Plan of Central America to reduce CO₂ emissions from international civil aviation, so-called as CAAPER. This plan includes a brief description of the key criteria and elements it is based upon. It also includes an analysis of the regional context with regard to Civil Aviation, emissions and impact of climate change. Likewise, a series of strategies divided into Support Strategies, Reduction Measures and Supplementary Actions are included in the CAAPER; the main progress on this subject made to this date is also addressed in this plan. This document explains the duties to be carried out by the States of the region according to their capabilities; it also invites the parties involved in the public and private sectors of this area, who are important for the progress of the objectives, to actively participate in this process.

<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>	No financial implications.
<i>References:</i>	Resolution A37-19 , <i>Consolidated statement of continuing ICAO permanent policies and practices related to environmental protection – climate change</i> Report of the 96th Meeting of Directors General of Civil Aviation of Central America and Panama (DGAC/CAP/96), Mexico City, May 2012 Report of the 97th Meeting of Directors General of Civil Aviation of Central America and Panama (DGAC/CAP/97), Nicaragua, March 2013. Report of the Thirteenth Meeting of Directors of Civil Aviation of the Central Caribbean (C/CAR/DCA/13), Havana, Cuba, May 2013.

¹ English and Spanish translation was provided by the six States of Central America.

² Guatemala, Belize, Honduras, El Salvador, Nicaragua and Costa Rica

1. INTRODUCTION

1.1 The 37th session period of the 2010 ICAO Assembly represented an important progress to deal with the subject of greenhouse gas emissions from International Civil Aviation. Though there were reservations concerning the A37-19 Resolution, an important precedent was set to promote a global goal scenario in International Civil Aviation to stabilise CO₂ emission levels.

1.2 As a region, the States of Central America (Guatemala, Belize, El Salvador, Honduras, Nicaragua and Costa Rica) acknowledge ICAO efforts to make progress in the reduction of greenhouse gas emissions from international flights. For this purpose, voluntary Action Plans to Reduce CO₂ Emissions represent an important strategy to adopt short-term and medium-term actions that cause very valuable long-term benefits in the field of climate change. This strategy also allows States to establish measures according to their territorial capabilities and conditions, thus providing for more proactive and convincing actions.

1.3 The 96th Meeting of Directors General of Civil Aviation of Central America and Panama (DGAC/CAP/96), held in Mexico City, from 22 to 25 May, 2012, established an important commitment for the region. The proposal for the States of Central America to develop a joint action plan to deal with CO₂ emissions was presented in this meeting. The State of Guatemala was designated as a Coordinator State in this regard, to promote joint efforts in the focal points to develop an Action Plan of Central America to Reduce Emissions (CAAPER).

2. ANALYSIS

2.1 It is important to point out that the development of a Regional Action Plan to Reduce Emissions has been a very valuable option for the States of Central America to strengthen regional integration and make positive contributions to deal with global warming. Sharing air navigation services allows establishing actions to reduce emissions from the operations generated in any of the States. In addition, the implementation of regional joint strategies by the States of Central America helps reduce emissions from all operators, that though not landing on regional airports, are using the high level airspace.

2.2 It is worth mentioning again that the States of the region are developing countries, which are highly vulnerable and sensitive to climate change. Therefore, aspects like voluntary work and identification of special circumstances and specific capabilities of the States are deemed as key CAAPER elements.

2.3 Voluntary work refers to the initiative and commitment of States showing the intention to help reduce emissions under a voluntary adoption of a series of proposed strategies, measures and programmes, which States can keep from implementing, if identified as affecting States or air navigation services companies in the region.

2.4 The CAAPER includes a series of strategies for the different parties concerned in the field of regional civil aviation (persons and groups) to participate in a set of activities aiming to cause a positive impact in the reduction of greenhouse gas emissions to the atmosphere and help improve environmental protection in its different scopes. Some of these strategies are institutional strengthening, promotion of technologies, infrastructure modernisation, operational improvements, development of incentives, promotion of development and investigation, development of compensation programmes and

voluntary work. These strategies have been grouped into three main areas: Support Strategies, Reduction Measures and Supplementary Programmes.

2.5 The CAAPER is designed such that the three groups of strategies are gradually implemented, in order to make progress and contributions to global goals, without compromising the development of regional aviation. To this date, the region has significantly progressed in the institutional strengthening of States through a series of training workshops and follow-up work teams. Additionally, 18 RNAV routes have been implemented in the Central American FIR; meanwhile, six more routes are expected to be added at the end of this year. Moreover, new departure and arrival procedures have been implemented in the various airports of the States, as part of the PBN implementation and as an effort to apply operational measures for emission reduction.

2.6 The CAAPER has provided for the implementation of an information integration methodology to analyse regional emissions. This statistical information will allow establishing the level of emissions and making a classification according to the country, route and/or aircraft operator. This methodology aims to establish appropriate reduction strategies and mechanisms to evaluate progress in relation to the objectives.

2.7 For the purpose of the CAAPER development and follow-up, it is important to note that a work team composed of the focal points of each State has been formed. Besides, a regional technical entity is expected to be institutionalised within the following months. This entity, together with the work team and representatives of the groups concerned, will provide follow-up and support in the implementation of strategies and the design of mechanisms to measure progress in relation to the objectives.

3. CONCLUSION

3.1 We, the States of Central America, acknowledge ICAO efforts to lead the works and activities related to environmental issues, climate change and air transportation. We also acknowledge that action plans are very important for compliance with ICAO goals, as well as with the objectives related to environmental issues and the promotion of sustainable aviation.

3.2 Central America is one of the world's regions with lower CO₂ emissions to the atmosphere. Nonetheless, it is a highly vulnerable and sensitive region with regard to climate change. Therefore, this is an important issue and there is a considerable initiative by the States of the region to implement the CAAPER according to the capabilities and specific circumstances. This voluntary action plan shows good faith and a commitment to Global Environment, thus helping to the vision of promoting sustainable aviation; moreover, this plan is also expected to become a referent for other countries.

4. PROPOSED MEASURE

4.1 Given the importance of making progress on climate change issues, the States of Central America invite the Assembly to take note of the information included and explore the initiatives shown in the CAAPER.

4.2 The States are encouraged to submit their voluntary action plans to reduce emissions, as well as to promote transparency by making these plans publicly available, such that the efforts made by the States can be joined.

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