



## OUTLINE OF ECAC/EU GUIDELINES FOR THE UPDATE OF EUROPEAN ACTION PLANS FOR CO<sub>2</sub> EMISSIONS REDUCTION

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# ICAO & ECAC Cooperation for SAP initiative

- Following clarifications between ECAC President and ICAO Secretary General in April 2019, the ECAC/EU approach was acknowledged by ICAO:
  - Submission of a **common section** recognised as submission of 44 State action plans, including aggregated baseline and assessment work for ECAC States
  - Continuation of recommendation to ECAC States to **also submit a national section**, while avoiding double counting by not using APER spread sheet for purposes of illustration of national contribution to European measures
- Both organizations are working in collaboration to support ECAC States on updating its Action Plans, with particular attention at receiving consistent and coherent information from ICAO and ECAC

# 2019 3<sup>rd</sup> edition of ICAO Doc 8899

- ICAO guidance for State Action Plans acknowledges coordinated actions between various national authorities: States may wish to include those commonly implemented measures in their States' Action Plans
- This is the case for the 44 ECAC States, which are committed to implementing measures taken in a harmonised manner, for the sake of efficiency and consistency

# European approach for the update of action plans

- ECAC and the EU developed **guidelines to reflect ECAC DGs decision on the European approach to the update of ECAC State Action Plans** since 2012 (latest update 2018) and to translate it into practical aspects
- The **update of the guidance** mainly consists in the update of the common section, attached to the guidance, the approach remaining the same
- The development/update of the guidance and notably the common section is **supported by an ECAC/EU drafting group (APER TG) under supervision of the European Aviation and Environment Group (EAEG)**, and is subject to endorsement by DGs

# European approach for the update of action plans

- **ECAC States are recommended to include in their action plans the following elements :**
  - **A common section to all ECAC Action Plans** which was endorsed by the DG's, **presenting measures taken collectively across Europe and their quantified benefits**
  - **An ECAC baseline scenario**
  - A specific **description of the current state of aviation in the particular country** to be included in the introduction
  - **A national section**

# National section

- Expected to **present additional measures taken at a national level** and, to the extent possible, to provide **estimations of quantified benefits**
- States are also encouraged to describe in the national section **their particular contribution to each pan-European measure**
  - To avoid any double-counting of the benefits, it should be clarified that the benefits of the corresponding national effort in the implementation of the European measure are illustrative and cannot be added to the benefits presented in the European section.

# European collective actions

- States may wish to include those elements amongst the actions taken collectively in Europe which are relevant to their case
- It is important noting that:
  - The extent of participation will vary from one State to another and those are thus involved to different degrees and on different timelines in the delivery of these common actions
  - Some of the measures, although implemented by some, but not all of ECAC's 44 States, nonetheless yield emission reduction benefits across the whole of the region.

# European baseline

- Will be estimated using actual traffic and fuel burn data up to 2019
- APER TG recommends maintaining the preference for using the IPCC methodology to attribute CO<sub>2</sub> emissions to international flights on the grounds of ECAC DG's decision on emphasizing the benefits of European measures beyond European carriers. This recommendation is in line with ICAO Doc 8899.
- The traffic forecast till 2050 might not well reflect yet the current COVID-19 traffic disruption due to lack of sufficient data, but such effect can be reflected in further updates





## Thank you for your attention!

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