



WORKING PAPER

THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE A

Agenda Item 4: Implementing the global air navigation system and the role of planning and implementation regional groups (PIRGs)

4.1: The economic benefits brought by aviation

AVIATION DEVELOPMENT WITHIN A STATE'S NATIONAL PLANNING FRAMEWORK

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This paper highlights the importance of aviation development as an enabler for sustainable development and the need for it to be afforded the appropriate level of importance in a State's national planning framework. Global, regional and national plans should be aligned with the United Nations 2030 Sustainable Development Goals (UN SDGs). Including aviation in a State's overarching national development plan would facilitate and increase the possibility of aid and flow of funding into the air transport sector.

Action: The Conference is invited to agree to Recommendation 4.1/xx – State National Development Plans in paragraph 3.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
<i>Financial implications:</i>	<i>Impact for the aviation community:</i> Considerable opportunities are associated with the development of a national planning framework appropriately aligned to ICAO's Global and regional plans with links to the UN SDGs <i>Impact for ICAO (relative to the current Regular Programme Budget resource levels):</i> Resources are required to develop the necessary guidance material and tools to assist States in including air transport into the development of their National Planning Frameworks.
<i>References:</i>	Assembly Resolution A39-25 – <i>Aviation's contribution towards the United Nations 2030 Agenda for Sustainable Development</i> Doc 9750, <i>Global Air Navigation Plan</i> Doc 10004, <i>2017-2019 Global Aviation Safety Plan</i> <i>ICAO Mapping to the United Nations Sustainable Development Goals (UN SDGs):</i> https://www.icao.int/about-icao/aviation-development/Pages/SDG.aspx

1. INTRODUCTION

1.1 Sustainable aviation is a driver for economic development, trade and tourism. However, it is important to highlight that only 4.2 per cent of annual global development financing¹ currently supports the aviation infrastructure or related projects while road transport was allocated a share of 54.7 per cent. Recognizing that the aviation sector is an enabler for sustainable development, global, regional and national plans should reflect the essential role of air transport and be appropriately aligned with links to the United Nations Sustainable Development Goals (UN SDGs).

1.2 Most States have established processes or frameworks for developing over-arching and cross-sectoral national development plans. These “National Development Plans” guide a State’s overall development investments across sectors and are typically linked to the achievement of the UN SDGs within a State.

2. DISCUSSION

2.1 Aligning aviation development with the 2030 Agenda for Sustainable Development

2.1.1 The 2030 Agenda for Sustainable Development, including its seventeen UN SDGs and 169 targets, was adopted on 25 September 2015 by Heads of State and government officials at the United Nations Sustainable Development Summit in New York. The Agenda is a commitment to eradicate poverty and achieve sustainable development by 2030 worldwide, ensuring that no one is left behind. The adoption of the 2030 Agenda was a landmark achievement, providing a shared global vision towards sustainable development for all. These are not simply goals for the United Nations system to follow, but a framework for aligned action across all parts of society and the global community.

2.1.2 Sustainable transport, including air transport does not have a specific UN SDG but are essential enablers to achieve the 2030 Sustainable Development Agenda (Resolution A39-25 – Aviation’s contribution towards the United Nations 2030 Agenda for Sustainable Development, refers). In particular, air transport has proven to be a catalyst for sustainable development. Accomplishing the UN SDGs will depend on advances in mobility, including air transport which should be safe, secure, efficient, economically durable and environmentally responsible.

2.1.3 ICAO’s Strategic Objectives of Air Navigation Capacity and Efficiency and Safety support 11 of the 17 UN SDGs. Mapping of the Strategic Objectives to the UN SDGs can be found at: <https://www.icao.int/about-icao/aviation-development/Pages/SDG.aspx>. Within these Strategic Objectives, ICAO strives, in close collaboration with the entire aviation community, to increase the capacity and efficiency to meet demand while ensuring that safety performance is maintained or further improved. This is achieved through, amongst others, the development of global strategies contained in the Global Aviation Safety Plan and the Global Air Navigation Plan.

2.2 Including aviation in the National Development Plan of States

2.2.1 In 2016, airlines worldwide carried around 3.8 billion passengers with 7.1 trillion revenue passenger kilometers (RPKs). Fifty-three million tons of freight were transported by air, reaching 205 billion freight tons kilometers (FTKs).² This indicates the significant economic impact of aviation on the

¹ Creditor Reporting System – Organisation for Economic Co-operation and Development (OECD)

² Aviation Benefits 2017, produced by the Industry High Level Group (IHLG)

world economy, which is also demonstrated by the fact that aviation represents 3.5 per cent of the gross domestic product (GDP) worldwide (2.7 trillion US dollars) and has created 62.7 million jobs.

2.2.2 Considerable investments such as the acquisition of civil aviation equipment, research and innovation to support more efficient and durable air transport, building of new or upgrades to existing infrastructure, as well as training of aviation experts will be required to support the achievement of the UN SDGs as well. This places increased pressure on existing aviation infrastructure and human resources, particularly in least developed countries (LDCs), landlocked developing countries (LLDCs) and Small Island developing States (SIDS).

2.2.3 Predictable funding for sustainable aviation projects requires adequate planning and brokering at the national level. Any national economy is built upon several sectors that generate wealth in some form and require resources to produce outcomes. A State National Development Plan reflects the country's objectives and priorities with respect to all the different sectors in response to a national vision that includes well-identified national needs. A well-researched and reasoned plan is of immense value to a country in the allocation of its resources. It relates the scope and timetable of its projects across sectors to the resources available and the benefits which will accrue. It enables realistic and achievable decision-making.

2.2.4 National Development Plans also meet the need of international development banks, donors and investors for providing loans or technical assistance to selected national projects. Without them, projects lack a clear understanding of the benefits and assurance of the governments' wholehearted commitment. The National Development Plan can also be used by these different organizations to coordinate their respective programs across sectors and avoid wasteful overlap and competition. A National Development Plan provides the basis for donors and investors to make informed decisions. As such, it is essential for aviation to be included in the National Development Plan as this will improve availability of funding for national and civil aviation master plans.

2.2.5 While global and regional aviation plans have been developed, a common issue faced by States is the number of national aviation plans required to be produced within the sector that should be synthesized into a civil aviation master plan, the results of which would feed into the state's National Development Plan. Guidance is needed by states on the inclusion of aviation within their national planning framework, in particular their civil aviation master plan and National Development Plan.

3. CONCLUSION

3.1 States are encouraged to elevate the priority of the aviation sector as appropriate within their national planning framework, with the aim to have aviation reflected in their National Development Plans, thereby leading to the attainment of the UN SDGs. Including aviation in the National Development Plans and consequently national budgets of States may facilitate access to funding to make the necessary enhancements to air transport systems. It would also unlock the social and economic benefits by attracting funding for aviation enhancements and connecting people and businesses to generate economic growth. This prioritization might also spur private investments which can work hand in hand with States in the development of sustainable aviation.

3.2 On this basis, the Conference is invited to agree to the following recommendation:

Recommendation 4.1/xx – State National Development Plans

That the Conference:

- a) urge States to make clear linkages between their air navigation and safety plans, as well as their civil aviation master plans and National Development Plans;
- b) request States to include clear references to the United Nations Sustainable Development Goals (UN SDGs) in their air navigation and safety plans, as well as their civil aviation master plans and National Development Plans – this with an aim to showcase the contributions of aviation to the UN SDGs and national economies and obtain funding for aviation needs;
- c) request ICAO to engage with States to promote the importance of aviation development in the pursuit of socio-economic progress and to emphasize the inclusion of aviation within National Development Plans, and consequently national budgeting as vital to unlocking funding for aviation needs; and
- d) request ICAO to develop guidance for States on the inclusion of aviation within their national development frameworks, in particular their civil aviation master plans and National Development Plans.

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