



**ASSEMBLY — 39TH SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 22: Environmental Protection – International Aviation and Climate Change – Policy, Standardization and Implementation Support**

**ASSISTANCE AND CAPACITY BUILDING IN AVIATION TO ADDRESS THE CO<sub>2</sub> EMISSION FROM INTERNATIONAL AVIATION**

(Presented by the Caribbean Aviation Safety and Security Oversight System (CASSOS))

**EXECUTIVE SUMMARY**

Since the Resolution A38-18 was approved during the last ICAO Assembly held in 2013, the ICAO Secretary has been taken important actions to assist the member States to address the effort for CO<sub>2</sub> emission reduction from the international aviation. As result of the ICAO initiative and the support from other members States and entities, several programs on Capacity Building were embarked upon such as the join assistance projects: ICAO – European Union and ICAO-UNDP-GEF.

The Capacity Building for CO<sub>2</sub> Mitigation From International Aviation hosted by the International Civil Aviation Organization (ICAO) and funded by the European Commission (EC) in which fourteen (14) States were supported with the three (3) main objectives such as: I. Action Plans Development, ii. Aviation Environment System (AES); and iii. Implementation of mitigation measures.

The Capacity Building for States especially for Least Developed Countries (LDCs), Small Island Developing States (SIDS) or Landlocked Developing Countries (LLDCs) is widely known and allows the developing countries to achieve expected results by means of a well-structured process that works in close collaboration with national and international stakeholders of vital importance in order to move forward to achieve the global objectives.

In this regard, CASSOS Member States urge ICAO and encourage the ICAO Member States to continue working closely and cooperate to assist the developing States to gain access to financial resources, technology transfer and capacity building.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective E – Environmental Protection
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<i>Financial implications:</i>	Additional financial resources are required.
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<i>References:</i>	<ul style="list-style-type: none"><li>• Resolution A38-18 of the Assembly of the International Civil Aviation Organization (ICAO)- Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change</li><li>• ICAO-UE Capacity Building for CO2 Mitigation from International Aviation</li></ul>
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## 1. INTRODUCTION

1.1 In Resolution A38-18 of the International Civil Aviation Organization (ICAO), *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change*, States that choose to prepare or update their action plans were invited to submit them to ICAO as soon as possible preferably by the end of June 2015 and once every three (3) years thereafter, in order that ICAO can continue to compile the information in relation to achieving the global aspirational goals, and the action plans should include information on the basket of measures considered by States, reflecting their respective national capacities and circumstances, information on the expected environmental benefits from the implementation of the measures chosen from the basket, and information on any specific assistance needs;

1.2 Affirming that specific measures to assist developing States as well as to facilitate access to financial support, technology transfer and capacity building should be initiated as soon as possible.

## 2. BACKGROUND: ASSISTANCE AND CAPACITY BUILDING

2.1 An important aspect for the engagement of Member States in the ICAO action plan initiative is capacity building. As part of the efforts to provide further assistance to States and facilitate access to financing for the development and implementation of States' action plans, ICAO established partnerships with the European Union (EU), as well as with the United Nations Development Programme (UNDP) and the Global Environment Facility (GEF).

### 2.2 UNDP-GEF Project

2.2.1 In November 2014, the Global Environment Facility (GEF) informed the United Nations Development Programme (UNDP) and ICAO of its approval of the joint assistance project, transforming the Global Aviation Sector: Emission Reduction from International Aviation.

2.2.2 The project objectives include identifying and facilitating the implementation of measures to reduce international aviation emissions. It is envisaged that guidance on financing sources and supporting mechanisms to implement such measures be developed. An important element of this USD 2 million project is a practical pilot project in Jamaica, consisting of the implementation of a CO<sub>2</sub> reduction measure that could be replicated in other States.

2.2.3 Presently, Jamaica has been supported on this Project as follows:

- a) The project coordinator was recruited in November 2015.
- b) The preparatory work to develop guidance documents and supporting mechanisms to assist the identification and implementation of measures to reduce aviation CO<sub>2</sub> emissions, as well as to implement a pilot project in Jamaica was launched.
- c) The first project coordination meeting between ICAO and the UNDP was held on 26 January 2016 in New York, US.

## 2.3 ICAO - European Union joint Assistance Project

2.3.1 In December 2013, ICAO signed an agreement on the ICAO-EU joint assistance project, Capacity Building for CO<sub>2</sub> Mitigation from International Aviation, which is a Euro 6.5 million project with an estimated duration of 42 months.

2.3.2 Fourteen (14) States, twelve (12) from Africa and two (2) from the Caribbean were selected to participate in this project. National focal points, responsible for the implementation of the project in each State, were designated. The project encompasses three (3) areas of activities in the selected States:

- a) Development of States' action plans;
- b) Establish an efficient aviation environmental system; and
- c) Identification and implementation of measures to reduce CO<sub>2</sub> emissions from international aviation.

2.3.3 The two (2) Caribbean States (Dominican Republic and Trinidad and Tobago) have been supported widely through the ICAO-EU project and have achieved the following results:

- a) National Action Plan Teams (NAPT) have been officially established to implement the State action plan on CO<sub>2</sub> emission reduction;
- b) NAPT trained to develop robust action plans;
- c) Successfully updated and submitted to ICAO, the State Action Plans on Emissions Reduction, with more accurate data and balanced selection of mitigation measures;
- d) Aviation Environment System "AES" for monitoring CO<sub>2</sub> emissions installed and commissioned;
- e) NAPT trained on the use of the "AES", data collection and monitoring, and submission of relevant CO<sub>2</sub> reports to ICAO;
- f) Implementation of the mitigation measures have commenced with one State Trinidad and Tobago already started a Feasibility Study into alternative Fuels, completed tremendous work on the efficiency of the Piarco Flight Information Region and the relevant data for the AES for monitoring of CO<sub>2</sub> emissions;
- g) The tools developed by ICAO considered as "Assistance to States" have set the foundation for developing Action Plans, technology transfer, capacity building and research in States where these did not exist before;
- h) The States are also considering the establishment of an Environmental Unit within the national Civil Aviation Authority to oversee the sustainability, implementation and continued updating of their Action Plans;
- i) Increased participation and collaboration with key stakeholders and national level groups.

### 3. STATES ACTION PLANS ON EMISSIONS REDUCTION

#### 3.1 ICAO Buddy Programme On Action Plans:

3.1.1 At the ICAO 6th North American, Central and Caribbean Directors of Civil Aviation (NACC/DCA/6) Meeting held in the Bahamas in May 2016, WP/07 was presented. The Meeting recalled the importance to present and update the “States’ Action plans on CO<sub>2</sub> emissions reduction activities”. Several assistance mechanisms developed by ICAO were presented, successful mitigation experiences were shared such as the implementation of solar panels addressed by Jamaica. The “ICAO Buddy Programme on Action Plans” assistance tool was emphasised to States that have already presented their plan to support the States that have not yet done so, in the spirit of the initiative “No Country Left Behind.”

The NACC/DCA/6 Meeting agreed that:

- a) The ICAO NACC Regional Office assist States by providing the necessary information in preparation for the 39th Session of the ICAO Assembly; and
- b) That States that have not yet submitted their Action Plans express their intention to participate in the “ICAO Buddy Programmed on Action Plans” considering the offer from Dominican Republic, Trinidad and Tobago and the United States, allowing the submission of the Plan before the 39th Session of the Assembly.

#### 3.2 Outstanding Action Plans

3.2.1 Presently, the following CASSOS Member States have not yet submitted an Action Plan on CO<sub>2</sub> Emission Reduction namely:

- a) Barbados
- b) Guyana
- c) Suriname
- d) Haiti
- e) Organisation of Eastern Caribbean States (OECS)
  - 1) Antigua & Barbuda
  - 2) St. Kitts and Nevis
  - 3) Grenada
  - 4) Saint Lucia
  - 5) St. Vincent and the Grenadines

3.3 The Eastern Caribbean Civil Aviation Authority (ECCAA) has commenced work on a joint CO<sub>2</sub> Action Plan on behalf of these five (5) Organisation of Eastern Caribbean States (OECS)

Member States. This is due to the small scale of air operation in these States with some States having no locally based operators.

#### 4. CONCLUSION

4.1 Recognizing the different circumstances among States in their capacity to respond to the challenges associated with climate change and the need to provide necessary support, in particular to developing countries and States having particular needs;

4.2 Recognizing the positive results achieved to address the efforts for CO<sub>2</sub> emission reduction under the support of the ICAO assistance and the capacity building programmes;

4.3 Recognizing the positive results achieved to address the efforts for CO<sub>2</sub> emission reduction under the support of the ICAO assistance and the capacity building programmes;

4.4 CASSOS urges ICAO and encourages the Member States to continue working closer and cooperate for assistance to the developing States to facilitate access to financial resources, technology transfer and capacity building.

4.5 Requests the Council, with the support of Member States, to continue to:

- a) Allocate specific funds that would allow an extension and enhancement of assistance projects for CASSOS States to develop and implement the Action Plans on Emissions Reduction and to develop Monitoring, Reporting and Verification (MRV) Systems such as the AES for the establishment of emissions inventories and monitoring of CO<sub>2</sub> emissions from international aviation;
- b) Organize seminars and workshops on a global and regional level for Member States as well as relevant international organizations;
- c) Play a pivotal role in providing assistance to its Member States through the dissemination of the latest information on best practices and the provision of guidance and other technical assistance to enhance capacity building and technology transfer, including through the ICAO Technical Cooperation;
- d) Initiate approaches with States and other international organizations to support specific measures to assist developing States as well as to facilitate access to financial resources, technology transfer and capacity building.

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