



**ASSEMBLY — 39TH SESSION**

**EXECUTIVE COMMITTEE**

**Item 22: Environmental Protection – International Aviation and Climate Change**

**ACTION PLANS AND COOPERATION BY STATES OF THE CENTRAL AFRICAN  
SUB-REGION TO REDUCE CO<sub>2</sub> EMISSIONS FROM INTERNATIONAL AVIATION**

(Paper presented by nine<sup>2</sup> Central African States beneficiaries of the ICAO-EU Project)

**ANALYTICAL SUMMARY**

This paper details progress made by nine Central African States in developing action plans to reduce CO<sub>2</sub> emissions and implement an environmental monitoring system (Aviation Environmental System - AES) within the framework of the technical assistance programme of the International Civil Aviation Organization (ICAO) related to environmental protection. This paper also summarizes the cooperation efforts of said States in developing a regional action plan with support from the joint ICAO-European Union assistance project.

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

- a) review the information presented in this working paper, including progress achieved to date by this group of Central African States;
- b) request ICAO to seek additional sources of funding to enhance and scale up technical assistance for the development of action plans and implementation of the measures set out therein;
- c) request other member States and international organizations to provide separate funding to enable ICAO to improve and expand capacity building activities related to environmental protection;
- d) encourage other States and groups of States to solicit assistance from ICAO to develop and implement action plans, and institute a robust emissions monitoring system based on the AES;
- e) request Council to instruct ICAO to incorporate the AES monitoring, reporting and verification system into the planned global aviation market-based measures scheme; and
- f) request Council to instruct ICAO to enhance the capacity of the Western and Central African Regional Office (WACAF) and other African Regional Offices to sustain project results over time and provide for the ongoing monitoring of environmental issues in the civil aviation sector in Africa.

<i>Strategic objectives:</i>	This working paper relates to Strategic Objective E - Environmental Protection.
<i>Financial implications:</i>	Additional financial resources required.

<sup>1</sup> French version provided by the nine Central African States.

<sup>2</sup> Angola, Burundi, Central African Republic, Chad, Congo, Democratic Republic of the Congo, Equatorial Guinea, Gabon, São Tomé and Príncipe.

<i>References:</i>	<ul style="list-style-type: none"><li>• Resolution A38-18 of the Assembly of ICAO;</li><li>• ICAO Doc 9988 "<i>Guidance on the Development of States' Action Plans on CO<sub>2</sub> Emissions Reduction</i>";</li><li>• Joint ICAO-EU assistance project for <i>capacity building for CO<sub>2</sub> mitigation from international aviation</i>;</li><li>• Action plans from nine Central African States.</li></ul>
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## 1. INTRODUCTION

1.1 Resolutions A37-19 and A38-18 of the Assembly of ICAO represented key steps in building global momentum to minimize the impact of aviation on climate change. In addition to setting ambitious global objectives which include neutral carbon growth from 2020 and a 2 per cent annual increase in fuel efficiency by 2050, these Assembly resolutions have resulted in the voluntary submission of action plans by member States. These action plans are a practical means for the States to provide ICAO with information on measures aimed at reducing CO<sub>2</sub> emissions from international civil aviation.

1.2 In Paragraph 15 of Resolution A38-18, the Assembly requests the “Council [...] to continue to provide guidance and other technical assistance for the preparation and update of States’ action plans prior to the end of June 2015, in order for the States to conduct their necessary studies and to voluntarily submit their action plans to ICAO”.

1.3 In furtherance of the aforementioned provisions, ICAO established partnerships to facilitate access to financial resources and assist States in preparing and updating action plans to mitigate CO<sub>2</sub> emissions from international aviation. This led to the launch of the joint ICAO-EU assistance project for *capacity building for CO<sub>2</sub> mitigation from international aviation*.

1.4 The ICAO-EU assistance project, which commenced in January 2014, seeks to assist the fourteen selected States (12 in Africa and 2 in the Caribbean) in measuring and reducing emissions in the aviation sector. With the proper support, the States have been able to develop and submit robust national action plans for reducing CO<sub>2</sub> emissions, establish international aviation emissions inventories following implementation of the AES, and start the implementation of measures to reduce emissions and aviation fuel consumption.

## 2. DEVELOPMENTS

2.1 It is useful to bear in mind that, prior to the launch of the ICAO-EU Project, none of the nine States had the wherewithal to prepare and submit action plans to ICAO, even though some of those States had followed all aviation sector environment-related developments and attended the different regional-specific workshops on preparing national action plans prior to the launch of the ICAO-EU Project.

2.2 In response to the request by the Secretary General of the Economic Community of Central African States (ECCAS) for ICAO to help create a national and regional action plan programme for mitigating CO<sub>2</sub> emissions from international civil aviation, the States concerned were selected to take part in the joint ICAO/European Union initiative. Through the assistance and capacity building activities of the ICAO-EU Project initiated in 2014, these beneficiary States were able to prepare and submit to ICAO robust action plans for reducing CO<sub>2</sub> emissions pursuant to the Resolution of the 38<sup>th</sup> Assembly.

2.3 The action plans drawn up by each of the nine States resulted from exchanges between the main public and private sector players involved in international aviation. As a first step, a team of key national stakeholders was set up in each of the States concerned to develop an inclusive action plan with contributions from all players for assessing State capacity and willingness to implement the most effective mitigation measures. The action plan teams steered effective, structured consultations throughout the action plan preparation process, and committed the players to a common objective.

2.4 Between December 2015 and May 2016, the nine States honoured their commitments by submitting national action plans consistent with the recommendations of ICAO Document 9988 “Guidance on the Development of States’ Action Plans on CO<sub>2</sub> Emissions Reduction”. These plans, which comprise measures in six of the seven categories of the basket of measures set out in Doc 9988 available to States, are consistent with ICAO’s global strategies and guidelines. This reflects the willingness of these States to migrate towards a low carbon development model, to make commitments in accordance with their respective capabilities, and to coordinate action based on concrete measures.

2.5 Following the submission of these action plans, which were reviewed and deemed satisfactory by ICAO, the States have shifted their focus to implementing the measures set out therein. It is important to understand that these measures intended to mitigate the impact of aviation sector emissions could involve considerable cost. In view of the economic situation typical of developing nations, these measures could prove extremely onerous. Although the nine States acknowledge that the action plans are very important to ensure compliance with ICAO objectives and promote sustainable civil aviation, not all enjoy the same capacity to implement the measures. Therefore, it is imperative to encourage ICAO, the international organizations and development partners to continue to support the States technically and financially in promptly implementing the agreed mitigation measures.

2.6 In addition, with support from the ICAO-EU Project, considerable effort has been devoted to provide these nine Central African States with the capacity to measure progress achieved and expected using the AES system for monitoring, reporting and verifying CO<sub>2</sub> emissions generated by the aviation sector. This system currently enables the States concerned to submit to ICAO monthly CO<sub>2</sub> emissions reports for their respective international aviation activities. In light of the benefits created by this system in each of the States concerned and the contribution of the system to the collection of data necessary to assess progress toward the ambitious global objectives, the beneficiary States would like for this tool to be introduced in States that do not yet have it, especially in developing States where reliable data and robust monitoring systems are lacking.

2.7 Finally, the preparation of a joint, nine-State regional action plan consistent with the national plans and intended to help reduce emissions at the regional level is another of the initiatives to which the ICAO-EU Project contributes. Although Central Africa accounts for only a small percentage of global CO<sub>2</sub> emissions, the region is extremely vulnerable and sensitive to climate change. The States concerned are of the opinion that the preparation of a regional action plan to reduce emissions will prove particularly useful, bolster regional integration and contribute positively to efforts relating to climate change. This voluntary action plan, ultimately intended as a reference for other groups of States, demonstrates the willingness and commitment of the States in this region to protect the global environment, promote sustainable civil aviation and combat climate change in the air transport sector.

### 3. CONCLUSION

3.1 Building on the positive results of the ICAO-EU Project and mindful of ICAO's *No Country Left Behind* initiative, the nine States invite the Assembly to:

- a) review the information presented in this working paper, including progress achieved to date by this group of Central African States;
- b) request ICAO to seek additional sources of funding to enhance technical assistance and cooperation in developing action plans and implementing the measures set out therein;
- c) request other member States and the international organizations to provide separate funding to enable ICAO to improve and expand capacity building activities related to environmental protection;
- d) encourage other States and groups of States to solicit assistance from ICAO to develop and implement action plans, and introduce a robust emissions monitoring system based on the AES;
- e) request Council to instruct ICAO to incorporate the AES monitoring, reporting and verification system into the planned global market-based measures scheme for international aviation;
- f) request Council to instruct ICAO to enhance the capacity of the WACAF Regional Office and other African Regional Offices with a view to sustaining project results over time and providing for the ongoing monitoring of environmental matters in the civil aviation sector in Africa.

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