



WORKING PAPER

ASSEMBLY — 39TH SESSION

EXECUTIVE COMMITTEE

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

REDUCING AVIATION CO₂ EMISSIONS IN BURKINA FASO

(Presented by Burkina Faso)

EXECUTIVE SUMMARY

This working paper describes the progress achieved by Burkina Faso in its efforts to curb CO₂ emissions in the civil aviation sector. It highlights the steps toward the development of a national action plan in accordance with ICAO recommendations and the implementation of an environmental monitoring system by the National Civil Aviation Authority. The challenges foreseen in the implementation of the plan are also discussed, as well as the expectations of Burkina Faso as regards assistance and cooperation.

Action: The Assembly is invited to:

- a) take note of the content of this paper;
- b) instruct the Secretary General to continue support for ICAO programmes aimed at assisting member States in developing and implementing their action plans for reducing CO₂ emissions from international aviation;
- c) encourage member States and international organizations to earmark funds for capacity building and new regional assistance projects in the environment field similar to the ICAO-European Union project;
- d) foster partnerships among member States in this field, to promote the sharing of knowledge, the transfer of skills and joint actions to reduce CO₂ emissions in the aviation sector.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective E – Environmental Protection.
<i>Financial implications:</i>	Additional financial resources are necessary.
<i>References:</i>	<ul style="list-style-type: none">• ICAO Assembly Resolution A37-19;• ICAO Assembly Resolution A38-18;• ICAO-European Union Project – <i>Capacity Building for CO₂ Mitigation from International Aviation</i>;• Action Plan of Burkina Faso for Reducing CO₂ Emissions from International Aviation.

¹ French version provided by Burkina Faso

1. INTRODUCTION

1.1 The 37th Assembly of ICAO encouraged States to voluntarily submit to ICAO action plans describing their respective policies and measures to reduce CO₂ emissions from international aviation, and to report annually to ICAO on the implementation of the measures (Resolution A37-19, para. 9). This request was repeated at the 38th Assembly in Resolution A38-18 – *Consolidated Statement of continuing ICAO policies and practices related to environmental protection – Climate change*. The action plans aim to describe the status of CO₂ emissions from international aviation in the State, the measures planned to reduce the emissions, expected outcomes and any assistance needs for implementation of the measures. The data compiled from the plans allow ICAO to measure the progress achieved by States toward the global aspirational goals for emissions reduction in international aviation, and to identify the obstacles encountered in each State in carrying out its plan.

1.2 Over the last six years, ICAO has taken a number of steps to assist States in drafting and implementing their actions plans. Workshops were held for this purpose in the different regions, in particular in the Western and Central African region (WACAF), where more than 35 experts from 11 States received relevant training. Two joint assistance projects, one with the European Union and one with UNDP-GEF², were launched in 2014 and 2015 respectively, to build developing country capacities in their initiatives to reduce CO₂ emissions from international aviation.

2. DISCUSSION

2.1 In its endeavour to counter climate change, in 2013, Burkina Faso began drafting an action plan comprising a number of mitigation measures focused mainly on improving air traffic management. Following a request for assistance from ICAO, Burkina Faso became one of the 14 beneficiary States of the ICAO-European Union Project – *Capacity Building for CO₂ Mitigation from International Aviation*, in 2014. This initiative enabled Burkina Faso, the only State selected in western Africa, to embark on a participatory process of consultations with stakeholders from the aviation sector through the creation in December 2014 of an Action Plan Team for the Reduction of CO₂ Emissions from civil aviation. The team is headed by the Director General of the National Civil Aviation Agency (ANAC), and includes the main national stakeholders in the aviation sector who meet on a monthly basis.

2.2 In 2015, the Action Plan Team worked to revise and extend the action plan of Burkina Faso, ultimately selecting 12 mitigation measures across 5 categories: aircraft technological developments; improvements in air traffic management and resulting infrastructure use; more efficient operations; improvements at airports, and; development of alternative fuels. These diverse measures will bring reductions in the main sources of CO₂ emissions from international aviation, and will involve all of the stakeholders represented on the Action Plan Team. The measures will also create a positive ripple effect in the form of CO₂ emissions reductions from domestic sources such as non-international aviation and energy consumption by airports and ground handling equipment. In all, the measures should help reduce 6,630 tonnes of CO₂ from international aviation every year starting in 2017.

2.3 Further significant progress occurred in 2015 as regards the collection and monitoring of data on air traffic and fuel burn. More reliable historical data were obtained by the Action Plan Team stakeholders, which made it possible to use air traffic for the year 2014 to calculate the baseline scenario for CO₂ emissions from international aviation for the 2015-2035 timeframe. This projection, which shows

² <http://www.icao.int/environmental-protection/Pages/Assistance.aspx>

emissions trends in the absence of mitigation measures, can be compared to the trend actually observed in order to evaluate the results of the measures implemented under the action plan.

2.4 Emissions monitoring has also been facilitated with the introduction in ANAC of an environmental monitoring system, the *Aviation Environmental System* (AES) developed by the ICAO Secretariat as part of the aforementioned ICAO-European Union project. This computer-based tool serves to process the data provided by national airlines in a standardized form. By verifying the information received and importing it into a database as appropriate, the AES allows for the automated collection, analysis and storage of relevant data within ANAC. Moreover, the tool serves to export information from the database directly, under different formats such as ICAO Form M³ or a monthly CO₂ emissions report, which makes it easier to report outcomes to ICAO.

2.5 ANAC, the aviation authority of Burkina Faso, has also been striving to consolidate and formalize its progress by means of regulatory measures. The Action Plan Team was created by an official decision⁴ of the Director General, and the periodic reporting of relevant data by airlines to ANAC has become an obligation under a ruling⁵ that is soon to be reinforced by a circular specific to the environmental sector.

3. CONCLUSION

3.1 The next meetings of the Action Plan Team will be to plan mitigation measures and conduct a detailed evaluation of the technical and financial resources needed for their implementation. Resource mobilization will be a major challenge, and Burkina Faso intends to appeal to national and international partners who may be able to provide support for our efforts. In this connection, Burkina Faso also encourages African States, in particular the States of western Africa, to convey their assistance needs to ICAO and open up new opportunities for technical and financial support for countries in the region.

3.2 Burkina Faso invites the Assembly to:

- a) take note of the content of this paper;
- b) instruct the Secretary General to continue support for ICAO programmes aimed at assisting member States in developing and implementing their action plans for reducing CO₂ emissions from international aviation;
- c) encourage member States and international organizations to earmark funds for capacity building and new regional assistance projects in the environment field similar to the ICAO-European Union project;
- d) foster partnerships among member States in this field, to promote the sharing of knowledge, the transfer of skills and joint actions to reduce CO₂ emissions in the aviation sector.

— END —

³ <http://www.icao.int/sustainability/Pages/FR/eap-statistiques-excel.aspx>

⁴ Decision No. 14.425/ANAC/DG of 31 December 2014.

⁵ Ruling No. 2013.0051/MIDT/SG/ANAC of 30 December 2013.