



WORKING PAPER

ASSEMBLY — 39TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 14: Technical Assistance Programme

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

Agenda Item 23: ICAO Civil Aviation Training Policy and Capacity Building in Aviation

Agenda Item 28: No Country Left Behind Initiative

ACTION PLAN BY EGYPT FOR CO₂ EMISSIONS REDUCTION EMANATING FROM INTERNATIONAL AVIATION

(Presented by Egypt)

EXECUTIVE SUMMARY

This working paper presents a report on the activities undertaken by Egypt in the field of environmental protection arising from international aviation, and the progress achieved in relation to presentation of its action plan for CO₂ emissions reduction.

Action: The Assembly is invited to:

- a) note the content of this working paper;
- b) urge States to support the “No Country Left Behind” initiative;
- c) request ICAO to include a specialized training team in TRAINAIR PLUS Programme concerning the “Voluntary State Action Plans on CO₂ Emissions Reduction emanating from international civil aviation”;
- d) request ICAO to provide a number of experts in the ICAO regional offices, for specific periods, to assist States in “providing their voluntary plans on CO₂ emissions reduction emanating from international aviation” through support of the environmental fund within the “No Country Left Behind” initiative; and
- e) invite ICAO to provide a list of experts who have contributed to the submission of action plans of their States on CO₂ emissions reduction, in accordance with ICAO measures, with a view to ensure that such a list is made available to assist the States that have not yet presented their action plan and to encourage member States to share scientific knowledge and to create partnerships.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective E – <i>Environmental Protection</i> .
<i>Financial implications:</i>	The activities referred to in this paper have been undertaken using the resources available in the current triennial Regular Programme Budget and/or from extra-budgetary contributions.

¹ Arabic version provided by Egypt

<i>References:</i>	<i>A39-WP/23, No Country Left Behind Initiative</i> <i>A39-WP/28, Report on the ICAO Technical Assistance Programme in the Safety, Security and Facilitation, and Environment Fields</i> <i>A39-WP/54, States' Voluntary Action Plans on CO₂ Emissions Reduction Activities</i> <i>A39-WP/62, ICAO Civil Aviation Training Programme and Capacity-Building in Aviation</i> <i>Doc 10069, Report of the 10th Meeting of the CAEP</i> <i>CAEP/10-WP/3, Developments in ICAO</i> <i>A39-WP/2, Appendix A, States Candidates for and Elected to the Council</i>
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1. INTRODUCTION

1.1 Since 7 December 1944², when Egypt signed the Chicago Convention, and hosting the International Air Navigation Meeting for the Middle East on 1 October 1946, Egypt has always been a strong supporter of the pioneering role of ICAO, including the present ICAO initiative of “No Country Left Behind”.

1.2 Egypt was elected to the membership of the ICAO Assembly in 1947 up to 2013 as part of the second category namely “States that provide the largest contribution in offering facilities to the international civil air navigation facilities³. Egypt’s membership of CAEP started in 1998, as of CAEP/4. During the 2013-2016 triennium, Egypt represented the continent of Africa in CAEP, as part of three States. It participated in four working groups⁴, in addition to its membership in the Environment Advisory Group (EAG), and in the first and second meetings of ICAO Global Market Based Measure (GMBM), which were held in the ICAO Regional Office for the Middle East in Cairo.

1.3 After being elected President of the African Civil Aviation Commission (AFCAC), and re-elected as member of the Executive Board of the Arab Civil Aviation Commission (ACAC), Egypt plays a vital and leading role within such regional organizations to achieve their strategic objectives, in line with the strategic objectives of ICAO and those of the United Nations on Sustainable Development, especially Objectives 7, 10, 13 and 17 concerning the environment.

1.4 According to the provisions of paragraph 12 of Assembly Resolution A38/18, the initiative on voluntary action plans on CO₂ emissions reduction has become a basic foundation as part of ICAO activities relating to the protection of the environment, and one of the methods allowing States to select the suitable activities from the basket of measures to reduce emissions. It is evident (Figure 1 in working paper CAEP/10-WP/3) that three African States had presented their action plans by 2013, as well as an additional two African States as of 9 November 2015. It is also expected that another 11 African States will present their action plans this year, as part of ICAO “buddy programme”. Table 1 in working paper A39-WP/54 contains a list of the States that presented their action plans by 8 June 2016, as 16 African States have already presented their action plans, which is an achievement of success of the ICAO programme.

² Appendix 1, Figure 1, ICAO report 1947-48.

³ A39-WP/2, Appendix A.

⁴ Appendix 1, Figure 2. Egypt’s Representation in CAEP.

2. EGYPTIAN FIRST ACTION PLAN ON CO₂ EMISSIONS REDUCTION EMANATING FROM INTERNATIONAL AVIATION

2.1 Egypt presented its first Voluntary Action Plan (Egypt's APER) to the ICAO Secretariat after its approval on 25 July 2016. It was based on a Capacity Building Roadmap, through the grouping of relevant stakeholders in accordance with a specific vision and a number of legislative requirements⁵, in conformity with ICAO Annex 16. The Plan – rather than just the obligation – is considered an important tool in providing ICAO with Egypt's action plan on its activities to reduce CO₂ emissions, as part of the national plans for capacity building and the assistance which called on governments for the first time to reduce CO₂ emissions, where governments were for the first time invited to voluntarily take action, starting from the 37th Session of ICAO Assembly in 2010.

2.2 Egypt has benefited from CAEP's support of the action plans initiative, which provided experts from participating States an overview of ICAO's activities and direct assistance in the preparation and development of their action plans, as published on the ICAO website. Egypt has thus participated in one of the eight symposia organized by the Secretariat in all ICAO regions in 2014 and 2015 – and more specifically in March 2015 in Dubai, the United Arab Emirates – including review of the APER⁶ website and the updated document Doc 9988, *Manual on Guidance on the Development of States' Action Plans on CO₂ Emissions Reduction*.

2.3 The National Committee on Environmental Issues in Aviation, established pursuant to a decision of the Minister of Civil Aviation of Egypt (Egyptian Environmental Coordination Committee) as part of the Egyptian National Plan, has selected a number of elements from the basket of measures for the short term (2010-2020) and medium term (2020-2030), as follows:

- a) Modern technological improvements for aircraft (including fleet renewal);
- b) Improvement of Air Traffic Management (ATM);
- c) The more effective operational measures.

Meanwhile, it was expected that the new Egyptian plan for the long term (2030-2050) will include the sustainable aviation fuel. This will not negatively affect the global food basket, as it avoids lands or water resources that are appropriate for the production of food for people in order to produce alternative fuel. The outcome of Egypt's Plan in the short term and medium term can be summarized in the Figures in the Appendix⁷.

2.4 Developing countries are faced with many challenges in the field of development and in the sustainable building of their capacity. But Egypt intends to act on updating its action plan, seeking guidance from the ICAO updated Doc 9988 and by also using the ICAO tool of Environmental Benefits Tool (EBT).

⁵ Article 30 of the Egyptian Civil Aviation Law 28 of 1981, as amended by Law No. 136 of 2010, and Egyptian Civil Aviation Regulations 34 and 36 (ECAR Part 34 & Part 36) available on the website

<http://www.civilaviation.gov.eg/Regulations/regulation.htm>.

⁶ <http://portal.icao.int/APER> (restricted site)

⁷ Appendix 1, Figure 3, *Partners of the Action Plan*, and Figure 4, *Expected Plan Outcome*.

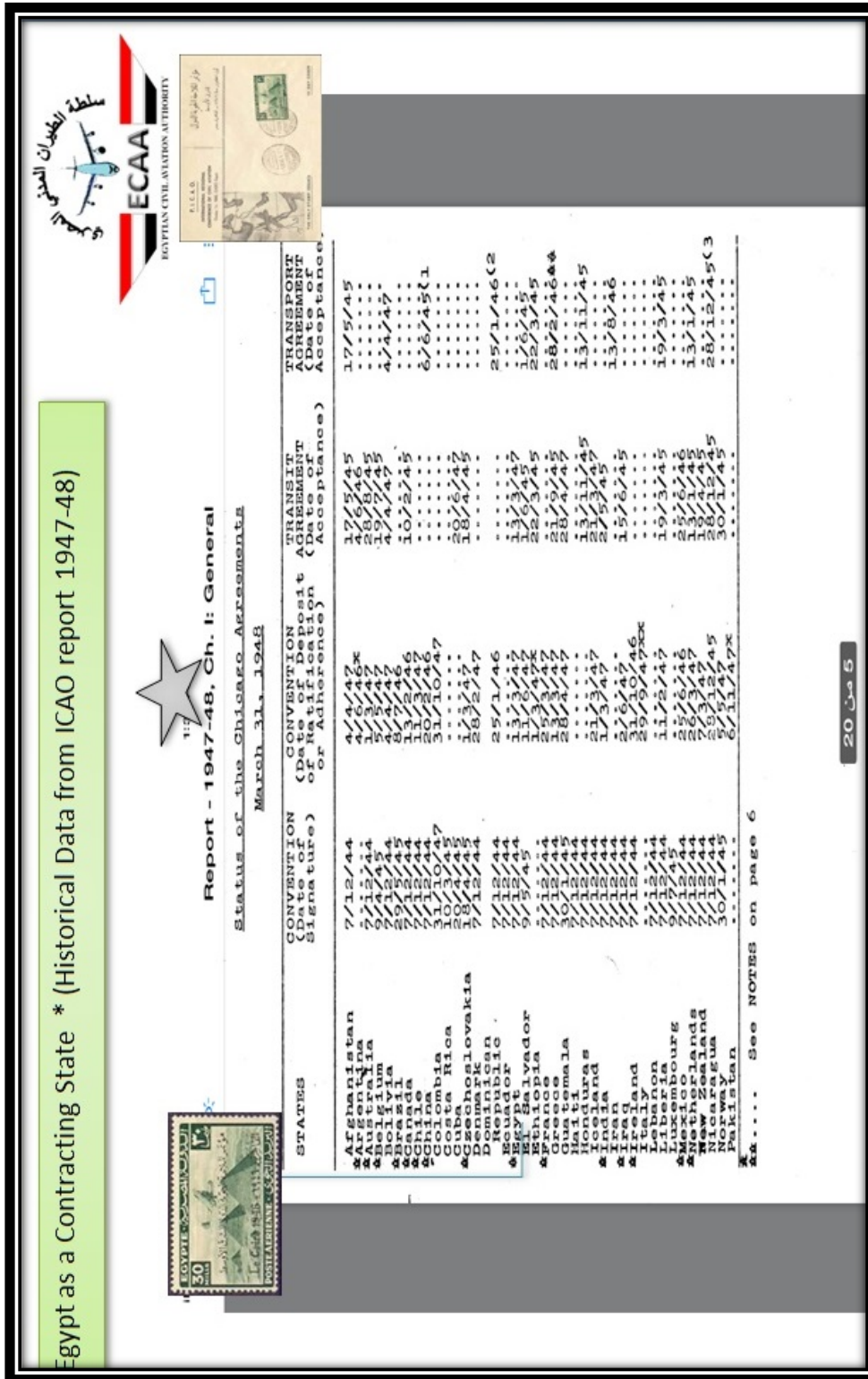
3. AREAS OF IMPROVEMENT

3.1 According to working paper A39-WP/62, the activities of TRAINAIR PLUS included, as of 1 March 2016, four Standardized Training Packages (STPs) in the environment field, from a total of 78 STPs. This Programme provides for training activities in 66 ICAO member States. Egypt calls for emphasizing the importance of including a training package, as part of TRAINAIR PLUS, specifically for activities related to the States' voluntary action plans on CO₂ emissions reduction emanating from international aviation.

3.2 According to working paper A39-WP/28, most of the assistance provided to States in the environmental protection field falls within the organization of courses in all ICAO regions, to offer an additional support to States in their ICAO environmental activities. This is in addition to supporting States in the development and update of their action plans. The large part of the environmental voluntary contributions fund is directed at supporting specific dedicated projects or initiatives to reduce CO₂ emissions. Egypt calls for the need to provide a number of experts in the ICAO regional offices, for specific periods, for the purpose of assisting States in "submitting their voluntary action plan on CO₂ emissions reduction emanating from international aviation", through support of the Environmental Fund within the "No Country Left Behind" initiative.

3.3 In promoting the ICAO "No Country Left Behind" initiative, there is a need to continue work with all current and potential partnerships (European Union and the Global Environment Facility), not only to handle the major concern to facilitate obtaining the necessary financial resources to States in need, but also to foster partnerships among the member States through the exchange of experts who contributed in presenting their States' action plans on CO₂ emissions reduction in accordance with ICAO provisions. We therefore invite ICAO to provide a list of experts who contributed to the submission of their States' action plans on CO₂ emissions reduction, in accordance with the methods specified by ICAO, for the purpose of making such a list available to States which have not yet presented their action plans, to encourage member States to share their expertise and to build partnerships.

Appendix 1



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Figure 1. ICAO Report 1947-48

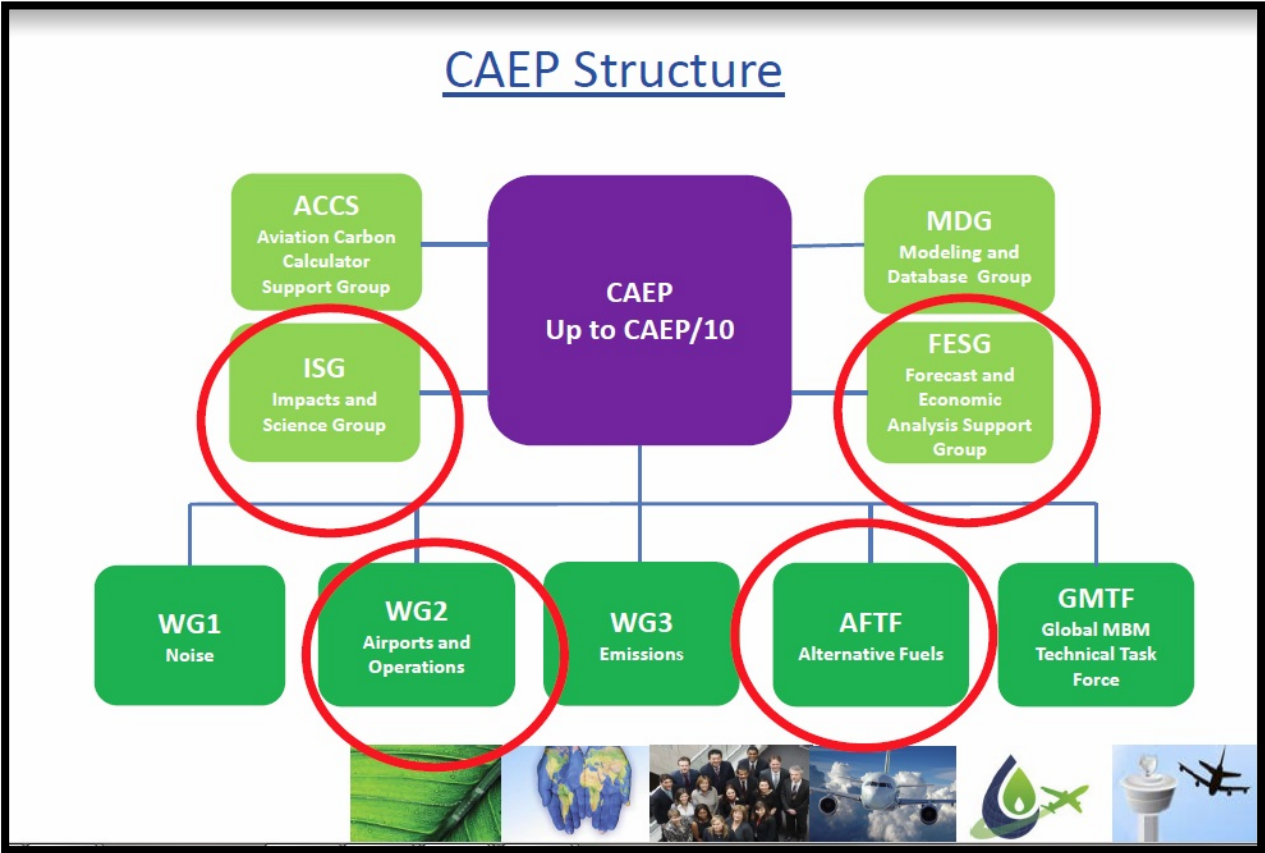


Figure 2. Egypt's Representation in the Working Groups of CAEP

2.3 EGYPTIAN Stakeholders which now involved in Egypt's Action Plan of CO2 Emission Reduction (APER) in the civil aviation:-



1) "ECAA": Egyptian Civil Aviation Authority: responsible for (Safety, Security & Environment) activities on Egyptian civil aviation.

2)"EHCAAN": Egyptian Holding company for Airports and Air Navigation: which include 3 from its 4 affiliated companies as follows:-

2.1 "NANSC": National Air Navigation Services Company: responsible for all Air Navigation Services on Egypt

2.2 "CAC": Cairo Airport Company: responsible for Cairo Airport

2.3 "EAC": Egyptian Airports Company: responsible for all 19 regional Airports in Egypt Airport

3) EgyptAir Holding Company includes:

3.1 EgyptAir Airlines (MSR)

3.2 EgyptAir for Domestic and regional airlines "Express" (MSX)

3.3 EgyptAir for Cargo (MSC)

4) Others:

4.1 "MSEA" :For enhancing our capacity building ECAA initiated a proposal inviting the Ministry of State for Environmental Affairs "MSEA" in cooperation via a protocol to involve and certify the civil aviation activities in the next National Environmental Action Plan "NEAP" 3rd revision.

4.2 Egyptian Operators :ECAA hosted the first workshop for Egyptian Operators involved in international civil aviation on 10 July 2012 to bring them into attention about Egypt's (APER) benefits, exchanging the necessary information and experiences as well as knowing the initial information necessary from them (like ICAO Form M) to complete the preparation of their action plans.

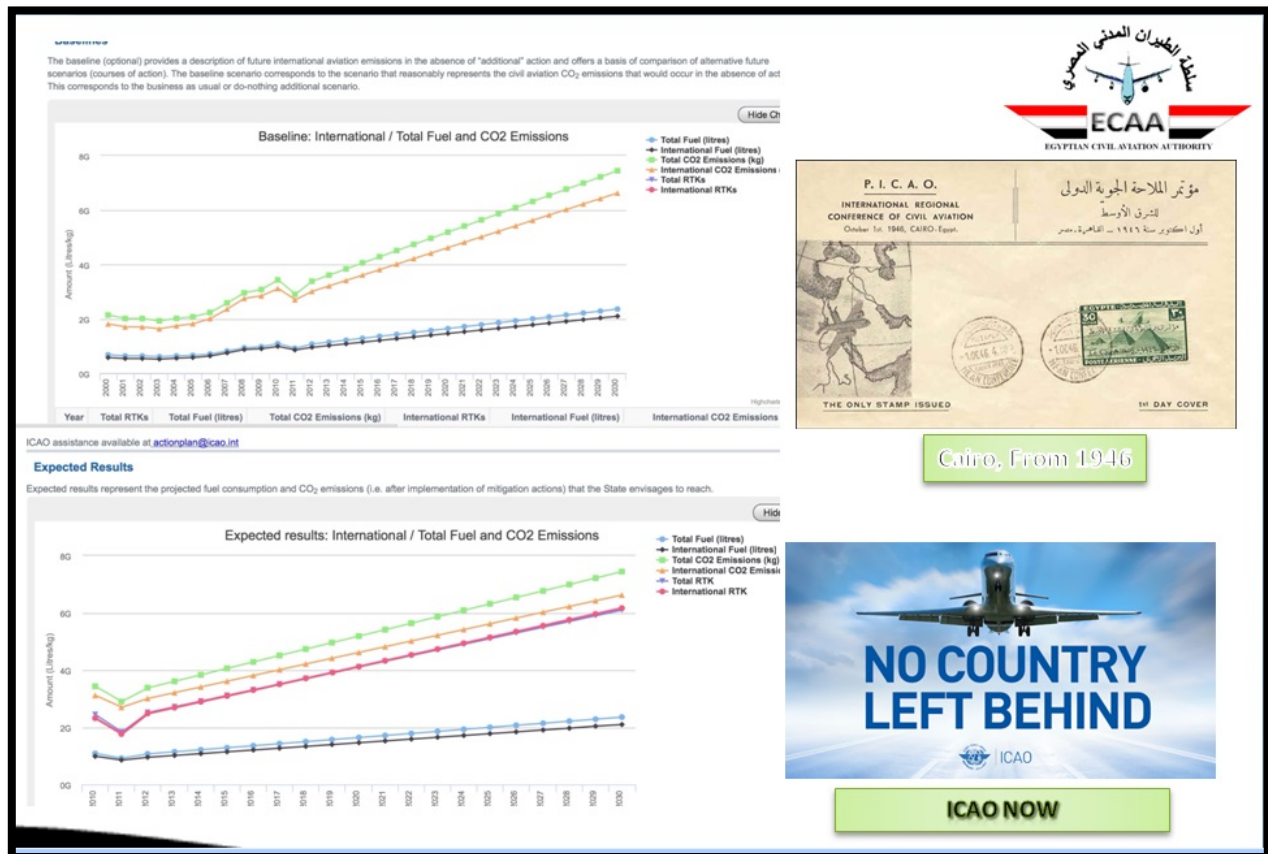
4.3 Egyptian Ministry of Defense: Egyptian Air Force:

Recognizing the importance of Civil/Military coordination, a Technical Committee has been established between the Ministry of Defense and the Ministry of Civil Aviation (Represented by NANSO and ECAA) for the purpose of reorganizing Cairo FIR to apply a flexible use of airspace (FUA) within a Civil/Military cooperation system in accordance with the Civil/Military operational requirements. Complying with PANS/ OPS, PBN concept & Coordinate between Civil Military airspace users so as to provide a high quality service for our FIR users.

4.4 International Partners:

Such as ICAO, CANSO, EUROCONTROL, ACAC, MIDRMA.....etc.

Figure 3. Stakeholders



Egypt's APER Analysis

- * **Short term:** By using of APER tool, Analysis for the period (2010-2020) shows that:
Average Annual international fuel efficiency improvement = 1.8%
International CO2 difference = - 32.5%
- * **Medium term:** By using of APER tool, Analysis for the period (2020-2030) shows that:
Average Annual international fuel efficiency improvement = 0.4%
International CO2 difference = - 30.3%
- * **Long term:** (2030-2050): Not yet planned however the future Capacity Building will focus on Aviation Biofuel - First seminar in 2013 for alternative Fuel production opportunities - held in Ministry of Civil Aviation.

Figure 4. Plan's Expected Outcome