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EX/191
1/10/16

ASSEMBLY — 39TH SESSION
EXECUTIVE COMMITTEE

DRAFT TEXT FOR THE REPORT
ON
AGENDA ITEMS 29 AND 30

The attached material on Agenda Items 29 and 30 are submitted for consideration by the Executive Committee.

Agenda Item 29: United Nations 2030 Agenda - Sustainable Developments Goals (SDGs)

29.1 Under this Agenda Item, the Committee reviewed A39-WP/25, presented by the Council, which addresses the contributions of ICAO compliant air transport systems to the 2030 Agenda for Sustainable Development and encourages States to implement ICAO Standards and Recommended Practices (SARPs), policies, plans and programmes that contribute ultimately to the realization of the international development priorities, particularly the Sustainable Development Goals (SDGs). The paper also provides a report on activities undertaken by ICAO aimed at assisting its Member States in this endeavour. The Committee noted the important contributions enabled by the delivery of results of ICAO's Strategic Objectives, the NCLB initiative and the ICAO World Aviation Forum towards the realization of the 2030 Agenda; urged States to include and elevate the priority of aviation into their national development plans and to support such plans with robust air transport sector strategic and civil aviation master plans; and directed ICAO to continue fostering partnerships and assist States to materialize aviation's contributions to sustainable development. The Committee also noted the various environmental issues related with the SDGs and the progress of the work of the ICAO Committee on Aviation Environmental Protection (CAEP) to the attainment of the 2030 Agenda.

29.2 The Committee considered A39-WP/194, presented by CANSO and supported by Burkina Faso, Saudi Arabia, South Africa and Venezuela, that provides an update of Project Loon, calls on States and ANSPs to review the information contained in the ICAO State Letter on the subject (AN13/22.1-16/42), and, in light of that information, review procedures and establish Letters of Agreements to ensure safe overflight provision. The Committee noted that this initiative directly supports SDGs 9 and 17 and encouraged the Assembly to endorse the spirit of paper extending its coverage to all aviation solutions that are compliant with SARPs that assist in the achievement of the SDGs related to bringing the internet to underserved parts of the world.

29.3 A39-WP/240 presented by the World Bank Group was reviewed by the Committee which noted that the subject was already tabled under Agenda Item 30 Resource Mobilization.

29.4 The Committee considered A39-WP/374, presented by IATA on behalf of ACI, CANSO, IATA, IBAC and ICCAIA, and supported by Argentina, Burkina Faso, Guatemala, Sri Lanka, South Africa, Saudi Arabia, United Kingdom, United States, which introduces the report Aviation: Benefits Beyond Borders which demonstrates how safe, reliable and cost-effective air transport supports many of the SDGs and invites States to distribute and use the report to advocate aviation contributions to the SDGs. The Committee noted the information contained in the paper and encouraged Member States to recognize the global, regional and national benefits of aviation by embracing this notion in development frameworks and policies to promote the sustainable development of the aviation sector as a driver of economic, social and other multiple benefits.

29.5 The Committee noted the information contained in A39-IP/427, presented by the International Coalition for Sustainable Aviation. It was acknowledged that A39-WP/78 and A39-WP/140, presented by the Council and IATA, under agenda items 31 and 39, respectively, as well as A39-IP/294 and A39-IP/305, presented by India and IATA, contain a number of important references to SDGs that support the spirit of the Resolution proposed.

29.6 In light of the discussion the Committee agreed to submit, for adoption by the Plenary, the following resolution:

Resolution 29-1: Aviation's contribution towards the United Nations 2030 Agenda for Sustainable Development

Recognizing that air transport is a catalyst for sustainable development and that it represents an essential lifeline for least developed countries (LDCs), and especially for landlocked developing countries (LLDCs) and small island developing States (SIDS) to connect to the world;

Recognizing that air transport connectivity is of utmost importance for the economic, social and territorial cohesion of Member States and their populations;

Recognizing that the benefits enabled by air transportation can only materialize if States have a safe, efficient, secure, economically viable and environmentally sound air transport system;

Whereas the No Country Left Behind (NCLB) initiative aims at assisting States in effectively implementing ICAO Standards and Recommended Practices (SARPs), plans, policies and programmes, as well as addressing Significant Safety and Security Concerns so as to ensure that all States have access to the significant socio-economic benefits of air transport;

Whereas the General Assembly of the United Nations adopted the *Transforming our World: The 2030 Agenda for Sustainable Development* that includes a set of seventeen universal and transformative goals supported by 169 targets that balance the economic, social and environmental dimensions of sustainable development;

Recalling that the scale and ambition of the 2030 Agenda for Sustainable Development call for a global partnership that will bring together Governments, the private sector, civil society, the United Nations system and other actors to mobilize all available resources for its implementation;

Whereas the delivery of ICAO Strategic Objectives on safety, air navigation capacity and efficiency, security and facilitation, economic development of air transport, and environmental protection contribute to the attainment of the United Nation Sustainable Development Goals (SDGs);

The Assembly:

1. *Urges* Member States to recognize the significant contributions of aviation to sustainable development realized by stimulating employment, trade, tourism and other areas of economic development at the national, regional and global levels, as well as by facilitating humanitarian and disaster response to crises and public health emergencies;

2. *Directs* the Council and the Secretary General, within their respective competencies, to demonstrate that ICAO continues to serve as an advocate for aviation by raising awareness among Member States, including relevant authorities beyond the air transport sector, the United Nations system, the donor community and all relevant stakeholders about aviation's contributions to sustainable development and the attainment of the SDGs;

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3. *Urges* Member States to enhance their air transport systems by effectively implementing SARPs and policies while at the same time including and elevating the priority of the aviation sector into their national development plans supported by robust air transport sector strategic plans and civil aviation master plans, thereby leading to the attainment of the SDGs;
 4. *Directs* the Secretary General to consider the special needs and characteristics of LDCs, LLDCs and SIDS, identified within the framework of the United Nations, in the coordination, prioritization, facilitation and implementation of assistance programmes aimed at enhancing their air transport systems;
 5. *Directs* the Secretary General to continue monitoring and reviewing, when applicable, the contributions made towards the attainment of the SDGs through the implementation of ICAO Strategic Objectives and work programmes;
 6. *Directs* the Secretary General to ensure that ICAO participate, when applicable and in alignment with its Strategic Objectives, in appropriate mechanisms put in place to support the implementation of the 2030 Agenda for Sustainable Development so that aviation is recognized and prioritized as such by Member States in their development plans; and
 7. *Requests* the Secretary General to enhance existing and establish new partnerships with Member States, the aviation industry, the United Nations system, international and regional organizations, financial institutions, donors and other actors to assist Member States in enhancing their air transport systems with a view to contributing, consequently, to the attainment of the SDGs.
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Agenda Item 30: Resource Mobilization

30.1 Under this Agenda Item, the Committee reviewed A39-WP/26, presented by the Council, which provides information on the ICAO Resource Mobilization Policy that aims at achieving adequate, more predictable and sustainable voluntary contributions to realize the Organization's mission, complement the ICAO Regular Programme Budget and assist States in facilitating access to funds to enhance their air transport systems, and a report on the activities related to resource mobilization. The Committee expressed appreciation for the voluntary contributions received, recommends that the Secretary General foster partnerships to mobilize resources for sustainable aviation development, urged Member States, international organizations, industry, donors and all relevant stakeholders to assist States in enhancing their air transport systems and to contribute to ICAO voluntary funds.

30.2 The Committee acknowledged the content of A39-WP/105, presented by Slovakia on behalf of the EU and its Member States and other Member States of ECAC and EUROCONTROL, noting that the subject was already discussed in under Agenda Item 28 No Country Left Behind Initiative.

30.3 The Committee reviewed A39-WP/240, tabled by the World Bank Group, that presents information that facilitates States access to financing that would enhance their air transport systems and, therefore, support the achievement of the goals of the 2030 Agenda. The Committee noted the catalytic impact of air transport for development and urged Member States to recognize this impact by elevating the priority of the aviation sector in the national development plans. The Committee also noted the Bank's support for Member States in the air transport sector along its funding mechanisms and called Member States to consider the inclusion of the air transport sector in their development strategies through their respective Country Partnership Frameworks (CPFs) with the World Bank Group, if applicable.

30.4 In light of the discussion the Committee agreed to submit, for adoption by the Plenary, the following resolution:

Resolution 30/1 : Resource Mobilization

Recognizing that air transport is a catalyst for sustainable development and that despite its socio-economic significance, it receives limited funds from existing international funding mechanisms to support its development;

Recognizing that the successful implementation of the No Country Left Behind (NCLB) initiative will rely on an increased level of funding and investments supported by all Member States;

Considering that, in some cases, Member States may not have access to the necessary resources to remedy the deficiencies identified through ICAO audit programmes and to enhance their air transport systems;

Whereas most developing States experience difficulties in gaining access to many financial market sources, particularly foreign capital markets, for funding sustainable development of civil aviation;

Whereas the Council has established, based on ICAO Strategic Objectives, thematic and multi-donor trust funds with the objective of assisting Member States in enhancing civil aviation;

Recalling that several Assembly resolutions, including A38-2, A38-5, A38-7, A38-15, A37-16, A36-17, A36-18, A35-15, A33-1, A33-9, A29-13 and A22-19, urge States, international organizations and financial institutions to establish partnerships, mobilize resources for technical assistance and make voluntary contributions to ICAO Funds;

Acknowledging Member States, international and regional organizations and other donors' significant contributions to ICAO Funds associated with the fulfilment of the objectives of ICAO;

Recognizing that a holistic and purposeful resource mobilization capacity has the potential for increasing ICAO's support to States in facilitating access to funds to enhance their civil aviation systems;

Whereas ICAO has a Resource Mobilization Policy aimed at achieving adequate, more predictable and sustainable voluntary contributions to realize the Organization's mission, to complement the ICAO Regular Programme Budget, and to assist States in facilitating access to funds to enhance their safety, efficient, secure, economically viable and environmentally sound air transport system;

The Assembly:

1. *Directs* the Council and Secretary General, within their respective competencies, to ensure that ICAO continue its role as an advocate for aviation by raising awareness among Member States, the United Nations system, international and regional organizations, financial institutions, the private sector and the donor community about the benefits of mobilizing resources for and investing in the sustainable development of air transport systems of all Member States;
2. *Urges* Member States, the industry, international and regional organizations, financial institutions, donors and other stakeholders to support the implementation of assistance activities in line with the global and regional aviation plans and priorities established by ICAO while avoiding duplication of efforts;
3. *Requests* the Secretary General to develop guidance material to assist States in including and elevating the priority of the aviation sector into their national development plans and developing robust air transport sector strategic plans and civil aviation master plans;
4. *Urges* Member States to secure national funding for the sustainable development of air transport and *encourages* them to seek assistance from ICAO when appropriate;
5. *Urges* Member States providing Official Development Assistance (ODA) to recognize the significant contributions of aviation to sustainable development by considering commitments and disbursements of financial flows to the enhancement of air transport of States in need and *encourages* the Secretary General to assist them in realizing this endeavour;
6. *Urges* all Member States, the industry, international and regional organizations financial institutions, donors and other stakeholders able to do so to continue making voluntary contributions to ICAO Funds

and to partner with States in need with a view to providing financial and technical resources to assist in enhancing their civil aviation systems, including their oversight capabilities;

7. *Directs* the Council and Secretary General, within their respective competencies, to continue fostering ICAO's partnership with financial institutions seeking the prioritization or inclusion of aviation in their agendas and work programmes in order to facilitate States' access to fund or finance their aviation development projects;

8. *Directs* the Secretary General to develop strategies and means to mobilize resources among Member States, the UN system, international and regional organizations, financial institutions, the private sector and related mechanisms to assist States in need, especially Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS), in enhancing their air transport systems when appropriate and consistent with the NCLB initiative;

9. *Directs* the Secretary General to work with international organizations to ensure that aviation priorities and opportunities are properly represented in global and regional initiatives related to the mobilization of resources for the development of air transport; and

10. *Directs* the Secretary General to work with international organizations to ensure that ICAO Resource Mobilization initiatives are harmonized and integrated in relevant funding and development frameworks.

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