



ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 16: Environmental Protection – International Aviation and Climate Change — Policy and Standardization

ASSISTANCE FOR DEVELOPMENT AND IMPLEMENTATION OF STATE ACTION PLANS FOR CO₂ EMISSIONS MITIGATIONS FOR INTERNATIONAL AVIATION AND FUTURE APPROACH

(Presented by the 54 Member States² of the African Civil Aviation Commission (AFCAC))

EXECUTIVE SUMMARY

This working paper highlights the role of ICAO in assisting States under a successful cooperation model, which may be appropriate for the other Member States, mainly developing States. Twelve³ African Member States benefited from the Capacity Building Project of ICAO and the European Union (EU). This programme has demonstrated the importance of assistance programmes to successfully achieve the goal and the global targets on environmental protection. Through assistance these twelve African Member States submitted robust State Action Plans for CO₂ mitigation to ICAO.

Forty-three African Member States are yet to benefit from such assistance programs for development of CO₂ mitigation action plans and for the implementation of selected mitigation measures. This working paper encourages Member States and the ICAO Secretariat to finance similar programmes and establish a permanent assistance and capacity building programme in Environmental Protection for the Member States. The paper also encourages collaboration in the development and implementation of the programmes.

Action: The Assembly is invited to:

- a) Note the information presented in this working paper;
- b) Encourage Member States and ICAO to support States in the development and updating of State Action Plans for CO₂ mitigation and implementation of selected measures;

¹ English and French versions provided by AFCAC

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Swaziland, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia and Zimbabwe.

³ Angola, Burkina Faso, Burundi, Cameroon, Central African Republic, Chad, the Republic of the Congo, the Democratic Republic of the Congo, Equatorial Guinea, Gabon, Kenya, São Tomé and Príncipe.

	<p>c) Encourage member States, ICAO, regional and international organizations to promote and support initiatives to finance environmental protection programmes and establish a permanent assistance and capacity building programmes for the member States in close coordination with ICAO’s Environment Division.</p> <p>d) Instruct the Secretary General to support and strengthen capacity building on CO₂ emission reduction, building upon the successful experience stated above and provide technical support and technological transfer.</p> <p>e) Instruct the Secretary General to collaborate with AFCAC in the development and implementation of the programmes for African Member States.</p>
<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives E – Environmental Protection.
<i>Financial implications:</i>	No financial implication.
<i>References:</i>	<ul style="list-style-type: none"> • Resolution A39-2 of the ICAO Assembly. • ICAO Doc. 9988 "Guidance on the Development of States' Action Plans on CO₂ Emissions Reduction"; • ICAO-EU Assistance Project Final report “Capacity building for CO₂ mitigation from international aviation”;

1. INTRODUCTION

1.1 As of the 31st July 2019, twenty-five African member States (45.4% of the 55 Member States of AFCAC) had submitted their State Action Plans for CO₂ emission mitigation to ICAO. Twelve out of the 25 member States were able to submit their State Action Plans under the ICAO-EU Assistance programme.

1.2 The ICAO-EU assistance project which began in 2014 sought 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 CO₂ emissions and start the implementation of measures to reduce emissions and aviation fuel consumption.

1.3 In Paragraph 17 of Resolution A39-2, the Assembly requested the Council to continue to play a pivotal role in providing assistance to its Member States, build further partnerships with other international organizations to meet the assistance needs of ICAO’s Member States and facilitate access to existing and new financial resources, technology transfer and capacity building to developing countries and continue to initiate specific measures to assist developing States.

1.4 The issue of environmental protection has created many challenges and opportunities for the Member States. Currently, there are several successful cases in terms of technology transfer, development of Sustainable Aviation Fuels (SAFs), operational improvements (ATM), implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA), provision of assistance and capacity building. The matter of assistance, capacity building, financing and technology transfer especially for the developing countries, becomes the most important element to ensure that the “No Country Left Behind” initiative is successful.

2. ANALYSIS

2.1 In its Resolution A39-2, *Consolidated statement of continuing ICAO policies and practices related to environmental protection –Climate change*, ICAO invited States to prepare or update action plans for submission to ICAO preferably by end of June 2018 and thereafter once every three years.

2.2 Twelve African Member States benefited from the joint ICAO-EU assistance project and honoured their commitments by submitting their national action plans between December 2015 and June 2016. The Action Plans were reviewed and deemed satisfactory in accordance with the recommendations of ICAO Document 9988 “Guidance on the Development of States’ Action Plans on CO₂ Emissions Reduction”. These action plans contained relevant baseline data and expected results on CO₂ emissions from international aviation at the State level, allowing ICAO to compile the information globally and monitor the progress towards the achievements of the global aspirational goals of a global annual average fuel efficiency improvement of 2 per cent until 2020 and a global fuel efficiency improvement rate of 2 per cent per annum from 2021 to 2050.

2.3 The project became a major catalyst to achievement of concrete steps in terms of environmental protection and climate change in the twelve African Member States. In addition to the submission of State Action Plans, the States adopted the Aviation Environmental System (AES) to efficiently monitor CO₂ emissions and implemented four mitigation measures namely; Continuous Climb Operations, Continuous Descent Operations, feasibility studies for sustainable aviation fuel and solar facility installed at the airport premises and electric ground power unit and preconditioned air unit in four countries namely Burkina Faso, Cameroon, Gabon and Kenya.

2.4 In addition to these pilot mitigation measures and feasibility studies executed, the twelve African States implemented more than 50 mitigation measures within the project timeframe, which had been included in their action plans developed under the project. Although the twelve States acknowledge the support in the development of action plans are very important in ensuring compliance with ICAO objectives and promotion of sustainable civil aviation, not all African States benefited from the same capacity to establish state action plans and implementation of measures. It is imperative to encourage Member States, ICAO, international organizations and development partners to continue to support and strengthen capacity building on CO₂ emission reduction, building upon the successful experience stated above. Therefore, there is a need for financial resources, technical support, technological transfer and collaboration between ICAO and AFCAC in the development and implementation of programmes for Africa.

2.5 The ICAO-EU project has demonstrated the importance of assistance and capacity building for States to successfully achieve global goals and targets on environmental protection. However, the project was temporary and not all African States benefited. There are some geographical regions on the African continent that were not part of the ICAO-EU project. In the event that funding or capacity building is availed, priority must be given to the African Member States that have never submitted a State Action Plan to ICAO.

2.6 It should be emphasized that the experience gained in the preparation and updating of national action plan for CO₂ emission reduction under this project requires a permanent assistance and capacity building programme in Environmental Protection for Member States, especially developing countries. Therefore, environmental programmes should be funded and implemented through close cooperation and coordination with the ICAO Environment Division and regional bodies.

3. **CONCLUSION**

3.1 The joint ICAO-EU project provided a broader framework for cooperation and key elements for the successful achievement of global objectives and results. Most member States are willing to contribute to ICAO objectives and environmental work, but some developing countries do not have the financial resources and necessary technical capacity to achieve the goals.

3.2 It is worth noting the important role of ICAO through the different projects executed by the Environment Office in coordination with member States. Taking action in terms of environmental protection and climate change has been a major boost for developing States.

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