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Agenda Item 15: Environmental Protection – General provisions, Aircraft Noise and Local Air Quality– Policy and Standardization

Agenda Item 17: Environmental Protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

CONTRIBUTION AND VIEWS OF SOUTH AFRICA ON THE ENVIRONMENTAL PROTECTION WORK DONE BY ICAO

(Presented by South Africa)

EXECUTIVE SUMMARY

This information paper presents a report on the activities undertaken by South Africa in supporting the environmental work done by ICAO. This encompasses the voluntary contributions of South Africa to the Assistance, Capacity Building and Training on Carbon Offsetting and Reduction Scheme for International Aviation (ACT-CORSIA) as well as to the work of the Committee on Aviation Environmental Protection (CAEP). It also provides the views of South Africa on the environmental protection work done by CAEP, especially the prospects of work related to the Global Aviation Environmental Plan (GAEP).

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective E- <i>Environmental Protection</i> .
<i>Financial implications:</i>	None
<i>References:</i>	<ul style="list-style-type: none">● ICAO Assembly Resolution A39-3● ICAO Assembly Resolution A38-18

1. INTRODUCTION

1.1 At present, South Africa has the largest air transport network on the African continent. The OR Tambo International Airport is the hub for connecting into various countries on the African continent south of the Sahara. There are ten international airports in the country, serving a large number of South African and international airline operators.

1.2 The strategic approach for South Africa's response to climate change is steered by the State's National Development Plan (NDP) (Vision 2030). The NDP proposes the movement towards a low carbon economy. Different sectors of government have roles to play to fulfil this vision. The transport

sector is the heartbeat of South Africa's economic growth and social development. In support of sustainable development, South Africa contributes to ICAO's efforts to mitigate aviation's impacts on the environment.

2. SOUTH AFRICA'S CONTRIBUTION TO THE ICAO'S ENVIRONMENTAL WORK

2.1 Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)

2.1.1 South Africa was honoured to have been the host for the 2018 ICAO African Regional seminar on the CORSA. It was the first time that such an event was held in southern Africa.

2.1.2 South Africa supports ICAO's No Country Left Behind (NCLB) initiative. South Africa, in response to State Letter Ref: ENV1/1-18/60 requesting States to provide voluntary financial and in-kind contributions to the ICAO environment voluntary fund in support of the preparatory activities for CORSA implementation, volunteered to assist six¹ States in the Southern African Development Community (SADC). In 2018 and 2019, South Africa provided an expert, under the (ACT-CORSA) campaign to provide training and assistance to the six SADC States. South Africa was also the first country to share its draft CORSA regulatory framework for use by ICAO as part of the ACT CORSA training material. These efforts by South Africa greatly contribute to the environmental performance of the aeroplane operators in the SADC region and might be the first step in the future participation of other Member States in this geographical region.

2.2 CAEP representation

2.2.1 South Africa plays a leading role in ensuring that the State's as well as the African region's views on environmental work are prioritised and communicated.

2.2.2 South Africa welcomes the remarkable work done by the CAEP. This has resulted in amendments and developments that have seen the growth of Annex 16 volumes. The CAEP is made up of Member States and International Organizations from different regions of the globe. It has however, been noted by CAEP that there are geographical regions that are underrepresented in CAEP. The African region is one of these regions, as it is only represented by three States, namely, Egypt, Nigeria and South Africa.

2.2.3 South Africa therefore, will be hosting the CAEP Steering Group (SG) meeting in Johannesburg, from 02 to 06 December 2019. This is aimed at encouraging more participation by developing States, particularly the Africa-Indian Ocean (AFI) region.

3. VIEWS OF SOUTH AFRICA ON THE ENVIRONMENTAL WORK BEING DONE BY ICAO

3.1 The Global Aviation Environmental Plan (GAEP)

¹ Botswana, Lesotho, Malawi, Namibia, Zambia and Zimbabwe

3.1.1 Coordination amongst Member States is a prerequisite for a comprehensive approach on aviation environmental protection matters. The concept of the Global Aviation Environment Plan (GAEP) provided by CAEP gave an introductory platform on the prospects of developing the GAEP. Like the Global Air Navigation Plan (GANP), Global Aviation Safety Plan, and the Global Aviation security Plan (GASeP), the GAEP will allow for the environmental performance of States to be monitored in a coordinated manner. Environmental Protection is one of ICAO's strategic goals. There is need to identify environmental focal areas, set objectives and implement a monitoring mechanism that will check the progress of achieving environmental integrity in aviation.

3.1.2 Under the umbrella of the ICAO's No Country Left Behind (NCLB) campaign, Regions and their respective States can have coordinated environmental programmes that will assist in achieving set objectives. South Africa supports the development and encourages more discussions on the GAEP particularly, its objectives, mandate and implications on resource requirements.

3.2 CAEP membership and under-represented regions

3.2.1 South Africa salutes ICAO's efforts to build capacity for environmental protection in developing countries. There are 34 States that have membership and observership of CAEP. Of these, only two, South Africa and Nigeria represent the Eastern and Southern African Regional Office (ESAF) and Western and Central African Regional Office (WACAF) regions in Africa. There is evident collaboration among some of the regions that are well represented in CAEP. Decisions concluded at CAEP are usually based on studies undertaken by experts as well as views of the CAEP Member States from the various regions. However, these decisions get filtered down to all States through the development and/or amendment of Annex 16 volumes. South Africa as one of the only three CAEP African Member States, encourage the participation of States from the AFI region. South Africa supports the future growth of the CAEP membership to include the geographical regions that are underrepresented such as the African region.

4. CONCLUSION

4.1 Note the contents of this information paper; and

4.2 Note South Africa's commitment to ICAO's work on the environment.

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