



HIGH-LEVEL MEETING ON INTERNATIONAL AVIATION AND CLIMATE CHANGE

Montréal, 7 to 9 October 2009

Agenda Item 2: Proposals for strategies and measures to achieve emissions reductions

AFRICAN POSITION ON THE GIACC PROGRAMME OF ACTION

(Presented by Nigeria on behalf of African States*)

SUMMARY

This paper contains the African position on the Group on International Aviation Climate Change (GIACC) Programme of Action and aligns with the Global Aspirational Goal recommended. The paper opposes unilateral action on Market-Based/economic measures by States and Regions across national borders and re-affirms Africa's believe in ICAO's leadership and role in overcoming the challenges of aviation emission, but also believes that the principle of Common But Differentiated Responsibilities should be applied in all ICAO's ongoing efforts in mitigating aviation environmental emission.

Action by the conference is in paragraph 5.

1. INTRODUCTION

1.1 The issue of the growth of global aviation today is not in doubt and the resultant impact from aircraft emission has equally become a major global issue. New findings related to aviation emissions show that aircraft in 2005 are now estimated to contribute about 30 per cent of the anthropogenic radioactive forces (measure of change in climate) by all human activities, and total CO₂ aviation emissions is approximately 2 per cent of the Global Greenhouse Emissions. This is, however, expected to grow. The projected growth factor of the aviation sector and its emission is by far less than the contributions from road transport, industries or power generation, amongst other sources.

¹ French version provided by Nigeria.

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1.2 Based on ICAO data, CO₂ emissions from international aviation almost doubled over the period 1990 to 2006. Technological advances in airframe and engine design together with improved air traffic management and operational procedures have slowed the rate of growth of aviation CO₂ emissions by around 2 per cent per year. Opportunities however continue to exist for addressing aviation emissions through further technological, air traffic management and operational measures. The aviation industry has and continues to pursue a range of opportunities in these areas. The International Civil Aviation Organization (ICAO) has continued to provide commendable leadership in this regard.

2. ICAO AND ENVIRONMENTAL ISSUES

2.1 ICAO once again demonstrated its capability to provide leadership in limiting or reducing the impact of aviation Green House Gas emissions on the global climate with the successful establishment of the Group on International Aviation and Climate Change (GIACC) in line with the ICAO Assembly Resolution, A36-22, Appendix K, *“Consolidated statement of continuing ICAO policies and practices related to environmental protection”*. GIACC was tasked with developing and recommending to the Council an aggressive Programme of Action on International Aviation and Climate Change and a common strategy to limit or reduce greenhouse gas emissions attributable to international civil aviation. The Programme of Action developed by GIACC further affirms ICAO’s leadership role and capability.

2.2 In the last ten years, ICAO has conducted work relating to aviation CO₂ emissions and other form of emissions for several decades. This includes examination and development of a range of technological and operational measures for reducing aviation emissions. Furthermore, detailed analysis has been undertaken of market-based measures pursuant to resolutions in the past General Assemblies. This includes analyses of options for CO₂-based aviation emissions charges, emissions trading and voluntary measures. Various guidance documents have been published on different market-based measures.

2.3 There is no doubt that the GIACC has further confirmed and brought to the front burner that the issue facing the aviation sector at this time is to achieve global consensus and the political will to identify and agree what further measures should now be put in place to reduce the growth of CO₂ emissions from international civil aviation conscious however of the principle of Common But Differentiated Responsibilities (CBDR).

3. AFRICAN POSITION ON THE PROGRAMME OF ACTION

3.1 The African States wish to commend the effort of ICAO in setting up GIACC and all the members of the Group for coming up with a programme of action which was adopted by consensus. Notwithstanding, the reservations with some areas of the programme of action, African States believe that if given the necessary political support, this aggressive programme of action will go a long way to demonstrate and further confirm the effort and seriousness of aviation to limit and reduce greenhouse gas emissions attributable to international civil aviation.

3.2 African States fully believe that ICAO should set Global Aspirational Goals as recommended by GIACC. However, the provision of Article 2.2 of the Kyoto Protocol which places responsibilities on the Annex 1 countries should be fully implemented.

3.3 Additionally, African States want the programme of action to be implemented in such a way that the special circumstance of developing countries must be considered in order to ensure that the sustainable growth of aviation in the developing States is not hindered. African States therefore wish to reiterate the need for ICAO to take in to consideration the United Nations Framework Convention on Climate Change (UNFCCC) principle of common but differentiated responsibilities in the implementation of this programme of action.

3.4 African States further wish to emphasize that they:

- a) agree and support that ICAO should be the forum through which to resolve all technical issues relating to the environment;
- b) support ICAO's efforts in minimizing the impact of aviation emission on the environment and the Programme of Action recommended by GIACC;
- c) believe that in the implementation of the Programme of Action recommended by GIACC, ICAO and Contracting States should adhere to the UNFCCC fundamental principle of Common But Differentiated Responsibilities and Capabilities for developing and developed countries;
- d) believe that ICAO should align its time frame/scales for short, medium and long terms with that of the UNFCCC;
- e) expect that emphasis should be on those measures that reduce emissions and at the same time do not negatively impact the growth of air transport, particularly in the developing countries. Such emphasis should be on the development of better fuel efficient engines, research into alternative fuels, reduction in air traffic delays, fuel burn by aircraft, etc.;
- f) oppose unilateral action on Market-Based/economic measures by States and Regions across national borders. Instead, ICAO should continue to be the vehicle for driving and resolving all issues of environment including Market-Based measures. African States therefore totally reject the unilateral inclusion of third party airlines in the Emission Trading Scheme (ETS) of any State, Sub region or region without their mutual consent, as well as the geographical scope of the scheme;
- g) require ICAO assistance to developing countries in the area of finance, capacity building and transfer of technology for the implementation of the GIACC Programme of Action and other efforts to limit or reduce aircraft emission.

4. EFFORTS BY AFRICAN STATES TO REDUCE EMISSIONS

4.1 African States intend to have a coordinated approach to the issue of limiting or reducing aircraft emission. However, individual States in the region have embarked of several programmes to reduce emission: These include:

- a) fleet renewal programme made possible by Cape Town Convention. This has changed the African skies which are now dotted with new generation aircraft;

- b) the modernization of the Air Traffic Management System including Performance Base Navigation;
- c) the use of environmental friendly Ground Support Equipment and the building of new terminal buildings and powered by renewable energy sources (Solar/Wind turbine); and
- d) the adoption of the ICAO Environmental System Management by some African airlines.

4.2 An African Environmental Policy is being developed by the African Civil Aviation Commission on behalf of African States.

5. ACTION BY THE HLM-ENV

5.1 The HLM-ENV is invited to:

- a) consider and approve the Programme of Action recommended by GIACC including the Global Aspirational Goals, taking into cognizance the UNFCCC fundamental principle of Common But Differentiated Responsibilities and Capabilities for developing and developed countries;
- b) discourage unilateral action on Economic/Market-Based measures by States and Regions across national borders, while ICAO continues to be the vehicle for driving and resolving all issues of environment including Market-Based measures; and
- c) approve the provision of assistance by ICAO to developing countries in the area of finance, capacity building and transfer of technology for the implementation of the GIACC Programme of Action and other efforts to limit or reduce aircraft emission.

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