



ASSEMBLY — 42ND SESSION

EXECUTIVE COMMITTEE

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

FINANCE FOR ADAPTATION INFRASTRUCTURE IN DEVELOPING COUNTRIES

(Presented by South Africa)

EXECUTIVE SUMMARY

The International Civil Aviation Organization (ICAO) Assembly Resolution 41-21 Paragraph 29: “Requests the Council to identify the potential impacts of climate change on international aviation operations and related infrastructure, identify adaptation measures to address the potential climate change impacts, and maintain and enhance guidance on climate change risk assessment and adaptation measures for international aviation, in cooperation with other relevant international organizations and the industry”.

This paper acknowledges some of the work undertaken by ICAO to advance the implementation of this resolution. The paper further highlights the need for continued focus on adaptation efforts especially measures to deal with the impact of climate change on aviation infrastructure, particularly in developing countries, in view of the anticipated increase in scale, intensity and frequency of climate disasters. The paper also highlights some of key adaptation measures to be considered.

**Action:** The Assembly is invited to:

- a) commend ICAO for its work relating to international aviation and climate change and adaptation;
- b) urge ICAO to continue providing support and guidance to Member States on climate change risk assessment and adaptation measures; and
- c) request the Council to explore how the measures highlighted in Paragraph 2.1 can be advanced.

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| <i>Strategic Goals:</i>        | This working paper relates to Strategic Goal – <i>Aviation is Environmentally Sustainable</i> .                                                                                                          |
| <i>Financial implications:</i> | The activities referred to in this paper are a continuation of the work currently underway and also planning for work to be done in the future.                                                          |
| <i>References:</i>             | Doc 10184, <i>Assembly Resolutions in Force</i> (as of 7 October 2022)<br><i>2018 ICAO Climate Adaptation Synthesis</i><br>6th Assessment Report of the Intergovernmental Panel on Climate Change (IPCC) |

## **1. INTRODUCTION**

1.1 Adaptation refers to the process of adjustment to actual or expected climate and its effects. In human systems, adaptation seeks to moderate or avoid harm or exploit beneficial opportunities. In some natural systems, human intervention may facilitate adjustment to expected climate and its effect.

1.2 The International Civil Aviation Organization (ICAO) Assembly Resolution 41-21 Paragraph 29: “Requests the Council to identify the potential impacts of climate change on international aviation operations and related infrastructure, identify adaptation measures to address the potential climate change impacts, and maintain and enhance guidance on climate change risk assessment and adaptation measures for international aviation, in cooperation with other relevant international organizations and the industry”

1.3 The 6<sup>th</sup> Assessment Report of the Intergovernmental Panel on Climate Change’s (IPCC) estimates that climate impacts will have a consequence of negative GDP growth in many developing countries given that warming is twice the global average, which implies that developing countries need to be assisted to enhance adaptive capacities, otherwise that could already bleed the fiscal position in many of these countries. Developing countries need to build resilience, communicate their adaptation needs including in the aviation sector, with the aim to build resilience to help them adapt to the impacts of climate change that are to escalate, as pointed out in the IPCC reports.

1.4 ICAO has done commendable work in this regard, including development of useful tools to be used by States such as Climate Adaptation Synthesis Report, the “Climate Risk Assessment, Adaptation and Resilience” Guidance, as well as raising awareness. The work done by ICAO in enhancing scientific understanding has also been critical in allowing for informed discussions on the subject.

1.5 In view of the above, the paper seeks to highlight the need for continued focus on adaptation especially measures to deal with the impact of climate change on aviation infrastructure, particularly in developing countries, in view of the anticipated increase in scale, intensity and frequency of climate disasters.

## **2. DISCUSSION**

2.1 Respondents to the *2018 ICAO Climate Adaptation Synthesis* “recognised that the global sector has engaged heavily in climate change mitigation efforts, but thought that more effort should be given to climate change adaptation”. Current efforts to deal with climate change are still heavily slanted towards mitigation. There is, however an urgent need to focus attention on climate adaptation efforts, to complement mitigation strategies, so that airports, especially in developing countries are better prepared to mitigate the risk and manage the impact of climate change. The following are some of key adaptation measures to be considered:

### **2.1.1 Planning**

2.1.1 Adaptation needs and impacts are unique to each country and region and adaptation measures therefore cannot be stylised as “one size fits all” in terms of needs and priorities. In the planning, therefore, individual needs may be communicated as part of the State Action Plan or as an independent submission indicating adaptation support needs.

### 2.1.2 **Finance**

2.1.2 The 2018 ICAO Climate Adaptation Synthesis stated that “there are . . . financial costs associated with adaptation and one document reviewed noted that costs of implementing adaptation strategies could be prohibitive.” It is for this reason that this paper proposes that there should be a deliberate drive to scale up adaptation finance, in a manner that will be much more predictable – such financing should also have a dedicated share towards sustainable development, which in this context should be represented through adaptation. Developing countries should be the main beneficiaries in terms of getting allocation towards adaptation, including through support needs expressed through their State Action Plans or a dedicated instrument to express their adaptation needs.

### 2.1.3 **Implementation**

2.1.3 The broad scope of adaptation needs should cater for both hard adaptation as well as soft adaptation including early warning systems attendant to disaster risk reduction. The menu of adaptation options (ICAO 2022) is a useful tool to guide countries, without necessarily being prescriptive. There should be dedicated support to assist in the development of projects in developing countries, to have the needs packaged in a manner that will attract funding and support.

### 2.1.4 **Governance**

2.1.4 International Aviation could consider as an example Article 7.1 of the Paris Agreement which provides for the establishment of a Global Goal on Adaptation (GGA). It reads thus, “establish the global goal on adaptation of enhancing adaptive capacity, strengthening resilience and reducing vulnerability to climate change, with a view to contributing to sustainable development and ensuring an adequate adaptation response . . .” Such a goal could be done in line with the ICAO Long Term Aspirational Goal to reach net zero emissions by 2050.

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