



大会 — 第 40 届会议

执行委员会

议程项目 21: 联合国 2030 年议程 — 可持续发展目标 (SDGs)

国际民航组织为支持联合国 2030 年议程 — 可持续发展目标 (SDGs) 而开展的活动

(由国际民航组织理事会提交)

执行摘要

国际民航组织大会第 39 届会议通过了 A39-25 号决议《航空对联合国 2030 年可持续发展议程的贡献》。该决议说明了如何通过实现国际民航组织战略目标，特别是通过实施不让任何国家掉队 (NCLB) 举措对实现 2030 年可持续发展议程做出重大贡献。本工作文件报告了国际民航组织为支持联合国 2030 年议程 — 可持续发展目标 (SDGs) 而开展的活动，以及为实现相关具体目标与各国和其它联合国机构建立的合作和伙伴关系。

行动: 请大会:

- a) 鼓励成员国在联合国可持续发展问题高级别政治论坛上提交的自愿国别评估中，将航空作为可持续发展的一个促成因素进行报告;
- b) 鼓励各国在其国家航空计划中明确提及联合国可持续发展目标 (UN SDGs)，以展示航空对联合国可持续发展目标和国家经济的贡献; 和
- c) 通过本文件附录所载的经修改的大会决议。

战略目标:	本工作文件涉及所有战略目标和所有辅助实施战略 (SIS)。
财务影响:	本文件提及的活动，将根据 2020 年至 2022 年经常方案预算和/或预算外捐助的可用资源情况予以开展。
参考文件:	A39-25 号决议:《航空对联合国 2030 年可持续发展议程的贡献》 A39-23 号决议:《不让任何国家掉队 (NCLB) 举措》 A/RES/70/1 号决议:《改变我们的世界: 2030 年可持续发展议程》 C-WP/14788 号文件:《国际民航组织 2020-2021-2022 年业务计划草案》 A40 WP/XX 号文件:《太平洋小岛屿发展中国家 (PSIDs) 航空需求分析》 Doc 10075 号文件:《大会有效决议》(截至 2016 年 10 月 6 日)

1. 背景

1.1 2016年1月1日,由所有联合国会员国于2015年9月通过的联合国2030年可持续发展议程的17个可持续发展目标(SDGs)正式生效。这些目标是全球社会做出的一个承诺,即在2030年之前在全世界消除贫困并实现可持续发展,同时确保无人掉队。联合国2030年议程的通过是一个里程碑式成就,为所有人提供了一个共同的全球可持续发展愿景。大会第39届会议通过了A39-25号决议,概述了国际民航组织成员国、理事会和秘书处将采取的行动,以使航空对联合国2030年可持续发展议程做出贡献。

1.2 自从通过了A39-25号决议,国际民航组织一直全力以赴,与各国和其它全球利害攸关方紧密合作,为实现联合国2030年可持续发展议程做出贡献,特别是通过实施不让任何国家掉队举措做出贡献。航空提供了连通性,从而支持全球社会经济发展,特别是最不发达国家(LDCs)、内陆发展中国家(LLDCs)和小岛屿发展中国家(SIDS)的社会经济发展。航空在其他交通方式不可用或者无效率时,帮助全球获取商业、贸易和旅游服务。预测表明,空中交通流量在未来15年将翻一番。这可能为各国实现联合国2030年可持续发展议程带来机会。

2. 航空对可持续发展目标的贡献的最新情况

2.1 宣传航空在支持可持续发展目标方面的裨益

2.1.1 在其宣传和外联中,国际民航组织一直在展示,围绕本组织五个战略目标而开展的工作如何支持可持续发展目标。这个分析性图表显示,国际民航组织正在推进17个可持续发展目标中的15个目标。图表提供了战略目标与可持续发展目标深度交织的有力证明,发布在国际民航组织公共网站上:<https://www.icao.int/about-icao/aviation-development/pages/sdg.aspx>。

2.1.2 在国际民航组织的领导下,国际航空部门设立了全球共同理想目标,以将燃料效率每年提高百分之二,并从2020年起实现碳中和增长。为了达到这些全球理想目标,支持可持续发展目标,目前正在制定和实施一个“一揽子二氧化碳缓解措施”方面取得进展。这个“一揽子措施”包括航空器技术进步、运行改进、可持续航空燃料以及国际航空碳抵消和减排计划(CORSIA)——全球层面主要行业部门中第一个基于市场的解决碳排放问题的工具。

2.1.3 2016年,国际民航组织推出了可持续发展航空伙伴关系(APSD),以使各国、联合国、私营部门和金融机构以及其他利害攸关方意识到航空作为可持续发展催化剂的作用。为此,国际民航组织还邀请了联合国经济和社会事务部(DESA)、联合国最不发达国家、内陆发展中国家和小岛屿发展中国家高级代表办公室(OHRLLS)、世界银行集团(WBG)和航空运输行动小组(ATAG)一同加入。自2016年起,可持续发展航空伙伴关系成员一直在战略性优选活动上宣传航空对实现联合国2030年可持续发展议程的关键作用。2017年,国际民航组织与国际机场理事会(ACI)、民用空中航行服务组织(CANSO)、国际航空运输协会(IATA)和航空航天工业协会国际协调理事会(ICCAIA)进行协作,编制《航空裨益报告》,说明航空如何推进社会经济发展,支持可持续发展目标(SDGs)。

2.1.4 此外,每年在不同地区举办的国际民航组织世界航空论坛(IWAF)是查明需求、推进融资、促进伙伴关系以及分享信息和最佳做法的良机,目的是在国家层面加快实施国际民航组织的标准和建议措施(SARPs),支持不让任何国家掉队举措和2030年可持续发展议程。

2.1.5 尽管没有专门的航空目标，但国际社会越来越认识到航空运输作为实现可持续发展目标的一个促成因素的重要性。2017年12月，联合国大会经济和财务委员会批准了一项决议，重点加强所有交通方式之间的关联性，以实现可持续发展目标。决议认识到航空和国际民航组织的工作对推进可持续发展目标的重要性。它特别强调了最不发达国家(LDCs)、内陆发展中国家(LLDCs)和小岛屿发展中国家(SIDS)，并强调对基础设施、多式联运和连通性的投资对于全球经济一体化至关重要，这将促进发展并帮助实现可持续发展目标。在支持小岛屿发展中国家实现可持续发展目标方面，国际民航组织目前正在为太平洋小岛屿发展中国家(PSIDS)进行航空需求分析，对PSID的薄弱性给予应有的考虑，并评估民用航空如何能够克服太平洋小岛屿发展中国家的某些挑战并支持其可持续发展。现已在执行委员会的议程项目20下提交了一份进展报告(参见A40 WP/xxx号文件)。

2.1.6 由于认识到可持续交通和机动性是推进联合国2030年可持续发展议程的基础，世界银行邀请国际民航组织加入“人人享有可持续机动性(SuM4All)举措”——这是一个由交通部门50个领军组织和机构组成的小组，致力于支持改变全球机动性的交通政策和系统。2017年，SuM4ALL发布了第一份全球机动性报告，其中航空被放在战略位置上。该报告得到40个主要媒体的报道，触及300万人。

2.1.7 在联合国可持续发展问题高级别政治论坛期间，每年邀请各国自愿介绍他们在国家和次国家层面的进展评估。自愿国别评估(VNR)进展报告旨在促进分享经验，包括成功、挑战和教训，以加快联合国2030年议程的实施。国际民航组织在精选活动上开展外联和增强影响力，持续倡导国家利害攸关方将航空作为可持续发展促成因素纳入其自愿国别评估进展报告，这些工作正在取得成果。根据对2016年至2018年98个联合国会员国提交的107个自愿国别评估进行的全面分析，提及航空的自愿国别评估的数量是过去的三倍以上(从自愿国别评估的25%增加到77%)。在三年期间，98个国家中的62个国家在其自愿国别评估中提及航空——高于2016年的5个国家。

2.1.8 在其自愿国别评估中提及航空的国家中，越来越多的国家也将航空与更大范围的可持续发展目标联系起来。在所有的自愿国别评估中，提及的可持续发展目标的数量从2016年的4个增加到2018年的8个。此外，强有力的证据表明，各国越来越多地认为，国际民航组织战略目标对实现可持续发展目标做出重要贡献。国际民航组织网站¹上和本文件附录B中的报告提供了国际民航组织所有七个地区的一些国家案例，说明与国际民航组织战略目标的紧密联系。这表明，国际民航组织对航空支持17个可持续发展目标中的15个目标的持续宣传得到了成员国的积极响应。通过将航空纳入自愿国别评估报告，各国强调了航空与发展之间的紧密关系。

2.2 通过全球、地区和国家层面的强大规划和监测加强可持续航空发展

2.2.1 大会A39-25号决议提及有效实施标准和建议措施和各项政策，以及将航空纳入国家发展计划²，以支持可持续发展目标。第十三次空中航行会议建议各国在不同的全球航空计划之间创建内在关联性，并在每个计划中明确提及可持续发展目标。为支持这一目标，国际民航组织为其成员国制定了指导材料，以建立一个国家航空规划框架³，通过对各项举措的实施进行优先排序和协调，来改善航空运输系统的安全、安保、简化手续、能力和效率，从而确保航空运输的可持续发展。这一做法将在国家、地区和全球层面实现航空运输的可持续发展，带来重大的经济社会效益，包括提高可持续航空融资的可预测性。

¹ https://www.icao.int/secretariat/SecretaryGeneral/SPCP_Docs/18April19%20VNR%20Report.pdf

² 各国可能使用不同术语来界定国家计划和框架。

³ 同上

2.2.2 国际民航组织继续对联合国 2030 年可持续发展议程的监测工作做出贡献，并担任可持续发展目标各项指标机构间专家组的正式观察员，和可持续发展目标指标 9.1.2“按运输方式统计的客运和货运量”的托管机构。借助这一身份，国际民航组织有机会对可持续发展目标全球年度进展报告做出贡献，并提供和更新指标文件。这反过来又有助于为交通基础设施的融资和投资提供论证，并制定政策加强多式联运连通性。这些将促进交通部门的可持续发展，并处理发展中地区和快速增长的经济体中预计将增加的旅客和货物量。

2.3 为实现可持续发展目标建立有针对性的伙伴关系

2.3.1 伙伴关系和协作关系是国际民航组织核心使命的主要部分。作为各国在国际民用航空方面的全球论坛，国际民航组织积极主动地促进合作、协作和协调做法，以实现其 5 大战略目标。

2.3.2 ‘加强伙伴关系’在国际民航组织业务计划中被视为提高国际民航组织工作效率、有效性和影响力的一项关键活动，这一点在 A39-25 号决议中得到强调。为了就国际民航组织伙伴关系活动相关政策、流程和程序提供指导，秘书处制定了一个伙伴关系框架，为实现可持续发展目标确定有针对性的伙伴关系。

2.3.3 联合国宏伟的 2030 年议程要求整个联合国系统做出同样大胆的变化。为了更好地为世界服务，联合国系统将自身重新定位，以更好地在国家层面获得成果，目前正经历着联合国发展系统几十年来最宏大和全面的变革进程。作为联合国的一个专门机构，国际民航组织受邀加入重新焕发活力的联合国可持续发展集团。本组织目前正在评估此种伙伴关系对其成员国的裨益。

2.3.4 在帮助改善航空的安全、效率、经济可行性、安保和环境友好性方面，创新发挥着重要作用。今日的航空运输正处在重大转变的边缘，这些转变包括无人机技术的不断部署，自主、亚轨道和超音速活动的推出，以及其他创新，例如人工智能和区块链技术。国际民航组织应与适当的利害攸关方结成伙伴关系，密切关注这些进展，以更好地促进实现可持续发展目标，这一点极为重要。

3. 结论

3.1 国际民航组织邀请其成员国加强其宣传工作，以支持可持续发展目标。为了加速实现联合国 2030 年可持续发展议程，并牢牢地将航空定位为可持续发展目标的一个促成因素，我们鼓励成员国在其国家航空计划中提及可持续发展目标。为了说明航空在实现可持续发展目标方面的基本作用，我们鼓励成员国在可持续发展问题高级别政治论坛上将航空纳入其自愿国别评估。

附录 A 大会决议草案

40/xx: 航空对联合国 2030 年可持续发展议程的贡献

认识到航空运输是可持续发展的催化剂，对于最不发达国家 (LDCs)，尤其是对于内陆发展中国家 (LLDCs) 和小岛屿发展中国家 (SIDS) 而言，它是与世界相连的重要生命线；

认识到航空运输联通性对于成员国及其人民的经济、社会和地域凝聚力至关重要；

认识到只有在各国具有安全、高效、有安保保障、经济可行且环境无害的航空运输系统的情况下，方能实现航空运输带来的各种效益；

鉴于不让任何国家掉队 (NCLB) 举措旨在协助各国有效实施国际民航组织的标准和建议措施 (SARPs)、计划、政策及方案，并解决重大安全和安保关切以确保所有国家都能够获取航空运输带来的巨大社会经济效益；

鉴于联合国大会通过了《改变我们的世界：2030 年可持续发展议程》，其中包括一组由 169 个具体目标予以支持的 17 个普遍性变革目标，在可持续发展的经济、社会和环境方面进行了平衡；

忆及 2030 年可持续发展议程的规模和雄心需要一个全球伙伴关系，将各政府、私营部门、民间团体、联合国系统和其他行为人聚集在一起，以便调动所有可用资源开展其实施工作；

鉴于完成国际民航组织的安全、空中航行能力和效率、安保和简化手续、航空运输的经济发展及环境保护的战略目标，有助于实现联合国可持续发展目标 (SDGs)；

认识到联合国可持续发展问题高级别政治论坛是各国通过自愿国别评估 (VNRs) 就国家层面实施可持续发展目标的年度进展和挑战提供最新情况的主要场所；

认识到支持国际民航组织战略目标的全球框架的重要性；

认识到基于全球框架有效实施地区和国家计划和举措的重要性；

大会：

1. 敦促成员国认识到，航空通过在国家、地区和全球层面刺激就业、贸易、旅游和其它经济发展领域，以及通过为危机和公共卫生紧急情况的人道主义和灾害响应提供便利，对可持续发展做出重大贡献；
2. 指示理事会和秘书长在其各自能力范围内，通过提高成员国 (包括航空运输业以外的有关当局)、联合国系统、捐助各方以及所有相关利害攸关方对航空为可持续发展及实现可持续发展目标之贡献的认识，展示国际民航组织继续作为航空的倡导者；

3. 敦促成员国在其自愿国别评估中，通过与其他相关可持续发展目标建立关联，将航空作为可持续发展的一个促成因素进行报告；
 4. 鼓励成员国在其相关的国家计划中明确提及联合国可持续发展目标，以说明航空对联合国可持续发展目标和国家经济的贡献；
 5. 敦促各成员国通过有效实施标准和建议措施及政策，加强其航空运输系统，与此同时，由强有力的航空运输部门战略计划和民用航空总体规划提供支助，将航空部门纳入其国家发展计划并提升其优先地位，从而促使实现可持续发展目标；
 6. 指示秘书长在对旨在加强航空运输系统的援助方案进行协调、优先排序、提供便利和实施方面，考虑联合国框架内查明的最不发达国家、内陆发展中国家和小岛屿发展中国家的特殊需要和特点；
 7. 指示秘书长在适用情况下，持续监测和审查因实施国际民航组织战略目标和工作方案而对实现可持续发展目标做出的贡献；
 8. 指示秘书长确保国际民航组织在适用情况下并根据其战略目标，参与为支持实施 2030 年可持续发展议程而建立的适当机制，以使航空在各成员国的发展计划中得到承认并给予优先；
 9. 要求秘书长加强与成员国、航空业、联合国系统、国际和地区组织、金融机构、捐助方和其他行为人的现有伙伴关系并建立新的伙伴关系，以协助成员国加强其航空运输系统，进而对实现可持续发展目标做出贡献；和
 10. 宣布本决议替代关于联合国 2030 年议程 — 可持续发展目标的 A39-25 号决议。
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APPENDIX B

**2016-2018 VOLUNTARY NATIONAL REVIEWS (VNRs):
THE CRITICAL ROLE OF THE AVIATION SECTOR TO ACHIEVE THE SUSTAINABLE
DEVELOPMENT GOALS**

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1. Summary

"Transforming our World – the 2030 Agenda for Sustainable Development" including its 17 Sustainable Development Goals (SDGs) and 169 targets was adopted on 25 September 2015 by Heads of State and Government at a special UN summit. The Agenda is a commitment to eradicate poverty and achieve sustainable development by 2030 worldwide, ensuring that "no one is left behind".⁴

As stipulated in the United Nations 2030 Agenda, Member States are encouraged to conduct regular and inclusive reviews of progress at the national and sub-national levels, which are State-led and State-driven. These reviews take place on a yearly basis and their results are presented at the High-level Political Forum on Sustainable Development (HLPF), which takes place every July at the United Nations in New York. The reviews presented at the HLPF are voluntary and undertaken by both developed and developing countries. To facilitate an in-depth review of progress and challenges at the national level, the HLPF invites States to make their Voluntary National Reviews (VNRs) to be comprehensive voluntary reviews focused on a specific number of SDGs in line with a unique theme which is set on a yearly basis.



Aviation has no dedicated SDG and as such the HLPF isn't expected to feature an analytical discussion on aviation. In 2016, the 39th session of the International Civil Aviation Organization (ICAO), a specialized UN agency, approved a resolution that illustrates the close interlinkages between aviation and the SDGs. In 2017 ICAO undertook a mapping which clearly demonstrated how the sector is supporting 15 out of the 17 SDGs. The international community is now gradually starting to recognize aviation as an enabler of the SDGs as well.

In 2019 ICAO analyzed how many States in their Voluntary National Reviews featured aviation since 2016. The results, which are presented in this report, show a promising trend. Based on a comprehensive analysis of a total of 107 VNRs submitted by 98 UN Member States from 2016 to 2018, the number of VNRs referencing aviation has more than tripled (from 25% to 77% of VNRs). Over the course of three years, 62 out of 98 States referenced aviation in their VNRs – up from 5 States in 2016.

Among States referencing aviation in their VNRs, a growing number also connect such references to a wider range of SDGs. In all the VNRs, the number of SDGs referenced increased from 4 (SDG 8, 9, 11, 16) in 2016 to 8 (SDG 4, 8, 9, 11, 13, 14, 16, and 17) in 2018. Furthermore, strong anecdotal evidence indicates that States are increasingly considering the ICAO Strategic Objectives as important contributors to achieving the SDGs. All this is testimony to ICAO's work in outreach and advocacy highlighting how its work in achieving its 5 Strategic Objectives covering Safety, Security, Efficiency, Economic Viability and Environment responsible efforts is supporting the 2030 Agenda on Sustainable Development.

¹ Transforming our World: 2030 Agenda for Sustainable Development, at: <http://bit.ly/1Epf648>

2. Background

On 1 January 2016, the **2030 Agenda for Sustainable Development** officially came into force. Its adoption was a landmark achievement, providing for a shared global vision towards sustainable development for all. The 2030 Agenda for Sustainable Development is universal and its 17 Sustainable Development Goals (SDGs) relate to the economic, social and environmental dimensions of sustainable development. Due to the interlinked nature of these goals and targets, the 2030 Agenda is also indivisible and must be implemented in an integrated manner. The 2030 Agenda's scale, ambition and approach are unprecedented. It requires States, bilateral and international organizations, international financial institutions, academia and civil society to work together in the pursuit of better and more sustainable future for all.

The **High-level Political Forum (HLPF) on Sustainable Development** is the United Nations' central platform for the follow-up and review of the 2030 Agenda on Sustainable Development. Ever since its inception in 2016, the annual HLPF provides policy guidance and recommendations on the implementation of the 2030 Agenda. It also offers opportunities for States to share how implementation of various SDGs has been integrated in their national policies, strategies, and development plans to date.

During the HLPF, States report on a voluntary basis. These **Voluntary National Reviews (VNRs)** are State-led and State-driven⁵. They are comprehensive in nature with a particular focus on a set of selected SDGs in line with an annually chosen theme: e.g. "Ensuring that no one is left behind" (2016); "Eradicating poverty and promoting prosperity in a changing world" (2017); "Transformation towards sustainable and resilient societies" (2018). The Voluntary National Reviews aim to facilitate the sharing of experiences, including successes, challenges and lessons learned, with a view to accelerating the implementation of the 2030 Agenda. The VNRs also seek to strengthen policies and institutions of governments and to mobilize multi-stakeholder support and partnerships for the implementation of the SDGs.

Between 2016 and 2018, 11 SDGs have been reviewed in in-depth – with SDG17 (Partnerships for the Goals) being reviewed annually.



⁵ Paragraph 79, 84 Transforming our World: 2030 Agenda for Sustainable Development, at: <http://bit.ly/1Ep648>



3. Aviation and SDGs

3.1. Enabling the 2030 Agenda for Sustainable Development

Aviation has no dedicated SDG. Except for a reference in SDG indicator 9.1, which measures passenger and freight volumes by mode of transport, there is no clear mention of aviation within the SDG targets that measure progress towards the achievement of the 2030 Agenda for Sustainable Development. The International Civil Aviation Organization (ICAO) being a specialized UN agency with a unique mission to achieve international civil aviation that is safe, secure, efficient, economically viable and environmentally responsible, is the custodian agency responsible to collect and analyze data on SDG 9.1.

However, **aviation is an essential enabler of the SDGs**. In 2017, airlines worldwide carried around 4.1 billion passengers. They transported 56 million tonnes of freight on 37 million commercial flights. Every day, airplanes transport over 10 million passengers and around USD 18 billion worth of goods. This indicates the significant economic impact of aviation on the world economy, which is also demonstrated by the fact that aviation represents 3.5 per cent of the gross domestic product (GDP) worldwide (2.7 trillion US dollars) and has created 65 million jobs worldwide. Aviation provides the only rapid worldwide transportation network, generating economic growth, creating jobs, and facilitating international trade and tourism.

Aviation also plays an essential role in enabling assistance to States and regions affected by natural disasters, conflicts and pandemics. Air transport has proven to be a catalyst for sustainable development as it serves as the main mode of transportation to deliver humanitarian relief, particularly to Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS). Air operators assist in the evacuation of people stranded by natural disasters or victims of conflict. Airports have become staging points for first responders, relief supplies, cargo deliveries and refugee transfers.

In 2016, the 39th Assembly of ICAO adopted a resolution demonstrating how the delivery of the results of ICAO's Strategic Objectives, especially through the implementation of the No Country Left Behind (NCLB) Initiative contributes significantly to the realization of the 2030 Agenda for Sustainable Development. In 2017 ICAO analyzed the linkages between its 5 Strategic Objectives and the SDGs. This mapping illustrates how ICAO's work is directly supporting 15 of the 17 SDGs⁶. This mapping can also be extrapolated to the aviation sector at large. For example, through the aviation sector's work on Unmanned Aircraft Systems (UAS), the sector directly impacts SDG 3, which focuses on ensuring healthy lives and promoting the well-being for all at all ages. UAS (drones) are being used by the UN and the private sector alike to deliver much-needed

⁶ ICAO Strategic Objective's Mapping <https://www.icao.int/about-icao/aviation-development/pages/sdg.aspx>

life-saving drugs to hard-to-reach communities or transport blood samples from these communities to nearby clinics.

ICAO has done extensive outreach and advocacy with States and stakeholders to illustrate how aviation is an enabler for sustainable development. Through a vast array of events and strategic messaging the Organization is showcasing that progress on the SDGs would be hampered, if aviation would come to a stand-still.

3.2. Recognizing aviation as a catalyst to achieving the SDGs

The **international community** is now gradually starting to recognize air transport as an essential enabler to achieving the 2030 Agenda for Sustainable Development. In December 2017, the UN General Assembly's Economic and Financial Committee approved a resolution focused on "Strengthening the links between all modes of transport to achieve the Sustainable Development Goals". The resolution acknowledges the importance of aviation in advancing the SDGs. Aviation is also part of the pioneering work and analysis being done by the Sustainable Mobility for All (SuM4All) Initiative. The SuM4All includes 50 leading organizations and agencies in the transport sector committed to supporting transport policies and systems that would transform mobility on a global scale. Air transport is firmly represented in the 2017 Global Mobility Report⁷ and efforts are now ongoing to finalize the Global Roadmap for Action, which lays out a pathway for planners, public decision-makers and the private sector to further world's progress toward sustainable mobility.

The **State-led and State-driven Voluntary National Reviews (VNRs)** are a great measure to gauge the States' acknowledgement of air transport's major role in promoting and fostering sustainable economic development. The awareness that aviation serves as the enabler of achieving the SDGs has been consciously raised among States, in particular with the Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS). ICAO's continuous advocacy on how aviation supports 15 out of 17 SDGs is being positively received by its Member States as well. The VNRs are pivotal in determining the progress made towards the achievement of the SDGs and in doing so they also reflect an analysis of contributing and enabling sectors. As such, it is important to understand how well aviation is reflected in the VNRs and continue to encourage and work with Member States to present more structured VNRs with substantial inclusion of aviation and aviation's close linkage with all relevant SDGs.

⁷ <http://sum4all.org/publications/global-mobility-report-2017>

4. Aviation in the 2016-2018 Voluntary National Reviews (VNRs): an analysis

4.1. Scope and Objectives

This report aims to demonstrate how the States are using the VNRs to showcase the contribution of aviation towards the SDGs. This analysis is developed on the basis of a holistic content review of a total number of 107 VNRs⁸ submitted by 98 UN Member States⁹ to the UN HLPF from 2016 to 2018. The analysis provides both a quantitative and a qualitative perspective, highlighting evidence from the VNR review which demonstrates that the advocacy with States on aviation's contribution to the SDGs had an increasingly positive impact.

The following questions guided the analysis and framed the final conclusions:

- 1) Do States refer to progress made in the aviation sector?
- 2) Do States link aviation's contribution with specific sustainable development goals?
- 3) Do States mention any ICAO Strategic Objectives when reporting on specific SDG achievements?

4.2. References to Aviation in VNRs

A thorough review of the 107 VNRs indicates that 62%¹⁰ of the VNRs submitted between 2016 -2018 contain references to aviation. Results of this analysis show that there is an upward trend from 2016 to 2018 (Figure 1). In 2018, the 77% of VNRs referenced aviation – up from 25% in 2016.

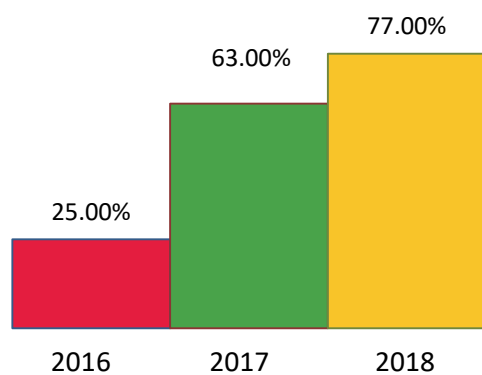


FIGURE 1: Rate of Reference to Aviation Sector in 2016-2018 VNRs

Findings show that between 2016 and 2018, seven States reported in their VNRs on upgrading air transport infrastructure, including air navigation system, airports and the efficiency of operating system. Five States reported on actively supporting and participating in the efforts led by ICAO to address global emissions from international aviation transport. The benefits of enhancing interconnectivity and global connections thanks to air transport is addressed in the VNRs of eight States, in particular Uganda (LLDC, 2016), Zimbabwe (LLDC, 2017) and Nepal (LLDC, 2017). A number of States also use in their VNRs statistics illustrating progress made in aviation. For example, Denmark (2017) and Nigeria (2017) reported on data related to SDG indicator 9.1 on passengers and freight by mode of transport. Indonesia (2017) reported on the indicator related to number of airports based on hierarchy. Lebanon reported data on the airport of Beirut's activity in 2018. Indonesia (2017), Albania (2018) and Latvia (2018) reported on the number of passengers using air transport. Saudi

⁸ 111 VNRs presented at Voluntary National Reviews Database, <https://sustainabledevelopment.un.org/vnrs/>. Scope of research is based on 107, full version VNRs with UN official languages that published on the website.

⁹ 102 UN Member States participated in the Voluntary National Reviews. 98 States participated in 107 VNRs within scope of research. It is important to note that some States over the years presented more than once a VNR.

¹⁰ 62%: 66 out 107 of VNRs references to aviation

Arabia (2018) also reported data related to the development of airports to sustain economic growth, including number of passengers, airports and annual volume of air cargo.

4.3. References linking aviation to a specific SDG

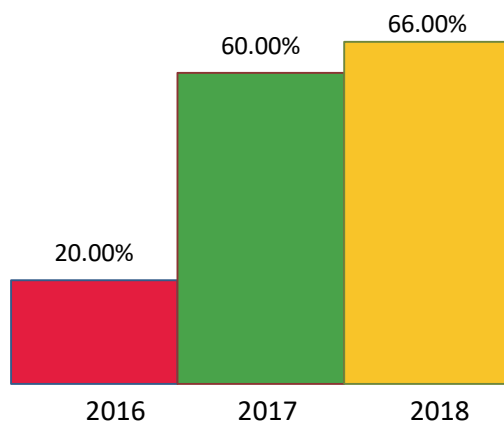


FIGURE 2: Share of VNRs with Aviation References to SDGs in 2016-2018 VNRs

Over three years, 59 VNRs link aviation to the SDGs. The total number of references specifying this type of linkage is 75. Aviation plays an instrumental role in supporting sustainable development. ICAO is supporting the global indicator of SDG Target 9.1 – passenger and freight volumes by mode of transport – by serving as the lead agency responsible for collecting and sharing data on related air transport indicators from amongst its 193 Member States. While aviation is not even specifically mentioned in the indicators or targets of SDG 9¹¹, it is undeniable that aviation is a key driver and contributor that benefits not only SDG 9 but the implementation as well of other relevant SDGs. The VNR analysis confirms this statement and shows an increasing trend from 2016 to 2018 in the number of VNRs that indicate clear linkages between aviation and specific SDGs (Figure 2). In general, only 20% of the VNRs in 2016 identified how aviation supports specific SDGs. In 2017 and 2018, reporting on linkages between aviation and specific SDGs jumps to 60% and 66% of VNRs respectively.

This analysis also considered the issue that the number of countries reporting on aviation might vary depending on which SDG is being reviewed in depth in a particular year. For instance, when SDG 9 or SDG 11 is being reviewed at the HLPF we would anticipate more references to aviation. Data contained in Figure 3 indicates that even so - States started to gradually recognize the cross-disciplinary nature of aviation and how it supports different SDGs. In 2016, States established a link between the aviation sector and SDGs for only four Goals (SDG 8, 9, 11, 16). This number grows to eight in 2018 (SDG 4, 8, 9, 11, 13, 14, 16, and 17) (Figure 3) indicating that aviation increasingly is becoming a catalyst for achieving the 2030 Agenda for Sustainable Development.

¹¹ SDG 9.1.: Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all.

SDG9.1.2.: Passenger and freight volumes, by mode of transport.

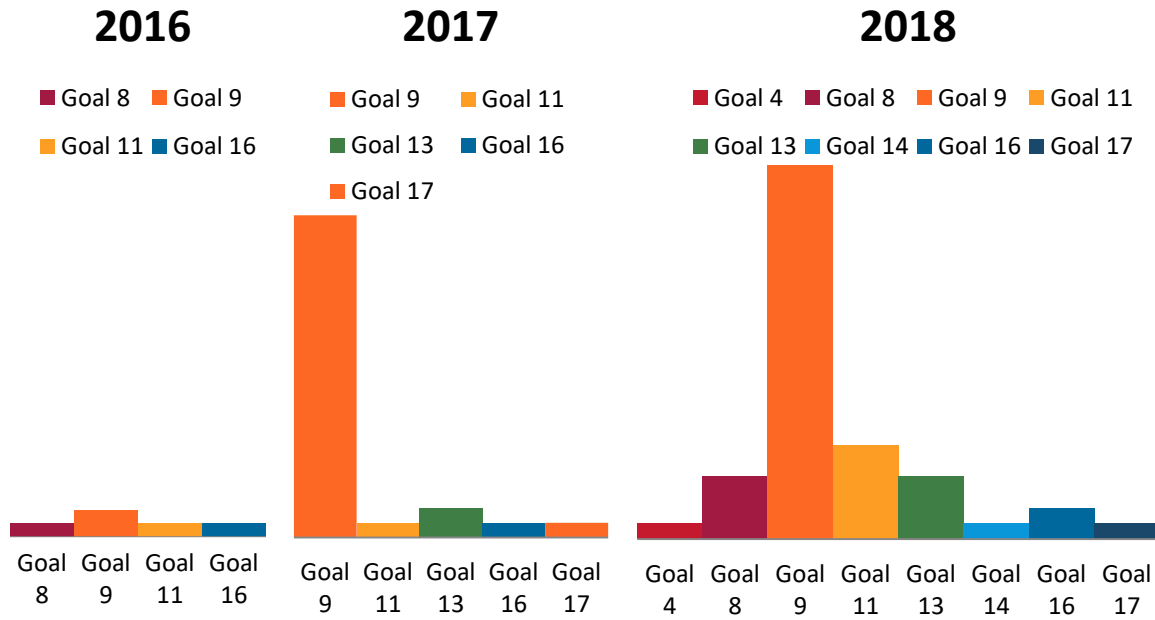


FIGURE 3: VNRs with Aviation References to Specific SDG per Year

Most Frequently Referred SDG Linkages with Aviation (Figure 4)

SDG 9 (Industry, Innovation and Infrastructure): 64% of the total references of SDG linkages with aviation in VNRs delivered between 2016 and 2018 relate to SDG 9. Air transport is mentioned through references of airport construction, navigational infrastructure and urban infrastructure development. For example, Bhutan (2018) indicated the importance of upgrading two domestic airports and promoting sustainable transportation, including air transport to meet the objectives of “Bhutan Transport 2040: Integrated Strategic Vision”. France (2016) is helping to develop infrastructure such as airports through French Agency Development to support transition in Africa. Saudi Arabia (2018) applied automation and artificial intelligence solutions in airports operations.

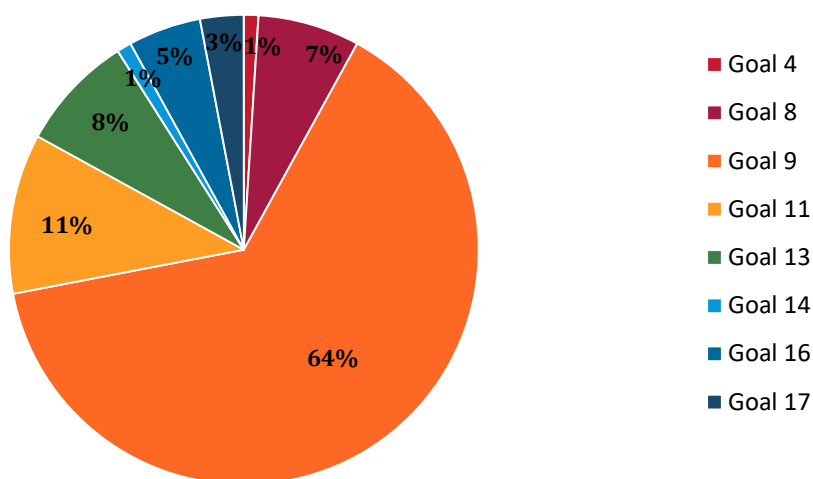


FIGURE 4: Share of Total Number of References to SDG Linkages 2016-2018

SDG 11 (Sustainable Cities and Communities) - 11% of the total references of SDG linkages with aviation in VNRs delivered between 2016-2018 indicate that aviation-related infrastructure is a major part of urban and rural communities worldwide. Viet Nam (2018) has policies to encourage development and use of public passenger transport in urban areas, including aviation industry.

SDG 13 (Climate Action) - urgent action to combat climate change and its impacts, is a key priority for every responsible citizen or organization. 8% of VNRs delivered between 2016-2018 linking aviation to the SDGs refer to SDG 13. Singapore (2018) and United Arab Emirates (2018) specifically address global mechanism of aviation emissions. Saudi Arabia made reference to fuel efficient aircrafts and United Arab Emirates reported on flight fuel made from salt-tolerant plants.

Five States refer to aviation in the context of **SDG 8** (Decent Work and Economic Growth), mostly in the context of economic development and trade. Four States refer to peaceful and inclusive societies in the aviation sector related to **SDG 16** (Peace, Justice and Strong Institutions), such as aviation safety. For example, in Lithuania (2018), national system of passenger record data was established which allows persons travelling by air who can pose a potential threat to public security to be identified. United Arab Emirates (2018) is the only State which reports on linkages between aviation and its national education strategy in sectors including aircraft engineering technology, air navigation management **SDG 4** (Quality Education). Nepal (2017) and Lebanon (2018) reported on **SDG 17** (Partnerships for the Goals) for civil aviation projects to meet capacity building needs.

Between 2016 and 2018 a few States submitted multiple VNRs – allowing for a comparison to be made between several reports. For example, Columbia, Mexico and Egypt in their 2016 VNRs did not reference aviation while in 2018, progress in the aviation sector was reported under SDG 9 referring to airport upgrades. Benin referenced aviation when reporting on SDG 9 in both 2017 and 2018. Togo illustrated how the aviation sector helped to improve economic growth and trade in 2017 and mentioned the modernization of the international airport in 2018. Qatar reported on the construction of a new international airport when updating the HLPF on SDG 9 in 2017. In 2018, Qatar referenced the growth of air traffic in the new international airport in its reporting on SDG 11. Qatar has also included the expansion and modernization of air and sea transport facilities and the upgrade of related operating systems by the end of 2022 as targets to

be achieved under the National Development Strategy 2018-2022.

4.4. References to ICAO's Strategic Objectives

ICAO through its five Strategic Objectives (Safety, Air Navigation Capacity and Efficiency, Security and Facilitation, Economic Development and Environmental Protection) continuously supports 15 of 17 SDGs. In 2016, ICAO launched the No State Left Behind Initiative (NCLB) to strengthen efforts in support of ICAO's Strategic Objectives and the SDGs at the State level. The NCLB Initiative, through its support to States on effective implementation of ICAO's Standards and Recommended Practices, policies, plans and programmes in a globally-harmonized manner, is directly contributing to the achievement of the SDGs.

The five comprehensive ICAO Strategic Objectives were established in 2014 and since then have been continuously guiding the development of the aviation sector at both the global, regional and State levels. Engaging with Member States in achieving the five Strategic Objectives is ICAO's key mandate. Findings in this paper provide evidence on a case by case basis, to indicate that ICAO's Strategic Objectives are underscored by some Member States as an important approach to achieving the SDGs. The increased mention of aviation in the VNRs platform demonstrates the positive impact of ICAO's work towards ensuring a safe, efficient, secure, economically sustainable and environmentally responsible civil aviation sector.

- Selected State Cases:

United Arab Emirates (Efficiency, Environmental Protection): The UAE's Vision 2021 highlights the importance of infrastructure and the quality of airports, which has a heavy focus on capacity and efficiency. The State also specifically reported in the 2018 VNR on progress to reducing emissions in the international aviation sector with a focus on the CORSIA challenges.

Malta (Safety, Environmental Protection) reported its measure of updating the national aviation safety programme within the Transport Master Plan 2025 and linked it closely to SDG 11. Moreover, the Government of Malta participated in a regional Decarbonated Airport Regions (D-Air) project that took into consideration all land-based carbon sources, including aviation activity within the airport which had a potential impact on environmental protection.

Uruguay (Environmental Protection) emphasized in its 2018 VNR that it set out a plan for the reduction of CO2 emissions in civil aviation activities under SDG 13.

Ethiopia (Efficiency, Economic Development, Security) underscored in its 2017 VNR that it had made remarkable progress on aviation capacity and efficiency. In addition, the State indicated that institutional capacity of air transport services became stronger and more competitive with greater air route connectivity. It also underscored that its handling of aviation security was in line with international standards.

Togo (Efficiency, Economic Development) reported in its 2017 VNR on the opening of the international airport making it a business hub in the sub-region. The State also indicated its plans to make sure the Gnassingbé Eyadema International Airport followed international standards thereby increasing the airport's reception capacity.

Nepal (Efficiency, Economic Development) in its 2017 VNR reported that connectivity by air transport was improving. The government was upgrading its air transport infrastructure by building new international airports. Moreover, partnerships were being strengthened in order to develop efficient construction technology for new international airports.

The Bahamas (Efficiency, Security, Economic Development, Environmental Protection) highlighted its airport infrastructure programmes including a project aimed at improving air transport connectivity and the flow of

Appendix B

people to the Family Islands in its 2018 VNR. Such connectivity will be done through infrastructure improvements by upgrading, rehabilitating and maintaining selected airports to comply with international aviation standards in line with climate change considerations. The Bahamas has also installed a Border Management System at the international airport in New Providence. In addition, the Bahamas reported on its tax policy with regard to concessions which will invigorate the air transportation sector.

5. Conclusions

This content analysis of the 2016-2018 VNRs provides solid evidence on State-level progress made in the aviation sector in support of the attainment of Sustainable Development Goals.

Between 2016 and 2018, 62% of the 107 VNRs reviewed included a reference to aviation. Over the three year period the rate at which States referenced aviation in their VNRs grew significantly, from 25% in 2016 to 77% in 2018. Over the course of three years, 62 out of 98 States referenced aviation in their VNRs – up from 5 States in 2016. The contribution of aviation to support specific SDGs has been clearly captured and profiled in the VNRs, in particular from Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDs). In 2018, States emphasized the linkages between aviation and SDGs 4, 8, 9, 11, 13, 14, 16 and 17 – up from only 4 SDGs being referenced in 2016. In addition, the analysis reveals that ICAO's continuous work to promote and implement its Strategic Objectives among Member States have proven to bear fruit. This is important as the 2030 Agenda and its 17 SDGs continue to be used by an array of donors as a measure for funding.

While there is good news, this report however also indicates there is still much work to be done.

1. **Advocacy and outreach on aviation benefits towards the SDGs should continue.** While the awareness on the benefits of aviation to selected SDGs augmented at the State-level and is increasingly being reflected in the VNRs, 8 out of the 15 ICAO supported SDGs have yet to be referenced by States as being impacted by aviation¹². As such advocacy and outreach on ICAO's mapping and the benefits of aviation towards the 2030 Agenda for Sustainable Development should be intensified. Connectivity and mobility in support of socio-economic advancement should be central to the advocacy discourse. The cross-sectoral linkages of the SDGs and how aviation is intertwined with 2030 Agenda for Sustainable Development should continuously be highlighted.
2. **To adequately advance the SDGs, the aviation sector should be safe, secure, efficient, economically viable and environmentally responsible.** ICAO's Strategic Objectives guide its normative work, as well as its technical assistance and technical cooperation functions. Profiling aviation and in doing so establishing close linkages towards the importance of a civil aviation sector that is safe, secure, efficient, economically viable and environmentally responsible would be beneficial for the sector as well as the 2030 Agenda for Sustainable Development. Greater awareness could be raised about the contribution of aviation to achieving the SDGs, which in turn, spur further development of their national air transport sectors. This will optimize opportunities for capacity building as well better incorporation of specific targets and actions in support of the SDGs in the aviation sector. It would also enable the sector to be able to negotiate the inclusion of indicators and targets on aviation and the SDGs should such opportunity come along.

¹² SDG 1 (no poverty), SDG 2 (zero hunger), SDG 3 (good health and well-being), SDG 5 (gender equality), SDG 7 (affordable and clean energy), SDG 10 (reduced inequalities), SDG 12 (responsible consumption and production), SDG 15 (life on land)

3. **Aviation to be adequately reflected in national development plans.** The strategic integration of air transport into national development frameworks will enable aviation to be better reflected in national budgets. ICAO has developed guidance to support States with the development of aviation national planning frameworks and linkages with the national development plans. The adequate reflection as appropriate of aviation in national plans will in turn facilitate the reporting in the VNRs and create the necessary visibility on the importance of having a well-funded sector to support the implementation of the 2030 Agenda for Sustainable Development.

Annex I: List of States Submitting VNRs to HLPF 2016-2018

- | | | |
|------------------------|---|--|
| 1. Afghanistan | 36. Germany | 70. Norway |
| 2. Albania | 37. Greece | 71. Panama |
| 3. Andorra | 38. Guatemala | 72. Paraguay |
| 4. Argentina | 39. Guinea | 73. Peru |
| 5. Armenia | 40. Honduras | 74. Philippines |
| 6. Australia | 41. Hungary | 75. Poland |
| 7. Azerbaijan | 42. India | 76. Portugal |
| 8. Bahamas | 43. Indonesia | 77. Qatar |
| 9. Bahrain | 44. Ireland | 78. Republic of Korea |
| 10. Bangladesh | 45. Italy | 79. Romania |
| 11. Belarus | 46. Jamaica | 80. Samoa |
| 12. Belgium | 47. Japan | 81. Saudi Arabia |
| 13. Belize | 48. Jordan | 82. Senegal |
| 14. Benin | 49. Kenya | 83. Sierra Leone |
| 15. Bhutan | 50. Kiribati | 84. Singapore |
| 16. Botswana | 51. Lao People's
Democratic Republic | 85. Slovakia |
| 17. Brazil | 52. Latvia | 86. Slovenia |
| 18. Cabo Verde | 53. Lebanon | 87. Spain |
| 19. Canada | 54. Lithuania | 88. Sri Lanka |
| 20. Chile | 55. Luxembourg | 89. State of Palestine |
| 21. China | 56. Madagascar | 90. Sudan |
| 22. Colombia | 57. Malaysia | 91. Sweden |
| 23. Costa Rica | 58. Maldives | 92. Switzerland |
| 24. Cyprus | 59. Mali | 93. Tajikistan |
| 25. Czechia | 60. Malta | 94. Thailand |
| 26. Denmark | 61. Mexico | 95. Togo |
| 27. Dominican Republic | 62. Monaco | 96. Turkey |
| 28. Ecuador | 63. Montenegro | 97. Uganda |
| 29. Egypt | 64. Morocco | 98. United Arab Emirates |
| 30. El Salvador | 65. Namibia | 99. Uruguay |
| 31. Estonia | 66. Nepal | 100. Venezuela (Bolivarian
Republic of) |
| 32. Ethiopia | 67. Netherlands | 101. Viet Nam |
| 33. Finland | 68. Niger | 102. Zimbabwe |
| 34. France | 69. Nigeria | |
| 35. Georgia | | |
| 103. | | |

— END —