



WORKING PAPER

ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 20: No Country Left Behind Initiative

REPORT ON THE ICAO NO COUNTRY LEFT BEHIND (NCLB) INITIATIVE

(Presented by the Council of ICAO)

EXECUTIVE SUMMARY

The 39th Session of the ICAO Assembly adopted Resolution A39-23, *No Country Left Behind (NCLB)* initiative. The Resolution sets forth the objectives for NCLB in providing support for States in the effective implementation of ICAO SARPs, policies, plans and programmes in a globally-harmonized manner; promoting the resolution of significant safety concerns (SSCs) and significant security concerns (SSeCs); and promoting and implementing all ICAO's technical assistance and cooperation activities. This paper provides a report on the major achievements and activities carried out under the NCLB initiative, as well as the priority areas for the 2020-2021-2022 triennium.

Action: The Assembly is invited to:

- a) urge the Council to continue its work to raise global awareness on the importance of the effective implementation of ICAO's SARPs, policies, plans and programmes which support a safe, secure, efficient, economically viable and environmentally sound air transport system; and
- b) urge the Secretary General to continue intensifying technical assistance and technical cooperation activities to further implement the NCLB initiative.

<i>Strategic Objectives:</i>	This working paper relates to all Strategic Objectives and all Supporting Implementation Strategies (SIS).
<i>Financial implications:</i>	The activities referred to in this paper will be undertaken subject to the resources available in the 2020-2022 Regular Programme Budget and/or from extra budgetary contributions.
<i>References:</i>	Resolution A39-23, No Country Left Behind (NCLB) Initiative Resolution A39-25, Aviation's contribution towards the United Nations 2030 Agenda for Sustainable Development A40-WP/4, Report on ICAO's Technical Assistance Programme C-WP/14788, Draft ICAO Business Plan for 2020-2021-2022 Doc 10075, <i>Assembly Resolutions in Force</i> (as of 6 October 2016)

1. BACKGROUND

1.1 The ICAO *No Country Left Behind* (NCLB) initiative was launched on 5 December 2014, as part of the events to mark the 70th Anniversary of the signing of the *Convention on International Civil Aviation*. NCLB aims to assist States in effectively implementing ICAO Standards and Recommended Practices (SARPs), plans, policies and programmes in all Strategic Objectives. Subsequently, the 39th Session of the ICAO Assembly adopted Resolution A39-23: *No Country Left Behind (NCLB) Initiative*. The NCLB initiative was endorsed by the Assembly as a means to galvanize efforts to assist States so that all Member States could improve their civil aviation systems that, in turn, would help to support sustainable socio-economic development at local and regional levels.

1.2 The NCLB initiative is for all States, with a focus on States with prioritized needs under all ICAO Strategic Objectives, and serves to improve implementation support delivery to States. Through the NCLB initiative, ICAO resolves to provide more effective direct support to all States that need assistance to develop and improve the aviation system by implementing ICAO's global standards and policies. In its role as an advocate for aviation, ICAO works with States to ensure aviation is given greater importance in the context of development at the country level, the results of which support the implementation of the ICAO Assembly Resolution A39-25: *Aviation's contribution towards the United Nations 2030 Agenda for Sustainable Development*.

2. UPDATE ON THE MEANS TO ACHIEVE NCLB OBJECTIVES

2.1 The NCLB objectives are publicized, supported and implemented as part of ICAO's day-to-day operations, ranging from advocating the benefits of aviation for States and developing dedicated tools and services to collaborative efforts and partnerships to enhance the implementation of SARPs.

2.2 **Advocating the benefits of aviation for States at high levels of government.** One of the priorities of the NCLB is to foster the political will, necessary to support aviation commitments and improvements. ICAO encourages this by participating in key international events and meetings, such as *inter alia*, the 26th African Union Summit (2016); the 2016 Global Sustainable Transport Conference; the 2017-2019 World Economic Forum in Davos; the 2017-2019 International Transport Forum; consecutive World Civil Aviation Chief Executives Forums and Aviation Leaders' Summits, etc. By advocating for aviation's benefits for sustainable development at these events we sensitize high-level government officials and generate political willingness to allocate sufficient resources to aviation development in the context of the NCLB initiative. These activities are pivotal to prioritize aviation in global development frameworks that in turn allocate resources.

2.2.1 The ICAO World Aviation Forum (IWAF), held each year this past triennium, is an example of ICAO's efforts to bring together high-level participants from States, the aviation community and financial institutions, and to demonstrate how the implementation of aviation global standards and policies will enhance a safe, secure, efficient, economically viable and environmentally sound air transport system thereby contributing to achieving the UN Sustainable Development Goals (SDGs). The outcomes of each IWAF are used to further refine the NCLB strategy and ensures that it is based on the information and feedback expressed by all parties involved.

2.2.2 These outcomes have made it possible to, *inter alia*: a) identify the partnership and financing required to accelerate the implementation of global standards and policies, plans and programmes; b) reaffirm ICAO's leadership role in fostering effective partnerships between donors,

investors and needful States, as well as in identifying, coordinating and providing assistance to States in need under its NCLB initiative; c) showcase the socio-economic benefits of aviation, including its role of facilitating travel, tourism and trade, and emphasize the need of creating an enabling economic environment, and raising political willingness to mainstream and reflect the priorities of the aviation sector in the global, regional and national agenda; and d) encourage States to take a comprehensive, holistic and transformative approach, underpinned by coherent policies and good governance at all levels to addressing aviation infrastructure financing challenges.

2.2.3 Regional rotation of the IWAF has also demonstrated ICAO's firm commitment to achieving the objectives of the NCLB initiative. The convening of IWAF/3 (November 2017, Abuja, Nigeria) and IWAF/4 (September 2018, Fortaleza, Brazil) allowed the organization to address regional needs and challenges in aviation development, while identifying and developing concrete solutions which align with global aviation's common programmes, priorities and framework. The IWAF/3 adopted the *Declaration and Framework for a Plan of Action for Development of Aviation Infrastructure in Africa* within the framework of the Lomé Plan of Action (2017-2019) of the African Union (AU), and the IWAF/4 adopted the *Declaration to Promote Connectivity through the Development and Sustainability of Air Transport in the Pan-American Region – Vision 2020-2035*.

2.3 **Recognizing progress by States.** In order to recognize States that make significant progress in resolving their safety oversight deficiencies and improving the Effective Implementation (EI) of SARPs, the Council established the Council President Certificates. Objective and transparent criteria are used to select States that are eligible for this recognition. Council President Certificates have been issued to States from every ICAO region on an annual basis. Over the past four years, 48 States have been awarded the Council President Certificates. A list of the States that have received the Council President Certificates is included in Appendix A.

2.4 **Facilitating and implementing capacity-building initiatives.** A number of initiatives were undertaken by ICAO to streamline technical assistance and technical cooperation activities, as well as capacity-building and training activities, to ensure that States are effectively and efficiently supported in their implementation of SARPs and programmes. During this period, ICAO developed guidance material and tools, implemented projects, recruited and deployed experts, and delivered training courses and workshops to assist States, industry and other stakeholders.

2.4.1 Recognizing that technical assistance is a major component of the NCLB initiative that serves to assist States on prioritized needs to advance their civil aviation systems, an internal coordination mechanism designed to avoid duplication of efforts within the Organization and enhance the efficient delivery, quality and effectiveness of assistance activities was established. Under this mechanism, technical assistance project requests are validated by Bureaus, as applicable for the Strategic Objectives, and by the Regional Offices for each Region, based on prioritization, to ensure better alignment with Strategic Objectives and coordinated implementation. A comprehensive report on the overall implementation of the technical assistance programme for the current triennium can be found in the *A40-WP/4: Report on ICAO's Technical Assistance Programme*.

2.4.2 Under the NCLB initiative and in conjunction with ICAO's technical cooperation, assistance and audit programmes, the Organization has garnered support for States to resolve their significant safety and security concerns (SSCs and SSeCs), as well as to strengthen their aviation systems. All of these efforts have been undertaken with the aim that all States can realize the benefits that result from a robust civil aviation sector. Since the inception of the NCLB initiative, significant progress was made in increasing the global overall EI by 9.4 per cent for Safety, which at June 2019 stands at 68.0 per cent and by 3.8 per cent for Security, which at June stands at 72.6 per cent, while the number of States with SSCs has decreased. In addition, 43 States whose EI for safety was below 60 per cent (the

threshold set out in the Global Aviation Safety Plan (GASP) for effective safety oversight) at the start of the NCLB initiative, have increased their level of EI in safety to over 60 per cent. Meanwhile, of the 113 States that have begun SSP implementation, 61 have started to make progress on their SSP Implementation Plan to address issues identified in their GAP analysis.

2.4.3 Additionally, the number of accidents has been continuously decreasing globally and regionally with, some regions having even achieved zero fatalities in scheduled commercial air transport for some years. Africa, for example, had zero fatalities in 2016 and 2017 and saw its average yearly accident rate decrease by 40 per cent from the previous triennium.

2.4.4 Most of ICAO's direct support to Member States is provided through the ICAO Regional Offices. The Regional Offices have increasingly employed structured approaches towards the implementation of NCLB strategies. Regional Offices direct in-country assistance increased over the triennium and much of this assistance has been provided under the auspices of the NCLB initiative. For example, the Asia and Pacific (APAC) Office has been able to provide direct on-site support through its APAC Combined Action Team (CAT) Technical Assistance Missions and SAFE funded projects. In order to implement the NCLB initiative, the North American, Central American and Caribbean (NACC) Office developed the NACC Systemic Assistance Programme, which is specifically tailored to regional needs and focuses its activities in increasing the EI of SARPs and the solution of SSCs and SSeCs. The Eastern and Southern African (ESAF) Office and the Western and Central Africa (WACAF) Office continued the implementation of AFI Plan projects under NCLB. The Middle East (MID) Region States endorsed the MID Region NCLB Strategy and the European and North Atlantic (EUR/NAT) Office established an NCLB Technical Assistance Programme during the triennium.

2.5 **Establishing and enhancing partnerships.** In line with the direction of the Assembly, expanding partnerships to support programme activities is identified in the ICAO Business Plan as a Key Activity to enhance the efficiency, effectiveness and impact of ICAO's work.

2.5.1 A critical component of ICAO's vision on partnerships is the Organization's commitment to the United Nations 2030 Agenda for Sustainable Development. By demonstrating the strong links between ICAO's Strategic Objectives and the UN Sustainable Development Goals (SDGs), ICAO has successfully advocated for aviation to be viewed as a strategic tool in the economic development of States. In line with Assembly Resolution A39-25, ICAO is actively engaged in fostering partnerships that assist States to enhance their air transport systems and effectively mobilize resources by making the 'business case' for air transport to be considered an enabler of sustainable development.

2.5.2 Enhancing partnerships and collaborative networks are also essential at regional levels. The Organization has developed an ICAO Policy on Regional Cooperation which emphasizes principles of cooperation with regional civil aviation bodies and regional organizations to facilitate the development of civil aviation infrastructure and implementation of ICAO policies and SARPs.¹

2.5.3 ICAO has been working to enhance the provision of assistance to States, as well as to avoid duplication in the provision of such assistance. To this end, ICAO has collaborated with States, international organizations and industry through programmes such as the Aviation Safety Implementation Assistance Partnership (ASIAP) to deliver assistance to States in a coherent manner.

¹ The policy is implemented through the Regional Offices, based on principles of cooperation contained in six Memoranda of Cooperation (MOCs) with the Arab Civil Aviation Commission (ACAC); African Civil Aviation Commission (AFCAC); African Union Commission (AUC); European Civil Aviation Conference (ECAC); European Union (EU); and the Latin American Civil Aviation Commission (LACAC). ICAO also collaborates with regional bodies in the Asia Pacific Region, as well as with Regional Safety Oversight Organizations (Assembly Resolutions A39-14 and A37-21, refer).

2.5.4 Regarding the Strategic Objective on Environmental Protection, a comprehensive capacity building strategy helped the development of 111 Member States Action Plans to reduce aviation CO₂ emissions. In addition, in line with Assembly Resolution A39-3, the Council adopted new Annex 16, Volume IV for the implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), which gave rise to an unprecedented Assistance, Capacity-building and Training programme for CORSIA (ACT-CORSIA), including CORSIA buddy partnerships amongst ICAO Member States, involving 15 donor States and more than 95 recipient States, with an emphasis on a coordinated approach under ICAO to harmonize support and promote coherence to capacity building efforts related to the CORSIA implementation².

2.6 **Priority areas for 2020-2021-2022:** ICAO has established a dedicated resource mobilization capacity with the primary intent of supporting States in the quest for the improvement of global civil aviation. In turn, the improvements to global civil aviation will help toward the achievement of the NCLB initiative, as well as the 2030 Agenda for Sustainable Development and its 17 SDGs. In conjunction with this, ICAO will also look to: provide assistance to States in securing funding for their aviation development; enhance partnership and cooperation with UN organizations; advise in humanitarian operations and crisis management; and supplement ICAO's work programmes not funded by the Regular Programme Budget. The preferred way to support such ICAO activities financed by extra-budgetary resources is to provide funding directly for the NCLB initiative. This is the most flexible and sustainable voluntary funding modality, which reduces the overall ICAO transaction costs in delivering support to States.

2.6.1 Additionally, in line with the ICAO Business Plan 2020-2021-2022, ICAO will be intensifying its technical assistance and technical cooperation activities to further implement the NCLB initiative; enhancing the Next Generation of Aviation Professionals (NGAP) Programme; promoting the inclusion of aviation in national and regional development plans; and expanding partnerships to support the programme activities.

3. CONCLUSION

3.1 Through the NCLB initiative, ICAO is working to raise global awareness on the importance of the effective implementation of ICAO SARPs, policies, plans and programmes which support a safe, secure, efficient, economically viable and environmentally sound air transport system. The NCLB initiative is for all States, with a focus on States with prioritized needs under all ICAO Strategic Objectives, and serves to improve implementation support delivery to States. ICAO also plays a more active coordination role, as well as helping to generate the political will to support aviation improvements, increase the availability of voluntary funds and build required capacity. Support, collaboration and assistance from States, international organizations, industry and other stakeholders is essential to the success of these ICAO efforts to ensure that no country is left behind.

² Further information on ACT-CORSIA programme and CORSIA buddy partnerships is provided in www.icao.int/corsia

APPENDIX A

List of States that have received Council President Certificates

The eligibility criteria used for this recognition are objective and transparent and are based on the results of ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) activities, including audits, ICAO Coordinated Validation Missions (ICVMs) and off-site validation activities. They include:

- a) EI over 60 per cent: States must have achieved an overall EI of 60 per cent or greater;
- b) EI improvement over 15 per cent: States must achieve at least 15 per cent increase in their overall EI compared to their last USOAP audit; and
- c) No Significant Safety Concern (SSC): States with an outstanding SSC will be excluded from consideration until their SSC is resolved.

2015

- Austria
- Botswana
- Cameroun
- Ecuador
- El Salvador
- Israel
- Italy
- Lao People's Democratic Republic
- Madagascar
- Mali
- Niger
- San Marino
- United Arab Emirates

2016

- Bolivia
- Egypt
- Guyana
- Honduras
- Jamaica
- Kazakhstan
- Paraguay
- The former Yugoslav Republic of Macedonia
- Togo
- Uruguay
- Vietnam
- Zambia

2017

- Bangladesh
- Burkina Faso
- Costa Rica
- Equatorial Guinea
- Finland
- Indonesia
- Jordan
- Kuwait
- Nepal
- Panama
- Portugal
- Romania
- Rwanda
- United Republic of Tanzania

2018

- Azerbaijan
- Bahrain
- Georgia
- Guatemala
- Mozambique
- Papua New Guinea
- Peru
- Qatar

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