



**WORKING PAPER**

**ASSEMBLY — 41ST SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 21: United Nations 2030 Agenda - Sustainable Development Goals (SDGs)**

**DEEPENING PRAGMATIC GLOBAL CIVIL AVIATION COOPERATION AND SPEEDING UP IMPLEMENTATION OF 2030 AGENDA FOR SUSTAINABLE DEVELOPMENT**

(Presented by China)

**EXECUTIVE SUMMARY**

The Global Development Initiative (GDI) aims at addressing the challenges and promoting recovery from COVID-19 by joint efforts so as to accelerate the implementation of the United Nations 2030 Agenda for Sustainable Development and the Sustainable Development Goals (SDGs). This paper focuses on the aims, core concepts, principle framework and priorities of the GDI as well as its consistency with the aims and strategic objectives of ICAO, highlights the positive role of civil aviation in support of the SDGs and summarizes the actions that China has taken to deepen pragmatic cooperation in global civil aviation.

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

- a) encourage Member States to implement all the related initiatives including GDI, use aviation as a contributor to sustainable development, enhance resource input, and promote industry recovery and development through more pragmatic global cooperation to accelerate the implementation of the United Nations 2030 Agenda for Sustainable Development; and
- b) request ICAO to take actions to continue its leading role in assisting Member States, especially the developing countries, in capacity building so as to promote inclusive, universal beneficial and balanced development of the global aviation industry.

<i>Strategic Objectives:</i>	This working paper relates to all Strategic Objectives.
<i>Financial implications:</i>	No additional resources are required.
<i>References:</i>	Resolution A39-23: <i>No Country Left Behind (NCLB) Initiative</i> Resolution A39-25: <i>Aviation's Contribution towards the United Nations 2030 Agenda for Sustainable Development</i> Resolution A40-21: <i>Aviation's Contribution towards the United Nations 2030 Agenda for Sustainable Development</i> Resolution A40-27: <i>Innovation in Aviation</i>

<sup>1</sup> Chinese and English versions provided by China.

## 1. INTRODUCTION

1.1 United Nations 2030 Agenda for Sustainable Development includes 17 Sustainable Development Goals (SDGs), which is aimed to eradicate poverty and achieving sustainable development worldwide by 2030. ICAO Assembly Resolution A40-21 outlines actions to be taken by Member States, the Council and Secretariat to enable civil aviation to make contributions to the United Nations (UN) 2030 Agenda for Sustainable Development.

1.2 At present, the world economic recovery is facing headwinds, development cooperation is losing its momentum. The implementation of the 2030 Agenda for Sustainable Development is facing unprecedented challenges. For these reasons, Chinese President Xi Jinping proposed the Global Development Initiative (GDI) at the 76th Session of the UN General Assembly, calling on the international community to accelerate the implementation of the 2030 Agenda for Sustainable Development, promote the robust, green and sound global development and build a global community of development with a shared future. As COVID-19 has severely impacted global development, particularly the development of developing countries, achieving the SDGs are facing challenges. The GDI has injected new momentum to the implementation of the 2030 Agenda for Sustainable Development.

1.3 The implementation of the 2030 Agenda should continue to be a priority in the international cooperation agenda. GDI aims to reinvigorate global cooperation on the 2030 Agenda, build an equal and balanced global partnership for development and promote common global development. The Secretary-General of the UN, António Guterres, indicated that the GDI is of great significance to promote equitable and balanced global sustainable development. In January 2022, the inaugural meeting of the Group of Friends of the Global Development Initiative was held at the United Nations headquarters. In May, the High-Level Virtual Meeting of the Group was held, over 150 representatives from 60 countries attended and reached consensus.

## 2. DISCUSSION

2.1 The GDI and its eight key areas<sup>2</sup> of cooperation, which provides a feasible path for accelerating the implementation of the 2030 Agenda, are aligned with the aims and Strategic Objectives of ICAO. GDI puts development high on the global macro policy agenda, strengthens policy coordination among major economies, and ensures policy continuity, consistency and sustainability. GDI also emphasizes the importance of safeguarding and improving people's livelihoods and protecting and promoting human rights through development, and makes sure that development is for the people, by the people and its fruits shared among the people.

2.2 GDI pays attention to the special needs of the developing countries by employing such means as debt suspension and development aid. It pushes the realization of the innovative technological solutions and fostering of an open, fair, equitable and non-discriminatory environment for the development of science and technology. It aims at improving global environmental governance, actively responding to climate change and creating a community of life for man and nature. GDI calls on the increase of input in development, advancing, as a matter of priority, cooperation on poverty alleviation, food security, COVID-19 response and vaccines, development financing, climate change and green development, industrialization, digital economy, and connectivity in the digital era.

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<sup>2</sup> Cooperation in eight key areas: poverty alleviation, food security, COVID-19 response and vaccines, development financing, climate change and green development, industrialization, digital economy, and connectivity.

2.3 Highly in line with Resolution A39-23: *No Country Left Behind (NCLB) Initiative* and Resolution A40-27: *Innovation in Aviation*<sup>3</sup>, the GDI supports capacity building in developing countries and emphasizes the important role of innovation in boosting the civil aviation development. With GDI being a public product accessible to the world, promoting global air connectivity in the post-COVID-19 era is one of the priorities. It aims at facilitating the full recovery of travel, trade, and global supply chains by building up the resilience. Meanwhile, the GDI supports to actively address climate change through greener and more intelligent development, and achieves a green recovery. All parties can work together through GDI to establish a closer global partnership for civil aviation development and jointly accelerate the implementation of the 2030 Agenda for Sustainable Development.

2.4 To facilitate aviation in contributing to the UN 2030 Agenda, by adopting Resolution A39-25 and Resolution A40-21 in its 39th and 40th Assembly, respectively, ICAO has made its best efforts to closely cooperate with all States and other global stakeholders, in particular through the implementation of the *No Country Left Behind (NCLB) Initiative*. China stays committed to the *NCLB Initiative*, actively participated in activities advocated by ICAO, and is devoted to promoting pragmatic cooperation of the global aviation industry towards common development.

2.5 Since 2017, the Chinese government has supported 4 capacity building projects of ICAO with the funding of South-South Cooperation Assistance Fund (SSCAF), with a total amount of USD 5.62 million. Among them, the project of *Development and Delivery of Managing Compliance with ICAO Standards and Recommended Practices (SARPs) Civil Aviation Authority (CAA) Senior and Middle Managers Training Course (SMMTC)*<sup>4</sup> was completed at the end of 2019, providing quality training on aviation safety and security to 865 personnel from 124 countries and 6 regional safety oversight organizations. *Development of Civil Aviation Master Planning (CAMP) and Training*<sup>5</sup> was officially launched in April 2021 to provide training in three languages (English, French and Spanish) to a total of 500 participants from 60 developing countries, with the goal of enhancing the capacity and technologies of civil aviation authorities in the relevant countries to develop master plans and incorporate public health emergency response, post-COVID-19 restoration, incorporating resilience of the civil aviation industry and other important elements into their national programs.

2.6 The Civil Aviation Administration of China (CAAC), since 2019, has held off-line training sessions for 253 civil aviation professionals from 37 developing countries in the areas of aviation safety, security, flight standards, airworthiness certification, airports and air traffic management. It showcases the commitment of China in implementing ICAO's *No Country Left Behind (NCLB) Initiative*. Since the outbreak of COVID-19, CAAC has actively participated in various activities organized by ICAO, IATA and ACI to prevent and control COVID-19 and promote the industry's recovery, shared its experience and practices in COVID-19 prevention and control with many countries, international organizations and regional civil aviation organizations and foreign airlines. At the same time, China has also established "green channels" for international air cargo, encouraged airlines to use surplus passenger aircraft capacity

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<sup>3</sup> Including, but not limited to, the Assembly urges Member States that have experience in facilitating the introduction of innovation in civil aviation, and that have evolved their regulatory methods to better evaluate and assess the application of such innovations, to share their experience with other States through ICAO; directs the Council to instruct the Secretary General to further liaise with States, governmental and nongovernmental organizations, the private sector, academia and the relevant United Nations system entities in order to establish an inclusive dialogue at strategic level that will encourage further collaboration and sharing of experience in relation to innovation; and directs the Council to urgently consider the establishment of a high-level body with the industry to regularly provide strategic advice to the Council concerning innovation in aviation.

<sup>4</sup> <https://www.icao.int/training/Pages/ICAO-and-China-CAAMMTC.aspx>

<sup>5</sup> <https://www.icao.int/training/Pages/civil-aviation-master-planning.aspx>

to carry cargo, and expanded traffic rights arrangement, which effectively maintained the stability of the global supply chain.

2.7 At present, COVID-19 is still affecting the recovery of the global aviation industry, in particular developing countries. Facing the dual challenge of development and response to COVID-19, there is a greater need to further increase assistance to developing countries through various activities, and promote aviation's contribution to achieving the UN 2030 SDGs through innovation and green development under the leadership of ICAO.

### 3. CONCLUSION

3.1 The Assembly is invited to:

- a) encourage Member States to implement all the related initiatives including GDI, use aviation as a contributor to sustainable development, enhance resource input, and promote industry recovery and development through more pragmatic global cooperation to accelerate the implementation of the United Nations 2030 Agenda for Sustainable Development; and
- b) request ICAO to take actions to continue its leading role in assisting Member States, especially the developing countries, in capacity building so as to promote inclusive, universal beneficial and balanced development of the global aviation industry.

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