

Lessons Learned from the Action Plans Submitted

ICAO Secretariat



- By all accounts, the Action Plans on Emissions Reduction have been a success story for States and ICAO
- Action Plans are in place for more than 80% of international RTK!
- But...developing those plans was challenging and they did not fully meet the needs of the authoring State or ICAO



- Observing a lesson without taking action is just a lesson... not a lesson learned
- This presentation provides an overview of what was observed during the development of action plans and what was ultimately submitted



- In order to allow States to implement their plans and for ICAO to measure progress toward the global climate change goals, action plans should contain:

1

- Description of actions to be taken

2

- Quantified expected results

3

- Description of assistance needs

- Most only included #1



- Many found that the guidance was unclear about what information should be included in an action plan
- **Solution:** Guidance was streamlined and clarified

Box 1. An Action Plan's Five Basic Elements (Minimum Requirements)

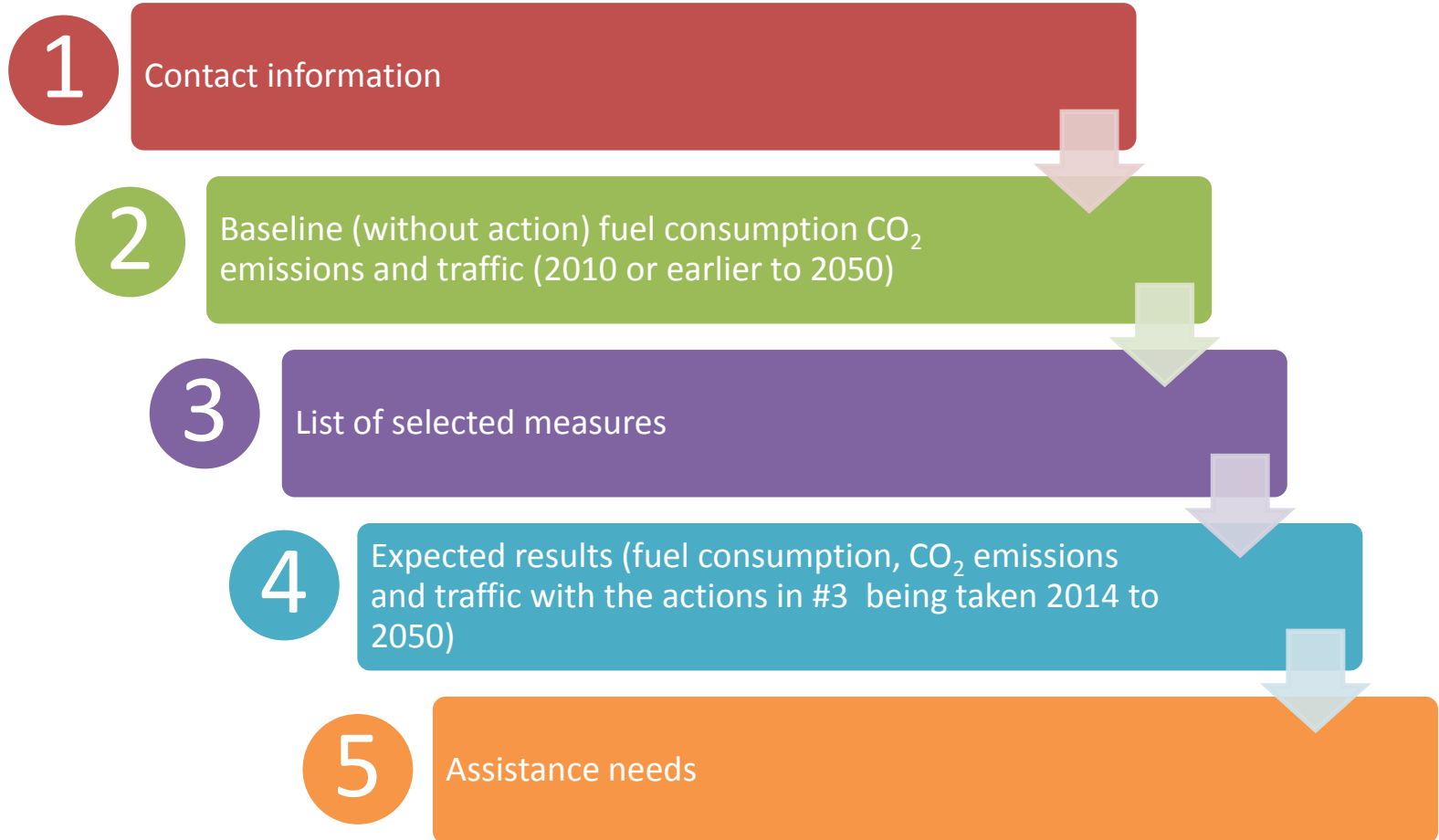
For action plans to fulfil their purpose in accordance with the provisions of Resolution A38-18, they should contain the following five elements:

1. Contact information. The focal point and any other person(s) responsible for the compilation and submission of the action plan should be identified;
2. Baseline (without action) fuel consumption CO₂ emissions and traffic (2010 or earlier to 2050). Annual historic fuel consumption and traffic from international aviation from 2010 or earlier should be submitted. In addition projected future fuel consumption and traffic to 2020 and if possible 2050 in the absence of action should be submitted. Although any available data would be welcome, in order to assess progress towards the global goals, data for the years 2010, 2020 and if possible 2050 should be provided;
3. List of selected measures. The measures being proposed to address CO₂ emissions from international aviation, distinguishing between those that are already in place and those that are being considered for future implementation, should be listed.
4. Expected results (fuel consumption, CO₂ emissions and traffic with the actions in #3 being taken 2014 to 2050). Similar to #2, in order for ICAO to understand the global effect of the actions being proposed by States, projected fuel consumption and traffic for the same future years provided in #2 that quantifies the effect of the actions listed in #3 should be submitted; and
5. Assistance needs. A description of any specific needs (for example, financial, technological, capacity building) for the implementation of future actions should be described, if applicable.

States are invited to submit this information directly through the action plan website (<http://portal.icao.int>, APER Group). This website also enables the direct submission of supporting documentation, if desired.



An Action Plan in 5 Steps



- Although guidance material was issued in 2011 regarding the development of a baseline – it was difficult to implement in practice
- **Solution:** A new, straightforward, explanation has been provided in the Second Edition



- Most States found it difficult to quantify the changes in emissions as a result of their actions
- **Solution:** Rules of thumb developed for all measures and concise guidance on the use of tools, like IFSET and the ICAO Carbon Emissions Calculator – all with examples

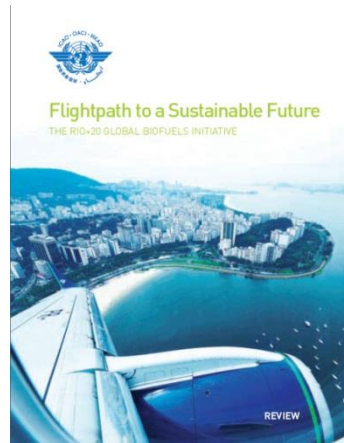
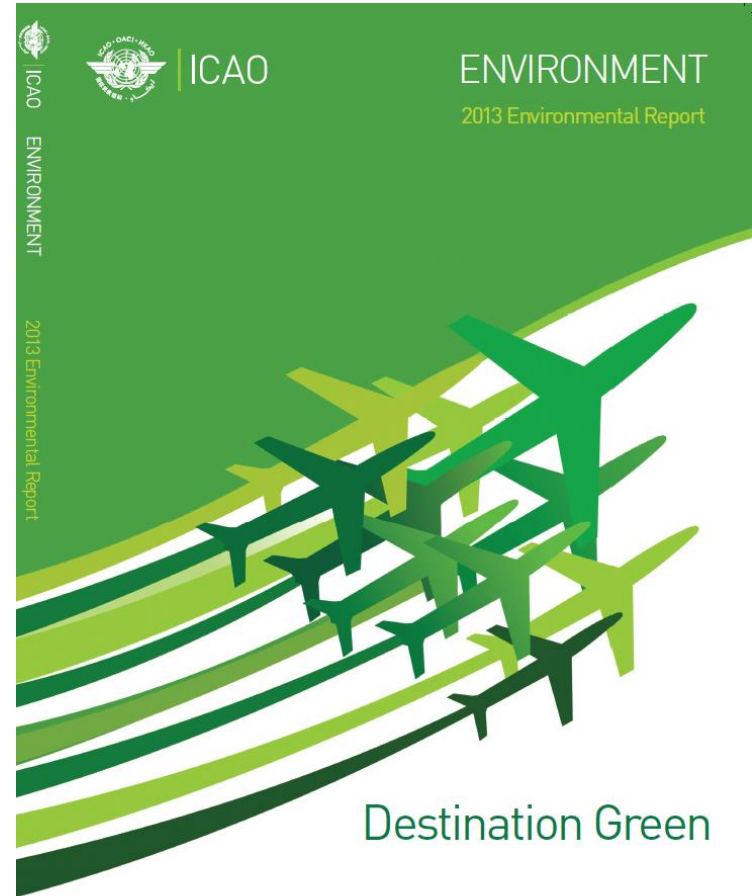
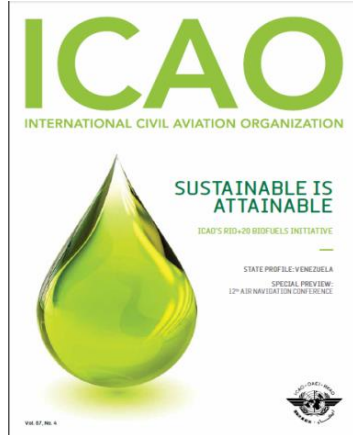
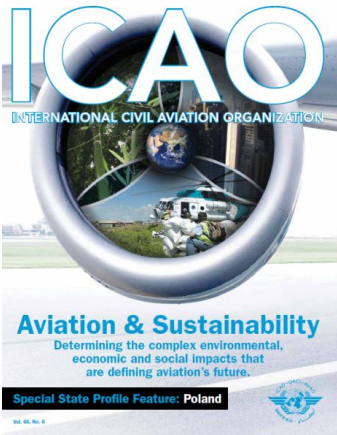


- Some States faced obstacles in obtaining permission to submit the Action Plan once it was complete
- **Solution:** Revised guidance that suggests which stakeholders should be involved, based on the measures being considered



- ICAO has adapted the guidance and support provided to States to learn from the first attempts at preparing action plans





For more information, please visit our website: <http://www.icao.int/env>

