



International Civil Aviation Organization

MIDANPIRG/20 and RASG-MID/10 Meetings

(Muscat, Oman, 14-17 May 2023)

Agenda Item 8: Any other business

**ESTABLISHING & IMPLEMENTING THE CIVIL AVIATION ENVIRONMENTAL
SUSTAINABILITY PLAN (CAESP)**

(Presented by Saudi Arabia)

SUMMARY

Saudi Arabia's civil aviation sector is anticipating significant growth in the coming decade as Saudi Arabia seeks to substantially expand its tourism sector, tripling the number of air passengers during that period.

To manage and minimize the environmental impact and associated emissions and align with the commitments under the Paris Climate Agreement and the International Civil Aviation Organization's (ICAO) goals of reducing and mitigating aviation sector emissions.

The General Authority of Civil Aviation (GACA) has undertaken project named the *Civil Aviation Environmental Sustainability Plan (CAESP)* which through an extensive stakeholder, partner mapping and consultation exercise(s) details the Environmental Sustainability framework, roadmap, capacity, capability priorities and associated regulation and or guidelines for the aviation sector of Saudi Arabia.

This Information Paper provides an overview and update of the CAESP including challenges and proposed solutions and presents an update following the publication of A41-WP/509Ex/24412/9/22 to the ICAO 41st General Assembly in 2022.

REFERENCES

Annex 16 – *Environmental Protection*, Volume I – *Aircraft Noise*, Volume II – *Aircraft Engine Emissions*, Volume III – *Aeroplane CO₂ Emissions* and Volume IV- *Carbon Offsetting and Re4duction Scheme for International Aviation (CORSIA)*.

1. INTRODUCTION

1.1 Saudi Arabia is undergoing a significant transformation through the implementation of the Saudi Vision 2030 which is built around three primary themes: a vibrant society, a thriving economy, and an ambitious nation. The landscape of the sector in Saudi Arabia consists of 29 airports (Public & Private) (Domestic, Regional & International).

1.2 This information paper highlights Saudi Arabia's Civil Aviation approach to Environmental Sustainability, in the coming years, and stresses on the need for ongoing support, collaboration and partnership, particularly in the areas of balanced decision making, technology, resilience & innovation.

1.3 The objective(s) of the environmental sustainability project was to establish a bespoke KSA aviation environmental framework, based on International Best Practices applicable to the State, capture and analyse data to assist and prioritise decision-making and investment(s) draft a new regulatory and legal framework that will enable environmental and sustainability practices across the aviation value chain, with the ultimate aim to balance environmental, social, and financial benefits for the State through capacity building and development.

1.4 In collaboration with National & International key Stakeholders and Partners, Saudi Arabia has established the CAESP, an approach to support and align the Environmental Sustainability journey for the Civil Aviation Sector which includes but is not limited to:

Phase 1 – Environmental Sustainability Framework and Strategy

- Developed Global Perspectives and Recommended Practices Report
- Identification and classification of aviation sector environmental sustainability impacts and current state assessment
- Defined & developed an Aviation Environmental Strategy and associated Framework Pillars

Phase 2 – Green House Gas Emissions Reduction Plan

- Determined emissions sources and developed initial journey for ongoing review, establishment and implementation for baseline monitoring, management, and associated planning prioritisations.
- Developed 10-year decarbonisation plan.

Phase 3 – Environmental Sustainability Regulations & Guidelines

- Developed and drafted Environmental Sustainability Regulations & Guidance Material
- Developed and drafted Internal process documentation and manuals.
- Developed audit & inspection manual.
- Developed Reporting Mechanisms
- Training, development, and capacity building

1.5 The benefits of the CAESP include, but are not limited to:

- a) Building Saudi Arabia capacity and support for adaptation and transformation(s).
- b) Utilising Science-based information to support business decision-making and future prioritisation.
- c) Strengthening Local and International Partnerships and Collaboration approaches.

2. DISCUSSION

2.1 Saudi Arabia's civil aviation sector is anticipating significant growth in the coming decade as Saudi Arabia seeks to substantially expand its tourism sector, tripling the number of air passengers during that period.

2.2 Aligned with the KSA Vision 2030 the air transport market in Saudi Arabia is forecasted under current scenarios to grow significantly by 2030, forecasts include:

- >330 million passengers,
- >2.5 million tonnes of cargo
- >250 destinations.

2.3 The evolving landscape of the aviation sector in Saudi Arabia provides a unique opportunity to consider and support (where feasible) sustainable measures in design, and construction whilst focusing on innovative retrofit solutions for operations. It also presents significant challenges for implementation including ongoing stakeholder mapping, data collection, analysis, reporting, capacity and capability building.

2.4 Balancing Saudi Arabia's Global Reputation and Environmental Sustainability approach to the health, safety, economic and operational requirements, and associated priorities will be key to the Environmental Sustainability success.

2.5 Promoting the avoidance of accidental risk transfer to safety, security, operations, and also future-proofing technology implementation approaches will be fundamental.

2.6 Ongoing collaboration with National & International stakeholders and partners through an agile Governance structure will be implemented to enable success and ensuring the nobody is left behind principle is adopted.

2.7 The CAESP project is targeted for completion by Q3 2023 with the preparation of a comprehensive report comprising of analysis and recommendations for ongoing implementation and adaptation.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to note the information in this paper.