



ASSEMBLY — 37TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 17: Environmental protection

SOUTH AFRICAN POSITION ON CONSOLIDATED STATEMENT OF CONTINUING ICAO POLICIES AND PRACTICES RELATED TO ENVIRONMENTAL PROTECTION - CLIMATE CHANGE

(Presented by South Africa)

EXECUTIVE SUMMARY

This working paper presents the position of South Africa with respect to Assembly Resolution A36-22, Appendix K, *Consolidated statement of continuing ICAO policies and practices related to the environmental protection – Climate Change*. The paper supports the leadership role taken by ICAO in limiting or reducing the impact of aviation greenhouse gas emissions on climate change with the successful establishment of the Group on International Aviation and Climate Change (GIACC). Opportunities continue to exist to address aviation emissions through further improvement in technological, operational and improving infrastructure measures. Economic / market-based measures must be based on the principle of “common but differentiated responsibilities”, and the principle of consensus, and oppose the adoption of any unilateral action regarding emission reduction measures.

Action: The Assembly is invited to:

- a) note the position presented by South Africa;
- b) recognise the UNFCCC principle of common but differentiated responsibilities and respective capabilities (CBDR) for developing and developed countries;
- c) discourage unilateral action on economic / market based measures by States and Regions across national borders;
- d) support the provision of assistance by ICAO to developing States in the area of finance, transfer of technology and training support to strengthen their capacity to implement the Programme of Action on International Aviation and Climate Change in order to limit or reduce international civil aviation emissions;
- e) support the continued work of the CAEP and ICAO Secretariat on issues relating to civil aviation and the environment; and
- f) note the Programme of Action taken by South Africa to reduce or limit aviation greenhouse gas emissions.

<i>Financial implications</i>	No additional resources required.
<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective C, <i>Environmental Protection – Minimize the adverse effect of global civil aviation on the environment</i> .
<i>References:</i>	A37-WP/21, <i>Civil Aviation and the Environment</i> A37-WP/25, <i>Consolidated Statement of Continuing ICAO Policies and Practices Related to Environmental Protection – Climate Change</i>

1. INTRODUCTION

1.1 It is estimated that aviation contributes about 2% of global CO₂ emissions, with international aviation's contribution estimated to be half this amount. Latest scientific findings of the Intergovernmental Panel on Climate Change (IPCC) indicate an urgency for action from all sectors to reduce or limit greenhouse gas emissions.

1.2 While, international air traffic from the African Continent, contributes to approximately 4% of global international air traffic movements, South Africa recognises the importance to reduce or limit greenhouse gas emissions.

1.3 ICAO, largely through CAEP, has conducted work relating to aviation emissions for several decades and has been working closely with the UNFCCC, other UN bodies and organisations.

1.4 In 2007, the 36th Session of the Assembly adopted Resolution A36-22, *Consolidated statement of continuing ICAO policies and practices related to environmental protection*. This resolution provided for the establishment of a Group on International Aviation and Climate Change (GIACC), which was established and demonstrated ICAO's leadership capability to reduce or limit the impact of international aviation greenhouse gas emissions.

1.5 GIACC was tasked with developing and recommending to the Council an aggressive Programme of Action on International Aviation and Climate Change and a common strategy to limit or reduce greenhouse gas emissions attributed to international aviation.

2. SOUTH AFRICAN POSITION ON THE PROGRAMME OF ACTION

South Africa:

2.1 expresses its appreciation for the work done by GIACC and the support for the ICAO Council decision. It recognises that the Programme of Action on International Aviation and Climate Change is a positive step by ICAO on addressing international aviation greenhouse gas emissions;

2.2 supports that ICAO should continue to have a leading role on all aviation matters relating to international aviation and climate change, and continue the development of a basket of measures to achieve reductions in aviation's emissions, including measures to provide assistance to developing States;

2.3 supports the continued work of the CAEP and ICAO Secretariat on issues relating to civil aviation and the environment;

2.4 recognises the potential role that alternative fuels can play in reducing greenhouse gas emissions from aviation;

2.5 recognises the consensus position taken by GIACC on the aspirational goals of annual 2 per cent fuel efficiency improvement on the short, medium and long term:

- a) taking into account the principle of common but differentiated responsibilities and respective capabilities (CBDR) of the UNFCCC; and

- b) taking into account the commitments under Article 2.2 and Article 2.3 of the Kyoto Protocol;

2.6 supports the need for ICAO to undertake the necessary steps to prepare a global framework for economic / market based measures, which need to take into account the principles of the UNFCCC and recognise that the successful implementation of measures depends on the specific national circumstances, provision of financial resources, technological needs and capacities;

2.7 opposes unilateral action on economic / market-based measures by States and Regions across national borders;

2.8 supports the provision of assistance by ICAO to developing States in the area of financial resources, technology transfer and capability building, as this will determine the extent of implementation of action plans and achievement of the goals by developing States; and

2.9 supports that ICAO should take the lead on the establishment of a mechanism to measure/estimate, monitor and verify global greenhouse gas emissions from international aviation.

3. ACTION TAKEN BY SOUTH AFRICA TO REDUCE GREENHOUSE GAS EMISSIONS

3.1 In recognising the importance to limit or reduce greenhouse gas emissions, South Africa has undertaken several programmes of action to reduce international aviation greenhouse gas emission. These actions are in line with the Programme of Action, which has been developed by GIACC.

3.2 The following programme of action has been undertaken to reduce greenhouse gas emissions:

3.2.1 Aircraft fleet renewal programme.

3.2.2 Development of alternative Fuel.

3.2.3 The modernization of infrastructure and facilities at the major airports. These include:

- a) development of ground transportation public systems;
- b) use of alternatively fuelled ground services equipment and vehicles, such as electric vehicles;
- c) provision of ground power units for aircraft;
- d) modernization of passenger terminal buildings and the air-conditioning systems; and
- e) the adoption of Environmental Management Systems (EMS).

3.2.4 The modernization of the Air Traffic Management System. These include:

- a) pre-departure and approach phase tactical management to ensure the optimum traffic flows between airports to facilitate efficient operations;

- b) flexible routes during the en-route cruise phase;
- c) reduced Vertical Separation Minima (RVSM) during the en-route cruise phase;
- d) performance based navigation;
- e) flight procedure design practices to support fuel efficiency;
- f) required Navigation Performance (RNP) during the approach and landing phase;
- g) flexible use of airspace; and
- h) efficient navigational aids.

— END —