



WORKING PAPER

**HIGH-LEVEL MEETING
ON THE FEASIBILITY OF A LONG-TERM ASPIRATIONAL GOAL FOR
INTERNATIONAL AVIATION CO₂ EMISSIONS REDUCTIONS (HLM-LTAG)**

Montréal, 19 to 22 July 2022

Agenda Item 2: Means of implementation for a long-term global aspirational goal for international aviation

CAPACITY BUILDING SUPPORT TO AFRICAN STATES

(Presented by the 54² Member States of the African Civil Aviation Commission (AFCAC))

SUMMARY

This working paper reports on the identified solutions for the achievement of long-term aspirational goals by the African States after analysis of the report by the Committee on Aviation Environmental Protection (CAEP) on the feasibility of a long-term aspirational goal (LTAG) for international civil aviation CO₂ emissions reductions. Three (3) integrated scenarios that takes into account “readiness, capacity to achieve and ambition” have been proposed by the report.

The paper identifies experience-sharing workshops and dedicated training as the immediate needs of the African and developing States to be met within the ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) and ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) initiatives or through support by other donor States and organizations undertaken as part of *No Country Left Behind* initiative while embracing the concept of differentiated responsibilities.

Action by HLM-LTAG is in paragraph 2.

1. INTRODUCTION

1.1 At the 40th session of the ICAO Assembly, member States asked the Council to continue exploring the feasibility of a long-term aspirational goal to reduce CO₂ emissions from international aviation. In March 2022, the Committee on Aviation Environmental Protection presented its report, after two (2) years of work.

1.2 The analysis of this report by the African States has made it possible to identify solutions for the achievement of the aspirational goals, i.e., the need to strengthen the skills and capacity of African experts in order to ensure the effective fulfilment of their responsibilities.

¹ English and French versions provided by AFCAC.

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Congo, Cote d’Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Swaziland, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia and Zimbabwe.

1.3 The results presented in the CAEP report reveal three (3) integrated scenarios taking into account “readiness, capacity to achieve and ambition”. Significant action is therefore needed to improve aircraft technology, operating procedures and capabilities, and the use of sustainable aviation fuels (SAF). In this regard, low penetration of sustainable aviation fuel technology and manufacturing in the African market was noted.

1.4 The LTAG report acknowledges that there could also be potential needs for capacity building and assistance to realise the scenarios. The report identifies that this could include workshops on solutions that States can implement to reach goals, including understanding likely costs, and assistance on monitoring and measuring CO₂ emissions from international aviation, as part of an overarching training programme that could be similar to the successful ACT-CORSIA.

1.5 African States continue to benefit from the Buddy partnerships initiative under ICAO ACT-CORSIA addressing mainly the development of State Action Plans, Implementation and reporting and it is hoped that the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ICAO ACT-SAF) initiative launched on 1st June 2022 will similarly be part of the solution for the achievement of aspirational goals by Africa in the development and deployment of sustainable Aviation Fuels (SAF).

1.6 Establishing and extending such capacity building on LTAG for States and in particular African States is therefore welcomed and should be implemented. Thus, experience-sharing workshops and dedicated training is a requirement in addressing the needs of the sector with the installation of SAF manufacturing units, storage of fuel and its delivery to the end user.

2. ACTION BY THE HLM-LTAG

2.1 The HLM-LTAG is invited to:

- a) take note of the information contained in this Working Paper; and
- b) support the request by African States for capacity building as a means to achieve any agreed long-term aspirational goals through the ICAO ACT-CORSIA and ICAO ACT-SAF initiatives or through support by other States and organizations undertaken as part of *No Country Left Behind* initiative while embracing the concept of differentiated responsibilities.