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(NACC/DCA/06)**

Nassau, Bahamas, 10-12 May 2016

Agenda Item 6: Environment
**6.1 States' Action Plans on CO₂ Emissions Reduction Activities —
Implementation Status and Benefits Report**

STATES' ACTION PLANS ON CO₂ EMISSIONS REDUCTION ACTIVITIES

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper provides a summary of the current ICAO activities related to initiatives to assist States, with the preparation of action plans on CO ₂ emission reduction activities stemming from the international civil aviation and the associated ICAO 38 th Session Assembly Resolution A38-18.	
Action:	The suggested action is presented in Section 5.
<i>Strategic Objective:</i>	<ul style="list-style-type: none">• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• ICAO Assembly 38th Session, Resolution A38-18, 24 September to 4 October 2013, ICAO Headquarters, Montreal, Canada• State Letter Ref. ENV 4/1 – 16/43, dated 20 April 2016, <i>ICAO Voluntary States' Action Plans cooperation opportunities</i>• https://portal.icao.int/APER• http://bit.ly/1SStBJX

1. Introduction

1.1 As per the Assembly Resolution A38-18, States were invited to submit their new or updated action plans for reducing CO₂ emissions from international aviation, on a voluntary basis, by June 2015 (Resolution A38-18, paragraph 11).

1.2 As described in Resolution A38-18, paragraph 12, the action plans allow States to identify, from a basket of measures, mitigation activities, and the assistance needed to implement such measures. This basket of measures draws on different means to mitigate and reduce aviation CO₂ emissions; such as, inter alia, aircraft related technology development, alternative fuels initiatives, improved air traffic management and infrastructure use, more efficient operations and market-based measures. In turn, the compilation of information contained in the States' action plans facilitates the assessment of progress toward the achievement of the global aspirational goals, as well as identify the areas of implementation support needed by States.

2. Voluntary Action Plans

2.1 Action plans are a planning and reporting tool for States to communicate information on their activities to address CO₂ emissions from the international civil aviation to ICAO. The quantification of the information contained in an action plan will ultimately enable ICAO to compile global progress towards meeting the goals set by Assembly Resolution A38-18.

2.2 Action plans give ICAO Member States the ability to: establish partnerships, promote cooperation and capacity building, facilitate technology transfer, and provide assistance.

2.3 A key aspect of successfully developing and implementing an action plan is the degree and nature of collaboration among different stakeholders within a State. These can include, among others, aviation and environmental authorities, airlines and airports, air navigation service providers, statistical departments and fuel providers. Collecting information from these stakeholders and consolidating this input into an action plan ensures that the development of the plan is based on a cooperative process and that the measures contained therein are accurate, comprehensive, and feasible to implement.

3. Assistance to States

3.1 Since 2010, ICAO has been implementing a comprehensive assistance and capacity-building strategy. The ICAO-EU joint assistance project, *Capacity Building for CO₂ Mitigation from International Aviation*, is a project to assist fourteen selected States from Africa and the Caribbean in the development and submission of their action plans; setting-up of aviation environmental systems to establish emission inventories and monitor CO₂ emissions from aviation; and implementation of measures to reduce aviation emissions including the preparation of feasibility studies. The Aviation Environmental System (AES), a Monitoring, Reporting, and Verification (MRV) resource developed under the project and installed in the selected States, has been successful in supporting the automated collection and monitoring of data. The AES has also enabled the establishment of CO₂ inventories to capture emissions from international aviation, and in turn, has facilitated the reporting process to ICAO, which otherwise would have been difficult for the selected States to comply with.

Trinidad and Tobago and the Dominican Republic are selected in this project. In light of the success of the project, many other Member States have shown interest in this initiative, and have already requested ICAO to integrate the AES into their existing monitoring systems as soon as possible, for which additional funding would be required.

3.2 The ICAO – United Nation Development Project (UNDP) joint assistance project, financed by the Global Environment Facility (GEF), Transforming the Global Aviation Sector: *Emissions Reductions from International Aviation* is a global project that includes the development of guidance documents and supporting mechanisms to assist the identification and implementation of measures to reduce aviation CO₂ emissions, as well as a practical pilot project in Jamaica, consisting of the implementation of solar panel at the airport gates. This project could be replicated in other States in the region and multiply the environmental benefits of solar energy use in international aviation.

3.3 ICAO has developed a dedicated web interface that can be used by States to upload and submit action plans electronically, the Action Plan Emissions Reduction (APER) website. ICAO has also developed tools that support the calculation of carbon emissions (ICAO Carbon Emissions Calculator) and estimate fuel saving (ICAO Fuel Savings Estimation Tool). Based on the “Rules of Thumb”, the Environmental Benefits Tool (EBT) has also been made available to States to calculate the baseline and CO₂ emissions reductions resulting from mitigation actions.

3.4 ICAO Doc 9988 – *Guidance on the Development of States’ Action Plans on CO₂ Emissions Reduction Activities*: has been enhanced and streamlined to better reflect the issues faced by States. Amongst other objectives, it assists States in considering the basket of measures from which they might select their mitigation actions.

3.5 In April 2014, ICAO organized a hands-on training on action plans in Mexico for the NACC Region, welcoming 44 participants. In total, 12 States were trained.

3.6 By 19 April 2016, 92 States have submitted an action plan, representing more than 88% of global passenger traffic. 13 NACC States have submitted an action plan to ICAO out of the 21 States accredited to the region: Belize, Canada, Costa Rica, Cuba, Dominican Republic, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Trinidad and Tobago, and the United States.

4. ICAO Buddy Programme on Action Plans

4.1 Pursuant to Resolution A38-18, paragraph 13 and according with State Letter Ref. *ENV 4/1 – 16/43*, dated 20 April 2016, ICAO Voluntary States’ Action Plans cooperation opportunities 2016, presented in the **Appendix**, ICAO launched a “Buddy Programme”, which consists in establishing a framework between two States, with the aim of allowing one State to benefit from the action plan experience of another State. This “Buddy Programme” is considered as a constructive way to exchange know-how between States.

5. Action by the Meeting

5.1 The Meeting is invited to:

- a) note that 13 States in the NACC Region have already submitted their action plan to ICAO and that 8 States are still encouraged to submit it ahead of the 39th Session of the ICAO Assembly;
- b) consider the most appropriate means to developing States' action plans with robust data, noting the tools developed by ICAO to support data collection and analysis;
- c) explore assistance and financial opportunities available at regional level to support the development of States' action plans and the implementation of mitigation measures;
- d) note the substantial potential for the use of solar energy at airports and its benefits for the aviation sector and encourage further progress in this area, building upon best practices and existing initiatives; and
- e) encourage States that have submitted their action plan to ICAO to support States that have not done so yet, in the spirit of "No Country Left Behind" initiative, explore the Buddy Programme, informing the possible alliances.



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航空组织

Ref.: ENV 4/1 – 16/43

20 April 2016

Subject: ICAO Voluntary States' Action Plans cooperation opportunities

Action required: States are encouraged to consider possible means to support the development of Voluntary State Action Plans.

Sir/Madam,

I have the honour to refer to the ICAO States' Action Plans on CO₂ Emissions Reduction Activities. Since its inception in 2010, 89 Member States have voluntarily submitted their action plans, representing more than 88 per cent of international air traffic. Yet, many States, while committed to reducing their CO₂ emissions from aviation, have faced challenges to develop their voluntary action plan. To assist its Member States, the ICAO Secretariat has produced a range of tools, including a detailed guidance document and an interactive website. In addition, the ICAO Technical Cooperation Bureau has been assisting several States to develop action plans, and implement the measures selected therein. ICAO has also initiated a partnership with the European Union, and the Global Environment Facility and the United Nations Development Programme, to provide additional support to selected States. While the results of the partnerships are encouraging, these two joint ICAO assistance projects have been limited in their scope to the 15 States selected to receive assistance. With the success of these partnerships, more States are requesting similar types of support to develop and enhance their action plans and ICAO is seeking to expand its assistance and capacity-building programme, and to encourage its Member States to actively support one another's efforts on this initiative.

In this regard, Assembly Resolution A38-18 paragraph 13, called for stronger cooperation amongst States themselves. ICAO has established several channels to strengthen States' partnerships, with the aim to disseminate best practices on the States Action Plans. One such channel is the establishment of direct cooperation between States through the new "ICAO Buddy Programme on Action Plans", so that those States that had developed their action plans partner with States that had not yet prepared their action plans. Information on the ICAO Buddy Programme is available at: <http://www.icao.int/environmental-protection/Pages/ActionPlan-Questions.aspx>. This programme will allow the beneficiary State(s) to develop and implement their Action Plans, in close cooperation with the Buddy State and the ICAO Action Plan Support Team.

In the spirit of the ICAO "No Country Left Behind" initiative, all States should have the opportunity to establish and showcase strategies to reduce aviation emissions, as well as to articulate their assistance needs through the States' Action Plans. ICAO counts on your support to realise this collective endeavour.

Accept, Sir/Madam, the assurances of my highest consideration.

Fang Liu
Secretary General