



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

NACC/WG/6 — WP/21
23/08/21

Sixth North American, Central American and Caribbean Working Group Meeting (NACC/WG/6)

On-line, 25 to 27 August 2021, 09:00 to 13:00 (UTC-5)

Agenda Item 5: Other business

**STATES' ACTION PLANS (SAP)
ON CO₂ EMISSIONS REDUCTION ACTIVITIES**

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This working paper presents the implementation status of the States' action plans on CO₂ emissions reduction activities for international aviation and makes reference to the basket of measures to limit or reduce emissions from international civil aviation; the paper invites the Meeting to consider both, national actions as well as activities implemented regionally related to the basket of measures, be included during the preparation and update of States' action plans in accordance with the Consolidated Statement of continuing ICAO policies and practices related to environmental protection.

Action:	Suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Air Navigation Capacity and Efficiency• Economic Development of Air Transport• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• ICAO Doc 10140, <i>Assembly Resolutions in Force (as of 4 October 2019)</i>• ICAO Doc 9988, <i>Guidance on the Development of States' Action Plans on CO₂ Emissions Reduction Activities</i>• ICAO Environmental Protection web site

1. Introduction

1.1 Continued collaboration between ICAO Headquarters and the Regional Office is ensuring ICAO Contracting States receive the necessary assistance for the establishment of a strategy on climate change for the international aviation sector. This, ultimately, enables ICAO to compile global progress towards meeting the two global aspirational goals for the international aviation sector: 2% annual fuel efficiency improvement through 2050, and carbon neutral growth from 2020 onwards, as established at the 37th Session of the ICAO Assembly in 2010 and reiterated by the ICAO Assembly at its 40th Session in 2019.

1.2 States' action plans on CO₂ emissions reduction activities are a planning and reporting tool for States to communicate information on their actions to address CO₂ emissions from the international civil aviation. The quantification of the information contained in an action plan enables ICAO to compile global progress towards meeting the global aspirational goals and States to showcase their input.

1.3 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 these inputs 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.

2. Background

2.1 Since the beginning of ICAO's journey to progress in terms of policy development and standards setting to limit and reduce the impact of aviation on the global climate, ICAO Contracting States demonstrated that they were interested in taking action and advancing initiatives on environmental protection. However, not all of them had the human, technical and financial resources to do so. To overcome this challenge, ICAO launched the State Action Plan initiative in 2010 as a means to provide States with the capacity and tools to take action.

2.2 This initiative enables all ICAO Contracting States to establish a long-term strategy on climate change for the international aviation sector, involving all interested parties at national level. These parties are encouraged to work together to define a quantified baseline scenario, select appropriate emissions mitigation measures from ICAO's [basket of measures](#), and calculate the expected results from implementing those measures. The level of detail submitted within a SAP will ultimately enable ICAO to compile global progress towards meeting the goals set by Assembly Resolution A37-19, and reaffirmed by A38-18, A39-2, and [A40-18](#). States are invited to update their SAPs every three years, so that ICAO can continue to compile the quantified information submitted.

3. Implementation status

3.1 As of June 2021, 121 Contracting States, representing 97.52% of global international aviation traffic in Revenue Tonne-Kilometres (RTK), have voluntarily submitted their SAPs to ICAO. These successful results demonstrate the high level of interest and engagement of ICAO Contracting States in this initiative, as well as the impact of ICAO's assistance and capacity-building activities.

3.2 In the NAM/CAR Regions, 14 from the 22 States have developed and submitted an Action Plan on CO₂ emissions reduction to ICAO. Out of the 14 States, 8 States have submitted an updated plan. Out of the 22 States, 15 have nominated a focal point for the SAP related activities (see the table below and [website](#)).

NACC State	Action Plan Submitted	Action Plan Updated	Focal Point
Antigua and Barbuda			
Bahamas			✓
Barbados	Aug-19		✓
Belize	Sep-13		✓
Canada	Jun-12	Jan-16	✓
Costa Rica	Sep-13	Jun-19	✓
Cuba	Oct-15	Jul-15	✓
Dominica			
Dominican Republic	Dec-13	Sep-18	✓
El Salvador	Sep-13	Oct-20	✓
Grenada			
Guatemala	Sep-13		✓
Haiti			
Honduras	Sep-13		✓
Jamaica	Dec-12		✓
Mexico	Jun-12	Aug-18	✓
Nicaragua	Sep-13		✓
Saint Kitts and Nevis			
Saint Lucia			
Saint Vincent and the Grenadines			
Trinidad and Tobago	Jan-13	Aug-15	✓
United States	Jun-12	Jun-15	✓

3.3 At the last Assembly in October 2019, States were invited to choose to prepare or update their action plans and submit them to ICAO preferably by the end of June 2021 and once every three years thereafter, in order for ICAO to continue to compile the quantified information in relation to achieving the global aspirational goals. The action plans should include information on the basket of measures considered by States, reflecting their respective national capacities and circumstances, quantified information on the expected environmental benefits from the implementation of the measures chosen from the basket, and information on any specific assistance needs.

4. Basket of measures to limit or reduce CO2 emissions from international civil aviation

4.1 The ICAO Doc 9988 “*Guidance on the Development of States’ Action Plans on CO2 Emissions Reduction Activities*” – Third Edition, 2019, chapter four, provides guidance on both examples of measures to select to limit or reduce CO2 emissions from international aviation and how to quantify the effects that these measures will have once implemented. Doc 9988 Appendix A summarizes all measures deconstructed into categories, measures and actions.

4.2 The A-39 and the A-40, acknowledged the progress achieved on all elements of the basket of measures available to address CO2 emissions from international aviation, including aircraft technologies, operational improvements, sustainable alternative fuels and a global market-based measure (GMBM) scheme and any other measures, and affirmed the preference for the use of aircraft technologies, operational improvements and sustainable alternative fuels that provide environmental benefits within the aviation sector.

4.3 The A-40 requested the Council to continue to ensure all efforts be taken by Contracting States to make further progress on aircraft technologies, operational improvements and sustainable alternative fuels and be reflected in their action plans to address CO2 emissions from international aviation, and to monitor and report the progress on implementation of action plans.

4.4 The ICAO Environment web site (see the [web site here](#)) presents the mitigation measures selected by Contracting States and the same selected measures broken-down by ICAO Regions, as of June 2021:



4.5 The ICAO Doc 10031 - *Guidance on environmental assessment of proposed air traffic management (ATM) operational changes*, is intended to assist with recognizing any environmental benefits associated with operational changes and provides States, airport operators, air navigation service providers (ANSP) and other stakeholders with an environmental assessment guidance to support decision-making when analysing proposed ATM operational changes. The guidance provides high-level environmental assessment principles intended to facilitate the use of a consistent approach for assessing the environmental impacts of operational changes.

5. Suggested actions

5.1 The Meeting is invited to:

- a) Take note of the information provided;
- b) continue including environmental protection in the planning and implementation activities related to the improvement of the civil aviation system;
- c) encourage those States that have not yet developed or updated their State Action Plan with quantified data to develop or update them as soon as possible; and
- d) encourage States to report the implemented mitigation measures by the States' action plans and consider the relevance of a coordinated regional approach.