



ANAC | TOGO

Agence Nationale de l'Aviation Civile

*15 ans
déjà !*

STATE ACTION PLAN UPDATE

Case of TOGO

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Background

- Resolutions A37-19 (2010) & A38-18 (2013):
« *Encourages States to submit their action plans outlining their respective policies and actions, and annual reporting on international aviation CO2 emissions to ICAO* »
- Togo, like other countries undertook the preparation of a SAP that was submitted to ICAO in 2015
- Reflected Togo's desire to contribute to the global effort, but had limitations

République de Togo
Travail - Liberté - Patrie
Ministère chargé de l'Aviation Civile



1^{ère} édition / Révisée 09 / Juin 2015



Previous State Action Plan

- Mostly gives general track of the measures that may be implemented in the local context
- Did not quite adhere to Doc 9988 recommendations
 - Holistic data
 - Generic mitigation measures
 - Expected results not analyzed
- Developed mainly by a team from ANAC



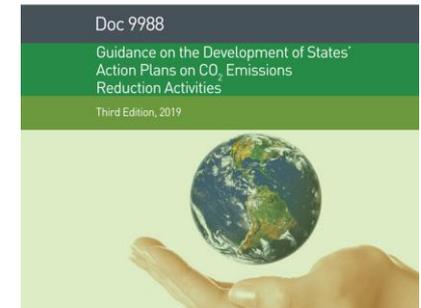
Previous State Action Plan

- Difficulties for implementation
 - Lack of stakeholders implication during the SAP development phase
 - Lack of proper implementation roadmap
- Clear Need to rework the SAP
- Resolutions A38-18 (2013) & on : invite to submit SAP update to ICAO once every three years



State Action Plan Update – Improvement

- Capacity building
 - Assignment of new staff
 - Mission to Burkina Faso to learn from their experience
 - Participation to ICAO/AFCAC SAP workshops
- Establishment of a plan for the SAP elaboration
 - Doc 9988 recommendations



Approved by and published under the authority of the Secretary General

INTERNATIONAL CIVIL AVIATION ORGANIZATION



State Action Plan Update – Activities Planning

- Stakeholders identification & information
- Establishment of multidisciplinary team
- Data collection & Establishment of the Baseline
- Familiarization with mitigation measures & working groups establishment
- Selection of mitigation measures & validation
- Estimation of expected results
- Identification of assistance needs



State Action Plan Update

- Data collection & Establishment of the Baseline
 - ANSP, Ground handling service provider
 - Air operators
 - Form ENV1
 - Method A for the baseline

- Selection of mitigation measures & validation
 - Working groups based on the basket of measures
 - Feasibility
 - Benefits



5.4. Synthèse des mesures sélectionnées

Les mesures sélectionnées sont présentées dans le tableau 3 suivant

Tableau 3 : Mesures sélectionnées

N°	Mesure	Description/Action	Date de début	Date de mise en œuvre complète	Partie prenante	Impact sur les GES/ Retenement de carbone	Coût économique	Liste des intervenants
M1	Réduction de la main au minimum	Utilisation de l'ETB à la place des documents et manuels à bord (ETB Class 2)	Juin 2019	Janvier 2020	ASKY	Documentation = 20k.tonnes en moyenne (100 heures par an (ETB class 2)) E = -0.7025V * 1.17% SAL 2 : 1.000 * 0.002E -1.2.tonnes/an	Acquisition ETB Class 2 portable et iPad pour le Flight Crew 53.000.000 F CFA 15.000.000 F CFA de prise en compte à jour japonais.	ASKY ANAC (Approbation)
M2	Mise en œuvre de l'approche à basse altitude	Amélioration des procédures d'atterrissage et d'approche faibles altitudes au carter	01/01/2019	19	ANSP (ASAC/EN A)	40% de trafic concerné E/C=0e - (0.06)*trafic E/C=0e - (0.06)*trafic*0.9% - (0.06)*2500 - (0.06)*2500*0.9 = -195.6.tonnes - 24.41.tonnes/an SAL 1 50% de trafic, après conversion	A. document	ASACNA ANAC Compagnies aériennes.
M3	Réorganisation du parking 5		01/01/2018	19	SAL 1 (Société)			

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State Action Plan Update – Activities Planning

- 04 Measures selected
 - Operations - minimizing weight
 - ATM - improve fuel efficient departure and approach procedures CCO, CDO
 - Airport capacities - Improve parking
 - Airport – use cleaner alternative sources of power generation
- Estimation of expected results
 - Methods given in Doc 9988
- Consolidation of the document and approval by ANAC DG





Challenges

- Data availability
 - Incomplete traffic and fuel consumption data available at various sources
 - Paper based data
 - Retrieving and integrating the data were not a priority for the air operator
 - Confidentiality
- Commitment of the stakeholders



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Thank you !



Any Question ?