



International Civil Aviation Organization

**Third Meeting of the Air Traffic Management
Performance Measurement Task Force**

(APM TF/3)
(Cairo, Egypt, 5 November 2016)

**Agenda Item 2: Global and Regional developments related to operational improvements
and environmental benefits**

STATE'S ACTION PLAN ON CO2 EMISSION REDUCTION

(Presented by the Secretariat)

SUMMARY

This paper presents the global and regional developments related to the State's action plans on CO2 emission reduction.

Action by the meeting is at paragraph 3.

REFERENCES

- Guidance on the Development of States' Action Plans on CO2 Emissions Reduction Activities (ICAO Doc 9988)
- 39th ICAO Assembly

1. INTRODUCTION

1.1 The meeting may wish to recall that the ICAO Assembly 38 (24 September to 4 October 2013) endorsed the Resolution 38-18 *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate Change* which encouraged States to voluntarily prepare and submit action plans on CO2 emission reduction to ICAO. An ambitious work programme was further laid down for capacity building and assistance to States in the development and implementation of their action plans to reduce emissions, which States were initially invited to submit by the 37th Session of the ICAO Assembly in October 2010.

1.2 ICAO Assembly 39 (Montreal, Canada, 27 September – 6 October 2016) encouraged States, through Assembly Resolution 39-1 *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change*, to submit voluntary action plans outlining respective policies and actions, and annual reporting on international aviation CO2 emissions to ICAO.

1.3 The meeting may wish to note that 104 States which represent 90.29% of global RTK have submitted their action plan on CO2 emission reduction.

2. DISCUSSION

2.1 The meeting may wish to recall that the MIDANPIRG/14 meeting (Jeddah, Saudi Arabia, 15 - 19 December 2013) encouraged States to develop/update their Action Plans for CO2

emissions and submit them to ICAO through the APER website on the ICAO Portal or the ICAO MID Regional Office.

2.2 In order to support States in developing their action plan, a Seminar on the State's CO2 action plan was conducted in Dubai, UAE from 11-12 March 2015. However it is to be noted that only 6 out of 15 (40%) of the MID States have so far provided their Action Plan (Bahrain, Egypt, Iraq, Jordan, Sudan and UAE). Thirteen States have also nominated their State's action plan Focal Points, as at **Appendix A**.

2.3 The meeting may wish to recall that the ICAO published Guidance on the Development of States' Action Plans on CO2 Emissions Reduction Activities (ICAO Doc 9988) in 2014 to provide guidance for States to help them prepare or update their action plans in accordance with the provisions of the ICAO Assembly.

2.4 DOC 9988 aims to:

- a) Describe how to prepare or update an action plan by providing an overview of the action plan preparation process (i.e. tasks, activities and outputs);
- b) Help States better understand the objectives and expected outcomes of the action plan preparation process;
- c) Highlight the need for cooperation and collaboration between and among various stakeholders in the preparation of action plans; and
- d) Assist States in considering the basket of measures from which they might select their actions.

2.5 ICAO has also developed a web interface (<http://portal.icao.int>, Action Plan on Emissions Reduction [APER] Group) to facilitate the preparation or update of action plans and their submission to ICAO. Chapter 2, Section 2.4, of Doc 9988 provides detailed instructions on how to obtain access to this web interface.

2.6 ICAO is developing second Edition of Doc 9988 in 2016 (a preliminary edition is available) which aims to more clearly describe the expectations for the information to be included in the action plan with a more straightforward approach to preparing the plan. The document has been reorganized to reflect the expected flow of information within each State, meaning that the action plan focal point can read this document in order and at the end of each chapter will have completed a section of the action plan. To this end, the Second Edition is a more concise document compared to the First Edition.

Rules of Thumb

2.7 The quantification of expected results from the implementation of an action plan is an essential element. The Environmental Benefits Tool (EBT) has been developed by ICAO to assist States' Focal Points in order to generate the baseline, estimate the benefits from the selected mitigation measures using the Rules of Thumb. The EBT is available on the APER portal site (<http://portal.icao.int>, APER group).

2.8 Doc 9988 provides a description of the tools available along with a set of rules of thumb for estimating the expected benefits for each of the measures/improvements. These rules of thumb can be used in the event that the State does not have access to more detailed information about the expected results of a specific measure. These rules of thumb are provided into five categories:

- Aircraft-related Technology Development
- Alternative fuel
- Improved air traffic management and infrastructure use
- More efficient operations
- Airport Improvements

Action Plan Five Basic Elements (Minimum Requirements)

2.9 An action plans should contain the following five elements:

1. **Contact information.** The focal point and any other person(s) responsible for the compilation and submission of the action plan should be identified;
2. **Baseline (without action) fuel consumption CO2 emissions and traffic (2010 or earlier to 2050).** Annual historic fuel consumption and traffic from international aviation from 2010 or earlier should be submitted. In addition projected future fuel consumption and traffic to 2020 and if possible 2050 in the absence of action should be submitted. Although any available data would be welcome, in order to assess progress towards the global goals, data for the years 2010, 2020 and if possible 2050 should be provided;
3. **List of selected measures.** The measures being proposed to address CO2 emissions from international aviation, distinguishing between those that are already in place and those that are being considered for future implementation, should be listed;
4. **Expected results (fuel consumption, CO2 emissions and traffic with the actions in #3 being taken 2014 to 2050).** Similar to element number 2, in order for ICAO to understand the global effect of the actions being proposed by States, projected fuel consumption and traffic for the same future years provided in element number 2 that quantifies the effect of the actions listed in #3 should be submitted; and
5. **Assistance needs.** A description of any specific needs (for example, financial, technological, capacity building) for the implementation of future actions should be described, if applicable.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information provided in this working paper;
- b) review and update list of State's action plan focal points at **Appendix A**; and
- c) encourage States to develop/update their action plans outlining respective policies and actions, and annual reporting on international aviation CO2 emissions using the guidelines of the ICAO Doc 9988; and submit to ICAO through the APER website.

APPENDIX A

MID REGION ENVIRONMENT/CO2 ACTION PLAN FOCAL POINT PERSON(S)

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