



**Agenda Item 5: Air Navigation Matters**  
**5.8 State Action Plans on aviation CO<sub>2</sub> emission reduction activities and implementation status**

**CURRENT STATUS OF STATE ACTION PLANS ON CO<sub>2</sub> EMISSION REDUCTION ACTIVITIES**

(Presented by the Secretariat)

<b>SUMMARY</b>	
This paper provides a summary of current ICAO activities related to initiatives to assist States with the preparation of action plans on CO <sub>2</sub> emission reduction activities stemming from international civil aviation and the associated ICAO 38 <sup>th</sup> Session Assembly Resolution A38-18.	
<b>References:</b>	
<ul style="list-style-type: none"><li>• ICAO Assembly 37<sup>th</sup> Session, Resolution A37-19, 28 September – 8 October 2010, ICAO Headquarters, Montreal, Canada</li><li>• ICAO Assembly 38<sup>th</sup> Session Resolution A38-18, 24 –September to 4 October 2013, ICAO Headquarters, Montreal, Canada</li><li>• State Letter ENV 4/1 – 12/45, dated 18 June 2012, ICAO States' Action Plans on CO<sub>2</sub> Emissions Reduction Activities</li><li>• Letter Ref. EMX0250 dated 15 March 2012, on States' Action Plans on CO<sub>2</sub> Emission Reduction Activities</li><li>• <a href="https://portal.icao.int/APER">https://portal.icao.int/APER</a></li><li>• <a href="http://www.icao.int/environmental-protection/Pages/Tools.aspx">http://www.icao.int/environmental-protection/Pages/Tools.aspx</a></li></ul>	
<b>Strategic Objective</b>	<i>This working paper is related to Strategic Objective: C. Environmental Protection and Sustainable Development of Air Transport</i>

## **1. Introduction**

1.1 Air transport is a catalyst for growth, a vital conduit for world trade and a major global employer. Nearly 57 million jobs and \$2.2 trillion in global Gross Domestic Product (GDP) is supported by aviation and was responsible for the safe and efficient transportation of more than 2.7 billion passengers in 2012. Aviation plays a key role in promoting sustainable development and should remain safe, affordable and accessible in order to ensure mobility on an equitable basis to all sectors of society.

1.2 With these benefits comes an impact on the environment. In 2012, aviation produced 689 million tonnes of CO<sub>2</sub>. Air transport as a whole accounts for 2% of aviation CO<sub>2</sub> emission globally, and international aviation specifically just 1.2%. Forecasted traffic growth raises questions on the future contribution of international aviation to climate change and on the most effective way for the sector to address CO<sub>2</sub> emissions.

1.3 The aviation sector recognizes the need to address the global challenge of climate change and is playing its part. In 2009 it adopted an ambitious set of commitments for the short, medium and long-term including that of carbon-neutral growth from 2020 contingent upon critical aviation infrastructure and technology advances achieved by industry and governments. This paper provides a summary of current ICAO activities related to initiatives to assist States with preparation of action plans on CO<sub>2</sub> emission reduction activities.

## **2. ICAO Assembly 38<sup>th</sup> Session Resolution A38-18**

2.1 From 24 September to 4 October 2013, ICAO held the 38<sup>th</sup> Session of the Assembly and adopted Resolution A38-18 on international aviation and climate change. There are a number of key aspects on State action plans that were raised and included in Resolution A38-18. The Resolution encourages States to submit their voluntary action plans outlining their respective policies and actions, and annually reporting to ICAO on international aviation CO<sub>2</sub> emissions. It also invites those States that choose to prepare or update their actions plans to submit them to ICAO as soon as possible, preferably by the end of June 2015 and once every three years thereafter.

2.2 The Resolution also highlights that action plans should include information on the expected environmental benefits to be accrued from the implementation of the measures selected from the basket of measures and information on any specific assistance needs. It further encourages States that already submitted their action plans to share the information contained therein and build partnerships with other Member States in order to support those States that have not yet prepared their action plans.

2.3 States are also encouraged to make their action plans publically available, taking into consideration the commercial sensitivity of information contained in States' action plans. The Assembly requested the Council to continue providing guidance and other technical assistance for the preparation and update of State action plans, prior to the end of June 2015 in order for States to conduct the necessary studies and to voluntarily submit their action plans to ICAO.

### 3. Action Plans

3.1 Consistent with Assembly Resolution A37-19, a substantial strategy for capacity building was undertaken by ICAO to assist with the preparation and submission of State action plans. ICAO held six hands-on training workshops in 2011, developed guidance material, an interactive web-interface, and the ICAO Fuel Savings Estimation Tool (IFSET). As of 30 June 2013, 61 Member States that represent 79% of global international air traffic voluntarily prepared and submitted their action plans to ICAO.

3.2 ICAO is requesting those States that choose to prepare or update their action plans to submit them to ICAO as soon as possible, preferably by the end of June 2015, in order for ICAO to continue to compile the information in relation to achieving the global aspirational goal for the international aviation sector. The action plans should include information on the basket of measures considered by States, reflecting their respective national capacities and circumstances, information on the expected environmental benefits from the implementation of the measures chosen from the basket, and information on any specific assistance needs.

3.3 Receipt of the action plans will also assist ICAO in identifying and responding to States' needs for technical and financial assistance to implement such actions. The importance of the action plans is demonstrated not only by the relevant provisions of Resolution A37-19, but is further highlighted by Resolution A38-18.

3.4 ICAO developed *Guidance Material for the Preparation of States' Action Plans* to guide States, step-by-step, through the process of preparing and submitting an action plan in collaboration with the ad-hoc Committee on Aviation Environmental Protection (CAEP) expert group that is currently composed of members from 23 Member States and stakeholders. CAEP has held one formal meeting (CAEP/9 in February 2013) since the 37<sup>th</sup> Session of the Assembly reflected in the *Report of the Ninth Meeting of the Committee on Aviation Environmental Protection*, which is available at: <http://cfapp.icao.int/Environmental-Report-2013/>. In this document, CAEP shares achievements and progress delivered by the recently concluded Ninth Meeting, including the new CO<sub>2</sub> Standard Certification Requirement for aircraft.

3.5 Trinidad and Tobago is the only State from the Eastern Caribbean that submitted their action plan online to ICAO.

### 4. Recent ICAO Environmental Developments

4.1 ICAO held its third Environmental Symposium from 14 to 16 May 2013, in Montreal, Canada. The symposium provided a forum on aviation and climate change and shared information on recent developments with the view to facilitating environmental related discussions and high-level decisions made at the 38<sup>th</sup> Session of the ICAO Assembly. It focused on ICAO strategies and programmes, industry, academic/research institutions and international organizations to harness technological, scientific and economic solutions in the global fight against climate change.

4.2 ICAO has developed a tentative plan for “Capacity Building Seminars for Action Plan and Assistance to States” for 2014 and 2015, and well as other environmental meetings. For the CAR Region, a seminar is scheduled from 31 March to 4 April 2014, to be tentatively held at the ICAO NACC Regional Office, Mexico City, Mexico. Additionally, a Seminar on the Environment is programmed from 8 to 11 September 2014, at ICAO Headquarters, Montreal, Canada.

**5. The European Commission (EC) Proposes EUR 6.5 Million for State CO<sub>2</sub> Reduction Activities through ICAO**

5.1 ICAO and the European Commission signed a Declaration of Intent for assistance and capacity building activities to support measures to mitigate international aviation CO<sub>2</sub> emissions. The Declaration by the EC and ICAO was carried out on the first day of the 38th Session of the ICAO Assembly. The EC intends to commit financial support of EUR 6.5 million towards environmental action being undertaken by States in the African and Caribbean regions. A timeline through 2016 has been envisaged to realize this joint ICAO/EC capacity building initiative.

**6. Action by the Meeting**

6.1 The Meeting is invited to:

- a) continue to consider environmental issues in the planning and implementation of regional air navigation systems;
- b) encourage those States that choose to prepare or update their actions plans to submit them to ICAO as soon as possible, preferably by the end of June 2015 and once every three years thereafter;
- c) encourage individual States to submit their voluntary action plans outlining their respective policies and actions, and annually reporting international aviation CO<sub>2</sub> emissions to ICAO; and
- d) note that ICAO will keep planning and implementation regional groups (GREPECAS) and the Directors of Civil Aviation/Working Group (DCA/WG) meetings informed of future activities and developments related to environmental protection.