ICAO States’ Action Plan

ICAO EUR/NAT Office and ACAC

Global Air Navigation Plan (GANP) and Aviation System Block Upgrade (ASBU) Symposium 2016

(ICAO EUR NAT Office / ACAC, ENNA - Algiers, Algeria, 4 - 6 September 2016)
Outline

- Background and context
- Lessons Learned
- Guidance available
Objectives

- Assembly Resolution A38-18

- Para. 5. States and relevant organizations will work through ICAO to achieve a global annual average fuel efficiency improvement of 2 per cent until 2020 and an aspirational global fuel efficiency improvement rate of 2 per cent per annum from 2021 to 2050...

- Para. 7. ...collective medium term global aspirational goal of keeping the global net carbon emissions from international aviation from 2020 at the same level...
Scope

• Assembly Resolution A38-18:
  
  • Para. 11. *Further encourages* States to submit their voluntary action plans outlining their respective *policies and actions, and annual reporting on international aviation CO₂ emissions* to ICAO;
  
  • Para 12. *Invites* 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 and once every three years thereafter*, in order that ICAO can continue to compile the information in relation to achieving the global aspirational goals, and 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;
Scope

• Assembly Resolution A38-18

Para 12. Invites 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 and once every three years thereafter, in order that ICAO can continue to compile the information in relation to achieving the global aspirational goals...
• For States

Opportunity to identify and communicate measures to address CO$_2$ emissions from international aviation as well as any assistance needs to implement the measures.

• For ICAO

Assess the global progress towards the achievement of aspirational goals and address specific assistance needs of States.

Concrete action to address CO$_2$ emissions
Action Plan Advantages to States

• Action plans give ICAO Member States the ability to:
  – establish partnerships
  – promote cooperation and capacity building
  – facilitate technology transfer
  – obtain assistance

• They provide an organized means for the State to
  – report international aviation CO₂ emissions to ICAO
  – outline their respective policies and actions
  – provide information on the basket of measures considered, reflecting their respective national capacities and circumstances, and on any specific assistance needs
What does an action plan contain?

1. Contact information

2. Baseline (without action) fuel consumption CO$_2$ emissions and traffic (2010 or earlier to 2050)

3. List of selected measures

4. Expected results (fuel consumption, CO$_2$ emissions and traffic with the actions in #3 being taken 2014 to 2050)

5. Assistance needs
Information Flow

**States**

Action Plans submitted to ICAO

- ICAO Secretariat follows-up with State focal point regarding any questions

Annual reporting on fuel consumption

Action Plans submitted are made available to the public, if requested by the authoring State

Results from all States are aggregated to estimate future progress toward Assembly goals

Council and Assembly are informed of results

**ICAO**
What about domestic aviation?

• Assembly Resolution and goals related to international aviation
• However, most initiatives also have benefits for domestic aviation
• Important to separate international from domestic
• Co-benefits for domestic aviation can be reported separately
International vs. Domestic

• Multiple definitions exist for “international aviation”
  – ICAO: A flight stage with one or both terminals in the territory of a State, other than the State in which the air carrier has its principal place of business
  – IPCC: A flight stage that departs from one State and arrives in another

• In order for ICAO to properly interpret the action plan, the definition used must be specified
## Summary of ICAO Definition

<table>
<thead>
<tr>
<th>Flight</th>
<th>International</th>
<th>Domestic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Between Principal business State and another State</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Between Principal business State and a territory belonging to it.</td>
<td></td>
<td>✓ ✔</td>
</tr>
<tr>
<td>Between two points in a territory of the principal business State</td>
<td></td>
<td>✓ ✔</td>
</tr>
<tr>
<td>A multinational carrier operating inside a partner State</td>
<td></td>
<td>✓ ✔</td>
</tr>
<tr>
<td>Foreign Cabotage traffic</td>
<td></td>
<td>✓ ✔</td>
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Sharing Action Plans

• Assembly Resolution A38-18

• Para 13. Encourages States that already submitted their action plans to share information contained in their action plans and build partnerships with other Member States in order to support those States that have not prepared their action plans;

• Para 14. Encourages States to make their action plans available to the public, taking into account the commercial sensitivity of information contained in States’ action plans;
LESSONS LEARNED
Lesson #1: Incomplete Plans

- In order to allow States to implement their plans and for ICAO to measure progress toward the global climate change goals, action plans should contain:

<table>
<thead>
<tr>
<th></th>
<th>Description of actions to be taken</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Quantified expected results</td>
</tr>
<tr>
<td>3</td>
<td>Description of assistance needs</td>
</tr>
</tbody>
</table>

- Most only included #1
Lesson #2: Requirements Unclear

- Many found that the guidance was unclear about what information should be included in an action plan
- **Solution**: Guidance was streamlined and clarified

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**Box 1. An Action Plan’s Five Basic Elements (Minimum Requirements)**

For action plans to fulfil their purpose in accordance with the provisions of Resolution A38-18, they 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 #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 #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.

States are invited to submit this information directly through the action plan website ([http://portal.icao.int](http://portal.icao.int), APER Group). This website also enables the direct submission of supporting documentation, if desired.
Lesson #3: Baseline Difficulties

• Although guidance material was issued in 2011 regarding the development of a baseline – it was difficult to implement in practice

• Solution: A new, straightforward, explanation has been provided in the Second Edition
Lesson #4: Difficult to Quantify

Expected Results

• Most States found it difficult to quantify the changes in emissions as a result of their actions

• **Solution**: Rules of thumb developed for all measures and concise guidance on the use of tools, like IFSET and the ICAO Carbon Emissions Calculator – all with examples

Development of the Estimation Benefits Tool
Lesson #5: Political Challenges

• Some States faced obstacles in obtaining permission to submit the Action Plan once it was complete

• Solution: Revised guidance that suggests which stakeholders should be involved, based on the measures being considered
Final Lesson

- ICAO has adapted the guidance and support provided to States to learn from the first attempts at preparing action plans
• Many resources are available to support the development of an Action Plan
  – Guidance Doc 9988
  – Carbon Calculator for States
  – IFSET
  – Environmental Benefits Tools (EBT)
  – Environmental Assessment Guidance
• Support for the submission to ICAO
  – APER website
ICAO Doc 9988, Guidance on the Development of States’ Action Plans on CO₂ Emissions Reduction Activities, was made available to all Action Plan focal points in advance of the hands-on training workshops in 2011 (in English).

- It was further refined and simplified. Available on the APER website (English and French)
- Describes what an Action Plan should include and how to prepare it.
ICAO Tools

• Carbon Calculator for States

• IFSET

• Environmental Benefits Tools (EBT)

→ Will be covered in the next presentations
Environmental Assessment Guidance

ICAO Doc 10031 Guidance on Environmental Assessment of proposed Air Traffic Management Operational Changes

Presents additional information on how to assess environmental effects from operational changes

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Approach to Environmental Assessment

- Preparation for Conducting an Environmental Assessment
- Criteria for triggering a formal assessment
- Regulatory compliance
- Environmental parameters to be assessed
- Documentation, Communication and Reporting
Environmental Assessment Steps

- Describe proposed change, purpose and alternatives
- Determine scope and extent of assessment required
- Conduct an assessment
- Final Documentation, Communication and Reporting
Additional Information

- Examples of Formal Requirements and Guidance for Environmental Assessments
- Determining the scope and extent of the assessment
- Assessment Methodologies and Key Environmental Parameters
  - Noise
  - Air Quality
  - Fuel Consumption and Greenhouse Gasses
- Risk Assessment
- Assessment Examples
- Relative and Absolute Assessments
ICAO Support

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Thank You