CLIMATE CHANGE IN THE AVIATION SECTOR IN AFRICA

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I. CONTEXT / JUSTIFICATION

- **Vast continent**
  - 30 million km^2 ⇔ 22% of globe's surface
  - 1.4 billion inhabitants = 16% of world population
  - Growth rate: 2% - 3%
  - Africa contributes about 3.6% of the global CO2 emissions

- **55 African Union (AU) Member States**
  - Most vulnerable states to climate change
  - 15 landlocked countries and 7 island countries
  - 34 states are categorized by the United Nations as Least Developed Countries (LDCs)

- **Vulnerability:** Drought, desertification, floods, pests and tropical cyclones further increase the level of vulnerability of the region to weather, climate and hydrological hazards

- **Aviation sector:** 55 AU member States suffer from a lack of capacity and resources, whether it be human, technical, technological and financial, to comply with the requirements on climate change in the aviation sector, especially the implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

II. OBJECTIVE

- **Overall objective**
  - To position weather, water and climate services as an essential component in the national, regional and continental development framework and for sustainable development in Africa

- **Specific objectives**
  - Blueprint for linkages of African actions with the Africa Agenda 2063: 'The Africa We Want', the Paris Agreement on climate change

- **Aviation sector, African Union Commission (AUC) encourage States to:**
  - ✓ Cooperate in the development of their action plans and the implementation of mitigation measures to address aviation CO2 emissions (Total CO^2 aviation emissions is approximately 2% of the Global Greenhouse Emissions)
  - ✓ Reinforce partnership with relevant donors to facilitate access to finance environmental activities
  - ✓ Establish regional aviation database and engage cooperation in order to share experiences and best practices

III. REGULATORY FRAMEWORK (1)

- **International Level**
  - **2010:** ICAO-global aspirational goal of carbon-neutral growth
  - **2014:** ICAO-EU- Project on Capacity building for CO2 mitigation from international aviation
  - **2016:** Resolution A39-3 and the Resolution A40-19 on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), incorporated in the Annex 16 of the Chicago Convention

III. REGULATORY FRAMEWORK (2)

- **Continental Level**
  - **1999:** Yamoussoukro Decision (YD): Decision relating to the Implementation of the Yamoussoukro Declaration concerning the Liberalization of Access to Air Transport Markets in Africa: Article 6.9 (f); Article 6.11 Documents; Article 6.12 Safety and Security
  - **30 September 2012:** Addis Ababa Declaration, the African Union Commission (AUC) in collaboration with the RECs, the ACP Group and some development partners has elaborated this Declaration to Support of the Implementation of the Global Framework for Climate Change in Africa.
  - **2018:** Single African Air Transport Market (SAATM) Agenda 2063 and YD Annexes (Regulations on the YD/EA, Competition, Consumer Protection)
    - Annex 4: Regulation on the Powers, Functions and Operations of the Executing Agency
    - Article 2: Scope of Application
    - Article 4(g): Environmental Protection and Recommended Practices
  - **JPAP/SAATM:** Activity 5 of Pillar 3 (Operationalization of SAATM): Capacity building for Environmental Experts at States and RECs to facilitate the implementation of ICAO SARPs
  - **Programmes, protocols, memorandums and/or plans of action of RECs**

IV. INSTITUTIONAL FRAMEWORK

- **International Level**
  - International Civil Aviation Organization (ICAO)
  - European Union (EU) - European Union Aviation Safety Agency (EASA)

- **Continental Level**
  - Leading role of the AUC with two (2) departments in charge of orientation and monitoring:
    - Department for Agriculture, Rural Development, Blue Economy, and Sustainable Environment (ARBE)
    - Department for Infrastructure and Energy (DIE)
  - AFCAC role as Specialized Agency in Aviation sector (1978) and as the Executing Agency of the Yamoussoukro Decision (2007 and YD Annex 4-Article 2)

- **RECs Level**
  - UMA, ECOWAS, COMESA, ECCAS, CENSAD, IGAD, SADC and regional organizations such as CEMAC, IOC, EAC, WAEMU, MRU, etc.

- **National Level**
  - 55 AU States

V. EXPECTED RESULTS FOR THE 55 AU STATES

- Development of a strategy aims to serve as a **framework for integrated and coordinated mechanisms that provide strategic direction** to Members States and other stakeholders in streamlining policies that address challenges and opportunities associated with the climate change

- **Poverty reduction efforts, climate change adaptation and disaster risk reduction**

- Elaboration of **State Action Plans**

- **Resource mobilization**
  - Collaboration and coordination with various resource partners, including multilateral funding mechanisms, bilateral development agencies and multilateral development banks such as World Bank, AfDB, European Union, ACP, etc.

VI. COOPERATION WITH ICAO AND EU-EASA

- **Benefits with ICAO**
  - Chicago Convention and Annexes
  - SARPs, Procedures and Manuals
  - Expertise in policy and implementation

- **Benefits with EU-EASA**
  - Capacity building
  - Sharing knowledge and experiences
  - Expertise in implementation and training
  - **Example:**
    - EU's €300 billion New Global Gateway at the Africa-Europe Heads of State Summit, February 17-18th 2022 aims "in developing infrastructures that are clean, climate-resilient and aligned with pathways towards net zero emissions"

THANK YOU FOR YOUR ATTENTION