

2019 UN High-Level Political Forum on Sustainable Development

Thematic review of selected SDGs

ICAO inputs

"Empowering people and ensuring inclusiveness and equality" will be the theme of the 2019 UN High Political Forum on Sustainable Development, which will review in depth the following Goals:

- [Goal 4](#). Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all
- [Goal 8](#). Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all
- [Goal 10](#). Reduce inequality within and among countries
- [Goal 13](#). Take urgent action to combat climate change and its impacts
- [Goal 16](#). Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels
- [Goal 17](#). Strengthen the means of implementation and revitalize the global partnership for sustainable development

ICAO undertook a thematic review of how its work contributes to the above-mentioned goals. This analysis was guided by 4 specific questions, which looked at progress and gaps; lessons learned; emerging issues; activities particularly ensuring inclusiveness; gaps in political guidance and policy recommendations on ways to accelerate progress in empowering people, ensuring inclusiveness and equality, and achieving SDGs. The results of the review are captured below.

1. The identification of progress, gaps, areas requiring urgent attention, risks and challenges in achieving the SDGs; and, or in relation to the theme within the area under the purview of your organization.

SDG 4 - Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all

In 2017, airlines worldwide carried around 4.1 billion passengers and transported 56 million tonnes of freight on 37 million commercial flights. They daily transport over 10 million passengers and approximately USD 18 billion worth of goods. On any given day in 2018 there were 100,000 airplanes flying in the sky. The most recent estimates suggest that demand for air transport will increase by an average of 4.3% per year over the next 20 years.

By mid-2030s no fewer than 200,000 flights per day are expected to take off and land all over the world.

As the industry plans to support a near doubling of passenger numbers by 2036, demand for pilots, engineers, air traffic controllers and other aviation-related jobs is expected to rise dramatically. At the same time, increasing automation, the introduction of new technologies and innovations in the aviation require new knowledge and skills. In order to support growing aviation needs and ensure the safe, secure and efficient operation of the air transportation system, qualified and competent aviation professionals, as well as a diverse aviation workforce, are required. With this in mind, ICAO established the Next Generation of Aviation Professionals (NGAP) Program, with the aim of bringing together States, educational and training institutions, United Nations Organizations, industry and other actors to address existing aviation personnel shortages and to attract, educate and develop the next generation of aviation professionals and to retain a competent workforce capable of meeting the needs and challenges of the global aviation community into the future.

ICAO's NGAP activities aim to reinforce the importance of investing in people development and ensuring the availability of a diversity of skills required for the industry and States, and which indirectly contribute to social and economic development and prosperity of States, while at the same time fostering collaboration and partnership between various stakeholders.

In 2017, ICAO convened the First ever NGAP Global Summit in its Headquarters. Over 500 participants from 85 States attended this event. The first edition of an on-line ICAO Journal, the Review of Analytics and Management Research, was published in 2018 in an effort to encourage young researchers, direct new research towards ICAO strategic objectives and advance and disseminate analysis related to civil aviation. Over 1000 participants from 32 Member States and 12 international organisations attended the Second NGAP Global Summit in Shenzhen, China. At both of these Global Summits, a Model ICAO Forum was conducted as a side event, allowing university students from all over the world to team up to learn about and propose solutions to current aviation challenges. These Forums aim to raise awareness on issues pertaining to civil aviation and to inspire a new generation of aviation professionals.

The establishment of "Alicanto", the International Association of Aviation and Aeronautics Education, in which ICAO was instrumental, will facilitate increased engagement of universities with the NGAP programme in the years to come. ICAO's NGAP Programme is supported by the NGAP Task Force, comprised of experts from Member States and international organisations.

SDG 8 - Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all

The aviation sector is fast growing. If air transport will increase by an average of 4.3% per year over the next 20 years as projected, then the air transport industry will contribute 15.5 million in direct jobs and \$1.5 trillion of GDP to the world economy by 2036. Once the

impact of global tourism is considered, these numbers could rise to 97.8 million jobs and \$5.7 trillion in GDP.

Aviation and the connectivity opportunities it provides are pivotal in a State's economic growth. As a standard-setting UN specialized agency, ICAO is mandated to foster a sustainable aviation sector, which is safe, secure, economically viable, efficient and environmentally friendly. Through its efforts in achieving these 5 Strategic Objectives, the Organization is spearheading work on aviation-related technological upgrades and innovation which drive economic growth and employment – hence contributing to the achievement of SDG 8.

To assist States in complying with the Norms and Standards to achieve sustainable aviation and as such support the achievement of the SDGs, ICAO developed Global and Regional Aviation Plans – and is now finalizing guidance for States to develop national aviation plans, which are linked with these existing overarching Plans.

The Global Aviation Safety Plan (GASP) that sets out a strategy to support the prioritization and continuous improvement of civil aviation safety, provides a framework for the development and implementation of regional, sub-regional and national plans, and promotes the uniform and consistent implementation of ICAO safety related ICAO Standards and Recommended Practices (SARPs) contained in 16 out of the 19 Annexes to the Chicago Convention. ICAO also assists States in the development of ICAO Plans of Action and technical assistance projects. These actions aim at enhancing aviation safety which is a prerequisite for the sustainable development that will enable higher levels of economic productivity.

ICAO also seeks to ensure the delivery of efficient and comprehensive air navigation services through globally planned initiatives as outlined in the Global Air Navigation Plan (GANP). The GANP, which was which was endorsed by the 39th Session of the ICAO Assembly in 2016, aims to bring modernization and harmonization of the global air traffic management system into all Member States. The GANP includes the implementation of Performance-based Navigation (PBN), optimization of airspace and airport usage as well as departure and arrival rates in all meteorological conditions, improved “en route” efficiency operations, enhanced efficiency of terminal control area (TMA) and surface operations in particular at congested aerodromes, and the implementation of operational improvements to reduce fuel burn. Through calling for implementing actions of Member States, the global aviation community is in the accelerating process of transforming into high-value added and labour-intensive sector.

One of ICAO's five Strategic Objectives is the Economic Development of Air Transport. This Strategic Objective reflects the need for ICAO's leadership in harmonizing the air transport framework focused on economic policies and supporting activities. It also refers to fostering the development of an economically viable civil aviation system (airlines, airports, air navigation services providers, etc.) and enhancing its economic efficiency and transparency while facilitating access to funding for aviation infrastructure and other investment needs, technology transfer and capacity building to support the growth of air transport and for the benefit of all stakeholders.

ICAO also provides guidance and tools to enhance the transparency of the air transport regulatory framework and encourage its development, including ICAO aeronautical charges, the ICAO on-line Compendium of Competition Policies and Practices, air cargo services, and a database on world's air services agreements (WASA). ICAO also facilitates States' air services negotiations through the annual ICAO Air Services Negotiation Event (ICAN) and provides principles on consumer protection and policies on taxation. In addition, ICAO is developing a methodological framework document on the Aviation Satellite Account to measure the size of aviation-related direct gross domestic product (GDP) and to evaluate the economic contribution of aviation safety and air navigation related projects.

Through the organization of the yearly ICAO World Aviation Forums (IWAF), ICAO is also facilitating States and the donor/development community to engage with one another to help maximize opportunities by enhancing global air transport to ensure more successful and sustainable local and regional prosperity. Having successfully convened 4 IWAFs to date, major momentum has been building through a series of Declarations to increase global public and private sector attention on air transport development priorities, particularly in the African region and Americas. These calls for action also engaged global stakeholders in advocating how aviation and investments in the sector benefit the socio-economic development of a nation. The IWAFs' continuous successes reaffirm ICAO's leadership role in developing a coherent, global regulatory framework for civil aviation, removing impediments to sustainability of air transport and creating a better business environment to promote tourism, trade and investment – hence facilitating the achievement of SDG8.

SDG 13 - Take urgent action to combat climate change and its impacts

Aviation currently accounts for approximately 2 per cent of global man-made CO₂ emissions, with international aviation representing about 1.3 per cent. However, the projected growth of air transport, with the doubling of global passengers and flights expected over the next 20 years, must be managed sustainably, in particular in limiting its effects on the global climate.

ICAO and its Member States have been fully engaged in addressing CO₂ emissions from international aviation, with collective global aspirational goals, set in 2010 by the ICAO Assembly, for the international aviation sector of improving annual fuel efficiency by 2 per cent and achieving carbon neutral growth from 2020 onwards.

With a view to achieve its global aspirational goals, ICAO has made important progress on the development and implementation of a “basket of CO₂ mitigation measures”. The “basket” includes advancements in aircraft technology, operational improvements, sustainable aviation fuels, and the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

Regarding the first element of the basket – aircraft technology, ICAO adopted in 2017 the first ever global certification CO₂ Standard for aeroplanes, which will apply to new aeroplane-type designs from 2020 and in-production aeroplane types from 2023.

Considerable progress has also been achieved with respect to operational improvements, for instance by realizing more efficient take-offs and landings using “Performance-based Navigation (PBN)”, bringing increased flexibility for airspace use and route design, and by minimizing congestion through improved “Air Traffic Flow Management”.

Industry-wide progress in sustainable aviation fuels has been realized, including the approval of six production processes, and a number of airports distributing such fuels, which has led to more than 150,000 commercial flights using sustainable aviation fuels.

In 2016, the ICAO adopted a landmark Assembly Resolution A39-3 on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). This historic agreement on CORSIA, the first-ever market-based instrument to address carbon emissions of a major industry sector at the global level, reflected several years of intensive efforts by ICAO and its Member States, in cooperation with the aviation industry and other stakeholders.

For the implementation of CORSIA, ICAO recently adopted a new Standards and Recommended Practices (SARPs) containing requirements for Monitoring, Reporting and Verification (MRV) of CO₂ emissions, which has become applicable from 1 January 2019. ICAO is presently in the process of determining eligible emissions units which airlines will purchase in order to meet their offsetting requirements under CORSIA.

Following these important milestones achieved, the Organization’s next challenge is to ensure that all 192 Member States have the assistance and capacity-building required to effectively implement ICAO policies and standards related to climate change, in line with ICAO’s “No Country Left Behind” initiative.

SDG 16 - Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels

ICAO carries out research and studies in international air law to promote its codification and development, it also executes depositary and treaty registration functions in relation to certain international agreements which ensures public access to information – which is an indicator underpinning SDG16.

Additionally, the ICAO Assembly has adopted several resolutions promoting the ratification of international air law instruments. In this connection, a number of administrative actions are currently undertaken by the Organization. Among these, it should be noted that the President of the Council and the Secretary General continuously promote ratification of international air law instruments during their visits to Member States and meetings with high-level government officials. Other measures include, inter alia, the issuance of State letters encouraging States to consider ratifying international air law instruments, making available in all ICAO languages administrative packages to assist States for the ratification of international air law instruments as well as facilitating legal seminars in ICAO regions with a view to promote the ratification of international air law treaties.

SDG 17 - Strengthen the means of implementation and revitalize the global partnership for sustainable development

One of the core functions of ICAO's Strategic Planning, Coordination and Partnership Office (SPCP) is to facilitate the development of partnerships as well as to leverage such strategic partnerships in air transport systems' enhancements for Member States and the mobilization of resources needed to implement necessary improvements. Since SPCP's establishment in 2016, ICAO's efforts in partnering with the UN system and among its Member States have been strengthened. Major progress was made in partnerships for the SDGs:

1. By supporting milestone UN led processes:

ICAO has been actively supporting the High-Level Political Forum (HLPF) for Sustainable Development in 2016 and 2017. In 2018, ICAO advocated aviation as an essential enabler of the SDGs at the HLPF regional conferences. ICAO engaged with States – and in particular the countries presenting national voluntary reviews at the HLPF – on the importance of sustainable aviation, as well as transport and sustainable mobility within the 2030 Sustainable Development Agenda. ICAO also sensitized States to include aviation, as well as sustainable transport, as catalysts of sustainable development within their national voluntary review progress report. In addition, ICAO engaged with States on the importance of international connectivity as this supports socio-economic progress – and promoted the inclusion of aviation within national development plans, and consequently national budgeting as a vital step to unlocking funding for aviation needs.

2. By developing a partnership initiative in support of the SDGs:

With a view to advocating sustainable aviation as an essential enabler to achieve the SDGs at the national level, ICAO invited UN DESA, UN-OHRLLS, the WBG, and ATAG to join the “Aviation Partnerships for Sustainable Development (APSD)”. This partnership with representation from the UN system, international and regional organizations, financial institutions and the private sector, is ideally positioned to strategically advocate the linkages between air transport and the achievement of the 2030 Agenda for Sustainable Development with different constituencies within States. The APSD initiative created visibility at international Summits and technical fora as well with UN and industry.

3. By engaging with a broad range of transport partners in support of the SDGs:

The World Bank-led Sustainable Mobility for All (SuM4All) Initiative aims to identify how the transport sector is supporting sustainable mobility and the SDGs. ICAO actively supported the SuM4all initiative in its analysis of the state of global transport across all modes, the result of which was published in the first ever Global Mobility Report (GMR). The GMR was featured in more than 40 prime outlets and reached more than 3 million people. In 2018, ICAO was actively engaged in developing a menu of policy actions to achieve sustainable mobility in support of the SDGs. The Global Roadmap of Action will be released in 2019 and is designed as a

tool laying out priority actions for planners, public decision-makers and the private sector to reach equity, efficiency, safety and environmental targets in mobility.

Sustainable transport and aviation are mainstreamed across most if not all SDGs and targets, especially those related to food security, health, energy, economic growth, infrastructure, climate, cities and human settlements. Aviation is facilitating the achievement of 15 of the 17 SDGs. Thanks to above-mentioned outreach the number of UN Members States who in their voluntary national reviews refer to aviation as a catalyst for sustainable development has steadily increased since 2016. Preliminary data of this soon to be released analysis indicates that in 2018 61% of VNRs referenced aviation up from 51% in 2017 and 20% in 2016. This is testimony of the international community's recognition about aviation's distinct and essential role in the pursuit of the 2030 Agenda for Sustainable Development.

Snapshot of other significant partnerships forged in support of SDGs:

- ICAO-UN Habitat entered into a Memorandum of Understanding (MoU), within which a joint study has been completed. The study aims to examine, identify and promote the synergies between airports and urban development. Understanding the relationship and synergies between airport, multi-mode transportation and urban development will lead to improved long- and medium-term planning and thus support socio-economic growth in the selected cities and regions.
- ICAO-UNESCO collaborative partnership arrangement resulted in a successful roll-out of the Global Aviation Gender Summit and the organization during the Summit of the 2nd Pink Hard Hat workshop, in collaboration with WomenEng. The workshop encouraged young girls aged 12-17 to consider careers in Science, Technology, Engineering and Mathematics (STEM), including aviation and engineering and to remove the preconceptions of such careers. The first UNESCO/ICAO Pink Hard Hat workshop was organized during the 2017 Global NGAP Summit in Montreal.
- ICAO entered into an Agreement on Economic and Technical Cooperation with the Government of the People's Republic of China. The agreement sets forth the terms under which China will, under the South-South Cooperation Assistance Fund, work with ICAO for the implementation of assistance projects in the areas of civil aviation safety, security and other potential areas relating to international civil aviation to support the achievement of the implementation of the UN 2030 Agenda for Sustainable Development. In addition, ICAO entered into a Letter of Intent for Cooperation with China that will promote aviation safety, security and facilitation, economic viability and environmental soundness and improve States' air transport systems that are located along the Belt and Road.
- In December 2018 ICAO and Airbus decided to explore possibilities which illustrate how aviation is enabling the achievement of the SDGs. Both ICAO and Airbus agreed to examine if an expansion of the "Fly your Ideas" competition, in cooperation with UNESCO would be possible. As such the 2020-2021 competition could include an extra challenge that will specifically focus on the 15 SDGs which are directly or indirectly supported by aviation.

2. Valuable successful experiences and lessons learned on empowering people and ensuring inclusiveness and equality

Empowering the next generation in aviation sector – the creation of a platform to raise awareness and generate action is essential.

As referenced earlier, ICAO initially launched the “Next Generation of Aviation Professionals (NGAP)” initiative in 2009 to work with stakeholders in addressing the forecasted shortage of aviation professionals. This is critical as a large contingent of the current generation of aviation professionals will retire, access to affordable education and training is increasingly challenging, and aviation competes with other industry sectors for highly skilled professionals. The lack of awareness by the “next generation” of the types of aviation jobs available further compound the problem.

Since the inception of the initiative, voluntary contributors with varied subject matter experience provided support to ICAO in order to implement an agreed work programme. The ICAO NGAP initiative has supported various outreach efforts, including, with a particular focus on awareness activities including the gathering and promoting of best practices from around the world for engaging the next generation. Some key initiatives include garnering support for the Dreams Soar solo flight around the world to promote science, technology, engineering and mathematics (STEM); outreach activities in several States (e.g. Cameroon, Singapore and Sri Lanka); an Aviation Discovery Programme for Africa; Civil Aviation Weeks in Montréal; as well as various communications plans and strategies. ICAO, with its partners Airports Council International (ACI) and the International Air Transport Association (IATA) are providing opportunities for young aviation professionals to gain work experience at the three organizations through the Young Aviation Professionals Programme (YAPP). Due consideration is given during the selection process to gender and geographic diversity.

Due to the importance of NGAP issues, ICAO elevated the NGAP initiative to an ICAO Programme in 2016. This facilitated the incorporation of the NGAP Programme into the ICAO Global Plans, both for safety and air navigation, as well as the ICAO Business Plan and Work Programme.

ICAO continues to work with States, international organizations, industry and academia to generate greater awareness of the impending shortages of personnel, promote gender equality in aviation and assist the global aviation community in attracting, educating and retaining the next generation of aviation professionals.

In order for the NGAP Programme to be successful in achieving these goals, greater participation, cooperation and support from States, international organizations, industry and academia is required. ICAO is actively working to continue raising awareness of the importance of effective human resources planning, and development, as well as workforce diversity and gender equality in order to ensure sufficient numbers of skilled aviation professionals are available to meet projected future needs to support aviation growth and development.

Advancing gender equality in the aviation sector – the first ever global aviation gender summit – a success story

In 2016, the ICAO 39th Assembly strongly reaffirmed its commitment to enhancing gender equality and facilitating women's empowerment by supporting UN Sustainable Development Goal 5, and by accepting to aim to achieve the aspirational goal of 50-50 (women-men) by 2030 at all Professional and higher levels of employment in the global aviation sector.

The 39th Assembly also urged States, regional and international aviation organizations and the international aviation industry to demonstrate strong, determined leadership and commitment to advance women's rights and to take the necessary measures to strengthen gender equality by supporting policies, as well as the establishment and improvement of programmes and projects, to further women's careers within ICAO's governing and technical bodies, the ICAO Secretariat and the global aviation sector. It further urged States, as part of national commitments to gender equality, to work cooperatively with ICAO by sharing best practices and working in partnership with ICAO on programmes and projects aimed at increasing the pool of women in the aviation sector and encouraging women to further develop their aviation careers, including through the promotion of women in aviation careers by State ministries responsible for higher education.

As instructed by the ICAO Assembly the Secretary General established a **Gender Equality Programme** with the primary aim of facilitating and coordinating targeted programmes and projects to enable, and make regular reports on, progress toward the goal of gender equality by 2030, especially in Professional and higher levels of employment, within ICAO, and within States and the global aviation sector. The objectives of the ICAO Gender Equality Programme are to: i) build capacity and enhance awareness for gender equality; ii) enhance gender representation; iii) increase accountability; and iv) further engagement with external partners – by promoting gender equality in the global aviation community. The Gender Equality Programme has been rolled out through a detailed Implementation Plan, which outlined specific tasks and deliverables guiding the organization's efforts in promoting gender equality during 2017-2019.

In 2018, SPCP was tasked to lead and coordinate for ICAO the first ever Global Aviation Gender Summit, which was hosted by South African Civil Aviation Authority (SACAA) and supported by the Government of the Republic of South Africa, through the Department of Transport, from 8 to 10 August 2018 in Cape Town, South Africa. The Summit was co-organized by SACAA and ICAO, in collaboration with the United Nations Educational, Scientific and Cultural Organization (UNESCO). UN Women supported the development of the programme and its Executive Director featured as a key note speaker in the Summit.

The Summit concluded with the adoption of a communique detailing a set of concrete actions that will advance the implementation of Assembly Resolution A39/30 and globally accelerate gender equality as well as empower women throughout the aviation sector. Among the thirteen action points, participants agreed on the urgency for global collection, analysis and sharing of gender disaggregated data to inform policy makers and drive action

on gender-related policies and programmes in aviation. ICAO will also collaborate with UNESCO in Education and STEM to foster the development of a future talent pool of women in aviation. ICAO will work with UN Women to promote the “HeForShe” campaign and explore the feasibility of introducing the UN System-wide Action Plan on Gender Equality and the Empowerment of Women (UN-SWAP), to include national targets at the country level in select States, as a pilot project. The endorsement of the road map by the ICAO Assembly would advance the implementation of Assembly Resolution A39/30 and globally accelerate gender equality and the empowerment of women in the aviation sector.

Global capacity building and technical assistance supporting Member State in environmental protection in aviation sector

Since 2010, ICAO’s initiative on “State Action Plans on CO2 emission reduction activities from international aviation” represents a successful and valuable experience of integration and cooperation between ICAO Member States and their aviation stakeholders.

The State Action Plan is a strategic tool, which allow States to develop a long-term vision for the evolution of international civil aviation CO2 emissions, in full coordination with their national and international aviation stakeholders. The compilation of information contained in the State Action Plans facilitates the assessment of progress toward the achievement of the ICAO global aspirational goals, and the areas of implementation support needed by States through targeted technical assistance.

As of today 111 Member States (representing 92.3 per cent of the global international aviation traffic in Revenue Tonne Kilometres (RTK)) have voluntarily prepared and submitted their action plans to ICAO. This success is also due to ICAO’s capacity building programme, such as holding of regional seminars, provision of tools and guidance material, and direct contacts by ICAO Secretariat, as well as establishment of buddy partnerships among States to help each other on the preparation and update of State Action Plans.

ICAO’s activities on technical assistance in the area of environmental protection gained even greater significance with the launch and finalization of two ICAO capacity-building and assistance projects from 2013, in partnership with the European Union (EU), and with the United Nations Development Programme (UNDP) and the Global Environment Facility (GEF), respectively.

Both projects have successfully delivered on a series of outcomes, leading, amongst others, to the submission of quantified State Action Plans by the 14 beneficiary States under the ICAO-EU project and to the development of key guidance documents under the ICAO-UNDP-GEF projects.

Under the ICAO-EU project, a tool titled Aviation Environmental System (AES) was also developed to assist the efforts of Member States to collect environmental data and monitor their CO2 emissions from the aviation sector at the national level. The beneficiary States under the ICAO-EU project have all been equipped with the AES. In addition, under this project, two solar-at-gate pilot installations, consisting of a solar photovoltaic system and

gate electrification equipment, have been realized in Cameroon and Kenya, to reduce CO2 emissions from international aviation.

The ICAO-UNDP-GEF project also supported the implementation of solar-at-gate pilot projects at two international airports in Jamaica, as well as the development of a Marginal Abatement Cost (MAC) curves to support developing States and Small Island Developing States (SIDS) assess the costs and CO2 emissions reduction benefits associated with the measures selected in their State Action Plans, and the development of four guidance documents to assist Member States in developing environmental policy and decision-making, together with an online platform to enable knowledge-sharing.

3. Emerging issues likely to affect inclusiveness and equality at various levels

ICAO is addressing emerging issues related to aviation and climate change, such as new merging technologies (such as hybrid or all-electric aircraft), as well as climate change adaptation and resilience, and circular economy.

Electric aircraft are expected to undertake a critical step in a grand technological revolution in aviation, which might match in the next future with the present migration of the automotive industry from combustion engines to electric motors. ICAO is expected to play an important role in this regard, in particular in the certification of these new aircraft technologies.

On the subject of adaptation, ICAO is finalizing a Climate Change Adaptation Synthesis report aimed at identifying the impact of climate change on international aviation infrastructure and services, and possible actions to enhance resilience. As a next step, ICAO is embarking on the development of guidance on climate change risk assessment and identification of adaptation measures. These guidance documents are relevant to all ICAO Member States and bring particular added value to States with limited resources and environmental capabilities.

The circular economy model is an emerging concept that considers the sustainable management of existing resources taking into account the life-cycle environmental impacts of products and production processes. The concept of circular economy encompasses a range of activities that ICAO has been involved in – specifically related to the field of environment protection: on sustainable aviation fuels and renewable energy, on environmental guidance at airports, and on aircraft end-of-service including the aircraft recycling.

4. An assessment of the situation regarding the principle of “ensuring that no one is left behind” at the global, regional and national levels

The effective implementation of aviation’s Global Standards and Policies by States is a prerequisite to ensure a safe, secure, efficient, economically viable and environmentally friendly air transport system, which supports the 2030 Agenda for Sustainable Development

and socio-economic prosperity. The States are continuously facing the challenges of implementation of ICAO's Standards and Recommended Practices (SARPs), in particular those with a higher safety and security risk. States also face challenges in the implementation of air navigation capacity and efficiency, facilitation and economic development of air transport. It was also recognized that States have varying levels of capacity to develop and implement their voluntary action plans to reduce emissions from international aviation and may require assistance from ICAO.

To address the pressing need of harmonizing the global compliance with ICAO SARPs and ensuring the equally well-developed civil aviation sectors among Member States, the No Country Left Behind (NCLB) initiative was proposed in order for ICAO to make all efforts on assisting all States in effectively implementing ICAO SARPs, plans, policies and programmes in all Strategic Objectives. The NCLB initiative is to assist States to improve their air connectivity and access to the global aviation system with an emphasis on the implementation of Standards and Recommended Practices (SARPs) and policies. An increase in connectivity spurs tourism and trade, creates jobs, and generates numerous economic benefits supporting poverty eradication. This growth subsequently feeds into aviation re-investment creating a sustainable and healthy cycle of national aviation and economic development.

The NCLB objectives are publicized, supported and implemented as part of ICAO's day-to-day operations, ranging from advocating the benefits of aviation for States and developing dedicated tools and services to collaborative efforts and partnerships to enhance the implementation of ICAO SARPs. At the global level, through the NCLB initiative, ICAO resolves to be more effective in directly supporting all willing States that need assistance to develop and improve the aviation system by implementing ICAO's global Standards and policies. ICAO continuously assists States to enhance their air transport systems in order to foster aviation's contributions to all three pillars of sustainable development — social, economic and environmental — and the attainment of the United Nations (UN) Sustainable Development Goals (SDGs) among Member States, the UN system, the donor community and all relevant stakeholders.

Over the last three years, significant progress has been made towards the implementation of the NCLB Initiative at global, regional and country levels:

- **Implementation strategies:** ICAO launched the Global Aviation Safety Plan (GASP), Global Air Navigation Plan (GANP) and Global Aviation Security Plan (GASeP) which ensure ICAO's Standards are implemented in a coherent, coordinated and prioritized way at global level. ICAO is now developing guidance that will support States in adapting the Global Plans into a coherent and comprehensive National Aviation Planning Framework. This will be comprised of multiple policies, plans and programmes that support the continued development of a State's national air transport system. The Framework serves to effectively prioritize and execute initiatives that improve aviation safety, security, capacity and efficiency. It will also underscore the importance of linking such a national aviation framework to the overall national development plan.

- **Environmental Protection:** Most assistance provided to States on environment is delivered within the framework of the States' Action Plans on international aviation CO2 emissions reduction activities since 2010, as well as for the implementation of CORSIA following its agreement in 2016 by the 39th Session of the ICAO.

The State Action Plan is a strategic tool, which allows States to lay down a long-term vision for the evolution of international civil aviation CO2 emissions, in full coordination with their international aviation stakeholders. The compilation of information contained in the State Action Plans facilitates the assessment of progress toward the achievement of the ICAO global aspirational goals, and the areas of implementation support needed by States through targeted technical assistance.

As of today 111 Member States (representing 92.3 per cent of the global international aviation traffic in Revenue Tonne Kilometres (RTK)) have voluntarily prepared and submitted their action plans to ICAO. This success is also due to ICAO's capacity building programme, such as holding of regional seminars, provision of tools and guidance material, and direct contacts by ICAO Secretariat, as well as establishment of buddy partnerships among States to help each other on the preparation and update of State Action Plans.

Emphasizing the importance of a coordinated and harmonized approach for "Assistance, Capacity-building and Training" of Member States to implement CORSIA, ICAO launched in 2018 the ACT-CORSIA programme. Under this programme, ICAO developed training materials and organized "Training of Trainers" sessions in which the experts from donor States were trained to deliver on-site training to recipient States, in order to raise the capacity of recipient States for the implementation of CORSIA. An impressive number of buddy partnerships have been established under ACT-CORSIA, involving 15 donor States and more than 95 recipient States. ICAO would be pleased to share its successful experience in capacity-building and assistance for global action and climate change.

- **Technical Assistance and Cooperation:** ICAO established various mechanisms (e.g. voluntary funds) in support of the urgent needs from Member States facing significant difficulties in implementing ICAO Standards. The Aviation Safety Implementation Assistance Partnership (ASIAP) was also established as a platform for ICAO and its safety partners to coordinate the provision of assistance to States. ASIAP develops a methodology for prioritizing States for receiving technical assistance and maintains a list of priority States.

Progress continues to be made under the two existing ICAO environmental partnerships with the European Union (EU) and with the United Nations Development Programme (UNDP) and Global Environmental Facility (GEF), through which assistance has been provided for States to develop and implement their voluntary Action Plans on CO2 emissions reduction from international aviation.

Concerning technical cooperation, through the administration of the Technical Cooperation Programme significant progress was achieved through the

augmentation of the effective implementation scores for a number of States in Africa and Europe. Seven projects were implemented to address safety and security deficiencies identified through ICAO's audit programmes.

Technical assistance, in conjunction with the technical cooperation programmes have galvanized and focused ICAO's support to States to resolve significant safety and security concerns, as well as to strengthen their aviation systems with the aim that all States can realize the benefits that result from a robust civil aviation sector. Significant progress was made, in less than three years, in increasing the global overall Effective Implementation (EI) by 4 per cent for Safety, and by 1.35 per cent for Security, while the number of States with Significant Safety Concerns (SSCs) and Significant Security Concerns (SSeCs) has decreased.

- **Capacity Building Activities:** The ICAO Global Aviation Training (GAT) Office has established a scholarship allocation procedure for ICAO Training Packages (ITPs). Scholarships cover course tuition fees and are provided to eligible trainees originating from States which in the context of capacity-building efforts within ICAO's *No Country Left Behind* initiative are endeavoring to either meet or maintain their Effective Implementation (EI) rates. In order to access the programme, the applicant must be employed by a civil aviation authority (CAA), a Regional Safety Oversight Organization (RSOO), Regional Accident or Incident Investigation Organization (RAIO), Airport or Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs).

In terms of capacity-building through technical cooperation projects, 5 915 nationals received in country training in addition to 576 staff under procurement contracts. There were 898 fellowships awarded under the ICAO Fellowship Programme, AENA-AECID Fellowship Programme and the Developing Countries Training Programme. Furthermore, civil aviation equipment and services were procured for a total of USD 68.5 million to assist States in upgrading their civil aviation infrastructure.

- **Regional coordination and implementation:** In order to address safety issues in a regional and coordinated way, further assistance to Regional Safety Oversight Organizations (RSOOs) was provided by including more affordable financial options in ICAO's Safety Oversight Manual (Doc 9734), Part B — The Establishment and Management of a Regional Safety Oversight System. Such options should ultimately help States to respond to financial challenges faced during operations. In parallel, further assistance was also provided to RSOOs and the Cooperative Operational Safety and Continuing Airworthiness Programmes (COSCAPs) in terms of renewing the relevant website to facilitate the information sharing mechanism.
- **African Region:** Guided by the NCLB initiative, the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) has contributed to the great improvement of aviation safety in the African Region. The redoubling of AFI Plan efforts and increasing of its capacity continued to provide further assistance to States in need in conjunction with technical work programmes expanded in 2013 to include air navigation services (ANS), aerodromes and ground aids (AGA), and

aircraft accident and incident investigation (AIG). On the Security side, challenges remain regarding the implementation of the Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan), due to a lack of funding (despite voluntary contributions by four States), the slow pace of some States in implementing SARPs, and the lack of achieving elements of the ICAO Traveller Identification Programme (TRIP) strategy, including membership in the Public Key Directory (PKD) and the implementation of Advance Passenger Information (API). AFI SECFAL will align with the Global Aviation Security Plan (GASeP), and further work will be conducted on how to implement the Plan's medium-term activities while maintaining improvement of EI of ICAO SARPs.

South American Region: A series of technical assistance missions were deployed by ICAO to the needed countries in this region. Significant results show that Guyana air connectivity has increased, and it is expected to continue with this trend; Paraguay has managed to increase its air traffic and continue making improvements to increase connectivity, and Uruguay is in the process of defining an airport development plan and is also in the process of designing changes to their civil aviation government institutions aimed at increasing its connectivity and air traffic.

5. Areas where political guidance by the high-level political forum is required

No inputs.

6. Policy recommendations on ways to accelerate progress in empowering people, ensuring inclusiveness and equality, and achieving SDGs.

Progress on the implementation of SDG 13 would be improved by providing a clear political recommendation at the HLPF Climate Summit for enhanced coordination within the UN system in addressing climate change, by building upon the synergies created by the specific mandates of respective UN entities working on climate change (e.g. UNFCCC, ICAO, IMO, Montreal Protocol) and by recognizing the successful initiatives and achievements being made by specific sectors/sources (e.g. ICAO, IMO and Montreal Protocol) to complement the achievement of 2C / 1.5C ambitions set forth by the UNFCCC Paris Agreement in line with the one UN.

Such recognition at the HLPF Climate Summit regarding ICAO's mandate and significant achievements by ICAO in the area of SDG 13 will facilitate further efforts by ICAO Member States to continue to progress on the subject of international aviation and climate change.

In addition, ICAO and its Member States have a clear concern regarding the use of international aviation as a potential source for the mobilization of revenue for climate finance to the other sectors. The HLPF is encouraged to recognize that the achievement of the ICAO climate change goals requires adequate financial resources within the international aviation sector itself, enabling it to effectively respond to the global climate change challenge.