

QUESTIONNAIRE

Implementation of the SAMOA Pathway and the MSI of the BPOA for the Sustainable Development of SIDS

Please note that strict word limits have been established for each question. The Secretariat is unable to consider any information beyond these established word limits. In this regard, you are requested to report only on new or updated information. Information conveyed in previous surveys will not be considered. Previous surveys can be accessed at <https://sidsnetwork.org/> and <https://sdgs.un.org/topics/small-island-developing-states> under reports.

PART A VULNERABILITY REDUCTION IN SIDS

1. Enhanced Support for a Resilient Post-COVID-19 Recovery in SIDS

Vulnerability is one of the most crucial challenges faced by SIDS. Briefly elaborate on any ex-ante interventions or proactive/preventive strategies that have been or are being implemented at national and/or sub-regional levels that aim specifically at reducing exposure to external shocks and improving resilience in SIDS. Please include information on any financial resources expended in this regard, if available **(750 words)**.

For the Small Island Developing States (SIDS), similar to all counties in special situations, aviation represents an essential lifeline and air traffic from these countries has tended to grow faster than the world average. Prior to the pandemic, Air transport supported 1.8 million jobs and USD 32.1 billion in GDP in SIDS. Given the long distance from the main tourist-generating markets, foreign tourists mainly travel and arrive by air. Every person directly employed in the aviation sector and in tourism made possible by aviation supported another 26.3 jobs elsewhere in SIDS.¹

Therefore, assurance of essential air services is to facilitate and even drive economic development, primarily through stimulating inward tourism and investments. Tourism has been increasingly recognized as a focal instrument for development, with special emphasis on the capacity of the sector to help alleviate poverty. For many SIDS, in particular, tourism is often, or has the potential to be, their major export and offers one common comparative advantage that these States share in the services dominated global marketplace.

¹ [Aviation Benefits Report 2019](#).

The needs, characteristics and economic vulnerabilities are different for each country. Some SIDS are too small or remote to achieve structural transformation through industrialization but have significant unused natural and cultural tourism potential and opportunities in the area of trade in services. To open new economic development prospects, these countries are encouraged to incorporate the aviation sector into their tourism master plans.

In 2020, the COVID-19 pandemic brought international air travel to a near standstill in an unprecedented way. ICAO brought its 193 Member States together with stakeholders from the aviation sector who jointly displayed international cross-sectoral collaboration leading to the Council Aviation Recovery Task Force (CART) series of reports and guidance for “reconnecting the world” which has benefitted ICAO Member States including SIDS.

Among several ICAO initiatives aimed at strengthening the means of implementation support and enhancing global partnership, necessitating enhanced coordination and collaboration amongst technical, operational and resource mobilization/partnerships entities within the ICAO Secretariat is the ICAO Implementation Packages (iPacks) which were introduced with a view to assisting States, in the short-term, to address COVID-19 recovery efforts and, in the medium- and long-term, to support the implementation of new ICAO Standards and Recommended Practices (SARPs). The iPacks are unique tools to assist States facing challenges in closely defined and specific technical areas, particularly benefitting States. Since initiation of the project, over 30 iPacks have been deployed successfully, while more than 50 iPacks are being deployed primarily to countries in special situation, including SIDS.

To provide examples in the context of COVID-19 recovery support, in the case of the SIDS of Nauru and Tuvalu, with the strong support of the Australian government, these States have introduced digital vaccination certificates based on the ICAO VDS-NC specification and have begun issuing them to their citizens. They will shortly join the ICAO Health Master List to increase international acceptance. The certificates are a resource to enhance response to COVID-19 and by supporting connectivity across borders can stimulate a more comprehensive post-COVID-19 recovery. The issuance capabilities developed are useful for future pandemic response and are thus increasing resilience. These efforts demonstrate the feasibility of such implementations in SIDS. ICAO can offer further direct support to such implementations through its iPack initiative.

Climate Risk Assessment, Adaptation and Resilience

SIDS can face specific climate change vulnerabilities, especially due to storms and sea level rise, which make adaptation measures particularly important.

In this context, ICAO has received requests for a guidance from SIDS and other potentially highly-vulnerable States and organizations for more information on risk assessment and adaptation and resilience planning.

ICAO through its Committee on Aviation Environmental Protection (CAEP) developed a guidance on *Climate Risk Assessment, Adaptation and Resilience*, which provides the steps for aviation organisations to conduct climate change risk assessments and adaptation planning; an identification of key vulnerabilities they may face; and a “menu” of adaptation and resilience options for aviation stakeholders to consider in their own planning.

The guidance provides information on the identification of potential resilience and adaptation options that may be implemented to reduce the effect of each individual impact, and thus reduce vulnerabilities. This part of the guidance document also includes a special focus on options that may particularly apply to SIDS.

The guidance document identified Key Climate Change Vulnerabilities for Aviation Organisations which, together with the Menu of Adaptation Options, are focused on the four impacts identified by respondents to the ICAO 2018 Climate Adaptation Synthesis Report survey as those they expect to be most affected by, namely:

- Higher Average and Extreme Temperatures,
- Changing Precipitation,
- Increased Intensity of Storms, and
- Sea Level Rise.

Particular consideration was given to impacts for SIDS.

The document also contains guidance on performing a climate change risk assessment and on developing and implementing a climate change adaptation plan, which is intended for use by airports, aircraft operators and air navigation service providers (ANSP) across the global aviation network. It can also be used at the national level by States that are engaging in climate change risk assessment of their aviation sector either as an aviation-specific assessment or as part of a wider national or transportation sector assessment.

The guidance is expected to be available on the ICAO website in the second half of 2022, after its consideration for approval by the ICAO Council.

ICAO reaffirms the commitment to strengthening cooperation with and support to SIDS in the context of sustainable development, in line with their national development strategies and priorities.

In addition, at the regional level, the Small Developing Island States in the Pacific sub-region (PSIDS), which consist of 14 States, share distinct sustainable aviation development challenges characterized by many factors including limited resources, remoteness in terms of distances, poor connectivity and high cost of travel, vulnerability to natural disasters, public health emergencies of international concern and excessive dependence on international support. In order to support PSIDS to fully discharge their obligations under

the Chicago Convention and the Annexes thereto, which most PSIDS are deficient, ICAO is deploying an ICAO Liaison Officer for PSIDS stationed in the sub-region to enhance their capability to deliver a safe, secure and sustainable international civil aviation, which will drive economic resilience.

2. Enhanced and Tailored Development Cooperation for SIDS

The COVID-19 pandemic has demonstrated the urgent need to ensure that responses to vulnerability must be at the heart of international policy aimed at supporting SIDS, and that better tailored development co-operation approaches, calibrated to the specific needs, capacity constraints, and economic challenges facing SIDS, are necessary. Briefly elaborate on any planned or ongoing strategies/approaches to improve and deliver on more tailored development support to SIDS. Please include indications of resource allocations, if available (750 words)

ICAO performed a feasibility *Study on Pacific Small Island Developing States (PSIDS) Aviation Need Analysis* and the findings were reported to the 40th Session of Assembly in 2019. The comprehensive study identified a number of aviation related challenges, needs and vulnerabilities of PSIDS with a view to assess how civil aviation could alleviate some of the PSIDS challenges and support their sustainable development. A set of recommendations and solutions were identified which included the establishment of a position of ICAO Pacific Small Islands Developing States (PSIDS) Liaison Officer. This position would facilitate coordination and cooperation as applicable with all relevant stakeholders, including international organisations, assistance donors, training institutions, Multilateral Development Banks (MDBs) and other UN organizations with offices in the PSIDS region and provide more direct support to the PSIDS as they aim to restart their aviation operations towards resurgence of islands economies.

ICAO-UNDP Project

In March 2015, ICAO formed a partnership with the United Nations Development Programme (UNDP) to contribute to global agenda of addressing climate change by signing an agreement to implement a project. This project, titled the "*Transforming the global aviation sector: emissions reductions from international aviation*" assistance project, financed by the Global Environment Facility (GEF), supported developing States and Small Island Developing States (SIDS) in their efforts to reduce CO₂ emissions from international aviation.

The ICAO-UNDP Project was comprised of four components:

1. Identified low emissions aviation measures in developing States and SIDS
 - Supported Developing States and SIDS to identify low emissions measures that are feasible for them.

- Developed a guidance document on the costs and environmental benefits of the basket of measures indicated in ICAO Document 988, *Guidance on the Development of States Action Plans on CO2 Emissions Reduction Activities*.
2. Supported developing States and SIDS to strengthen their national capacities and improve their national processes and mechanisms for the reduction of aviation emissions
 - Instruments were made available to support the development of a legal and regulatory environment that facilitated States in the financing of feasible low emissions mitigation measures.
 - Developed four guidance documents to promote low emissions aviation in Developing States and SIDS.
 3. Established a technical support platform for the implementation of low emissions measures
 - The cost and resources expended by ICAO Developing States and SIDS to have access to updated technical information on low emissions mitigation measures was greatly minimized.
 4. Demonstrated low emissions aviation measures in developing States and SIDS
 - The feasibility of implementation for low emissions aviation measures was demonstrated through a pilot project in Jamaica, and lessons learnt were made available to facilitate the replication of similar projects in other Developing States and SIDS.

Under the framework of the ICAO-UNDP-GEF project, ICAO has developed four guidance documents to facilitate the development and implementation of low CO₂ emissions aviation measures, addressing:

1. Renewable energy for aviation
2. Financing aviation emissions reductions
3. Regulatory and organizational framework
4. Sustainable aviation fuels

The deliverables of the ICAO-UNDP-GEF project aim to increase the capacity of States and their stakeholders to take meaningful and coordinated action to address international aviation environmental issues. ICAO is also supporting developing States and SIDS in their efforts to reduce CO₂ emissions from international aviation, under the overarching ICAO initiative on States' Action Plans (SAP) on CO₂ emissions reduction activities.

ICAO Assistance Project on Capacity building for CO₂ mitigation from international

aviation, with funding from the European Union (EU)

The ICAO Assistance Project on Capacity building for CO₂ mitigation from international aviation, with funding from the European Union (EU), is a response to the need for assistance in the development of action plans to ensure that all Member States can participate in the collective efforts to achieve the aspirational goals on environment agreed by the ICAO Assembly.

The first phase of the ICAO Assistance Project with the European Union Funding officially concluded on 30 June 2019, with a budget of 6.5 million Euros. This project successfully supported 14 States in Africa and the Caribbean, and met all its expected results, exceeding some of the initial targets by its completion.

Building on this successful partnership with the EU, and committed to ensuring that No Country is Left Behind, ICAO initiated the second phase of the ICAO Project-Capacity Building for CO₂ Mitigation from International Aviation-Development of ICAO States' Action Plans for 10 States, with an implementation period from 2020 to 2023 and a budget of 1.5 million Euros fully funded by the European Union.

SIDS were included in each phase of the ICAO-EU Project, as follows:

1. ICAO-EU Project Phase I:

- Sao Tome and Principe;
- Dominican Republic
 - Mitigation measures funded by the project:
 - Feasibility study for the development of Sustainable Aviation Fuels in Dominican Republic (50,000 EUR);
 - Assistance Mission on ATFM to design procedures and establish the ATFM Unit at IDAC (2,000 EUR).
- Trinidad and Tobago
 - Mitigation measures funded by the project:
 - Feasibility study for the development of Sustainable Aviation Fuels in Trinidad and Tobago (50,000 EUR);
 - Feasibility study for the adoption of renewable energy (Solar at the gate) at the Port of Spain International Airport in Trinidad and Tobago (50,000 EUR).

2. ICAO-EU Project Phase II:

- Seychelles (ongoing)

- Cabo Verde (ongoing)

The ICAO project continues to provide technical assistance to a selected group of States to support their efforts in developing and implementing their States' Action Plans, to establish aviation environmental systems for emissions monitoring and to identify potential mitigation measures in selected States.

Capacity building and assistance on environment will continue to be required for the transformation of policy into concrete actions at the national level. Many States including PSIDS have officially communicated to ICAO their interest to participate in similar assistance initiatives and replicate the positive results of the ICAO-EU project. The availability of further funding will allow ICAO to extend the benefits of this successful project to other Member States so that "No Country is Left Behind".

Finally, as it relates to the *Study on Pacific Small Island Developing States (PSIDS) Aviation Need Analysis* mentioned above, ICAO is implementing a longer-term sustainable aviation development roadmap for the PSIDS, crafted on findings and recommendations of a PSIDS need analysis conducted on-site by ICAO in 2019, with planned engagement of a broad stakeholder community including donor States and agencies. In the interim, ICAO has been assisting the Islands, through a range of assistance activities in their pandemic recovery efforts. These include, contributing to the 1st Pacific Regional Aviation Ministers Meeting (RAMM) of 30 June 2021, specific capacity building through ICAO's 'Implementation Packages' served to Papua New Guinea for aviation security, Samoa and Cook Islands for aviation facilitation and, guidance on opening safe travel corridors delivered to Fiji and Vanuatu. Continuous outreach support has been provided for the Resolution of specific aviation security related deficiencies to Nauru, Micronesia, Papua New Guinea, Samoa and Vanuatu. In matters related to Environment, Cook Islands, Kiribati, Marshall Islands, Nauru, PNG and Tuvalu have received support for the establishment of joint State Action Plan (SAP) on CO2 emissions reduction from the aviation sector and this support is still open for the other Island States. Cook Islands, Fiji, Kiribati, Micronesia, Nauru, Palau, Samoa, Solomon Islands, Tonga, Tuvalu, and Vanuatu have received individual assistance to voluntarily participate in the CORSIA. Cook Islands, Fiji, Kiribati, Samoa, Solomon Islands, Tonga and Vanuatu received ICAO ACT-CORSIA buddy partnership training sessions to support States' effort to plan and implement Annex 16 Volume IV provisions for CORSIA. ICAO is currently providing dedicated consultations to Fiji, Kiribati and Vanuatu on safety related capacity building through a virtual programme implemented by the APAC Regional Office, which engages technical teams from these States who responded to a common invitation sent to all PSIDS.

PART B

QUANTIFYING IMPLEMENTATION OF THE SAMOA PATHWAY:

TRENDS ANALYSIS OF ISSUE AREAS

In accordance with General Assembly resolution 74/217, a monitoring and evaluation framework has been developed for the implementation of the SAMOA Pathway. The framework is fully aligned with the Sustainable Development Goals (SDGs), the Sendai Framework, the Paris Agreement, and the Addis Ababa Action Agenda. The Framework is available at **Attachment A** to this questionnaire.

The objective of the Framework is to quantify the progress made in each of the SIDS regions on implementation of the SAMOA Pathway, in the lead up to the preparations for the 4th international conference on SIDS, scheduled for 2024.

Using the data available in the Global SDG Data Portal (<https://unstats.un.org/sdgs/dataportal>) and, where appropriate, from the UN regional commissions, Member States, custodian agencies and other relevant stakeholders are kindly requested to provide a Thematic Area by Thematic Area status update on the implementation of the SAMOA Pathway, following the monitoring and evaluation Framework referenced above (Attachment A).

Attachment A brings the following information on “Sustainable Transportation” which does not includes the SDG target from Goal 9 and its respective targets:

Table 1 - Extract from Attachment A

PRIORITY ACTIONS	SDG TARGETS	SDG INDICATORS	
CLUSTER 66 -67 Sustainable Transportation			
(a) Access environmentally sound, safe, affordable and well-maintained transportation	11.2	11.2.1 Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities ¹	
(b) To increase energy efficiency in the transport sector	PROPOSAL	Total fuel consumption by all sections of the transport sector	

Given that ICAO is indicated as a “Custodian Agency” for SDG 9, target 9.1, indicator 9.1.2 as shown in the Table 2, any such quantified data collection and provision for this proposed indicator, following the monitoring and evaluation Framework referenced (Attachment A), should be provided by ICAO as the UN Specialized Agency responsible for International Aviation.

Table 2 – Extract from SDG’s Tiers Classification Table.

Target	Indicator	Custodian Agency(ies)	Partner Agency(ies)	Tier Classification	Notes (post-2020 comprehensive review round; explanation and timing of updates or changes)
9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all	9.1.1 Proportion of the rural population who live within 2 km of an all-season road	World Bank	UNEP,UNECE,ADB	Tier II	
	9.1.2 Passenger and freight volumes, by mode of transport	ICAO,ITF-OECD	UPU, UNEP,UNECE	Tier I	

PART C

ASSESSING IMPLEMENTATION OF THE SAMOA PATHWAY: ASSESSMENT OF POLICY PROGRESS

The SAMOA Pathway contains a number of action areas that require policy formulation, programmes or projects to be implemented at national, subregional and/or regional levels. These have been identified as part of the monitoring Framework and are available at **Attachment B** to this questionnaire. By highlighting the changes in the national policies, their results and impact, the proposed analysis could further spotlight any progress in key priority areas of the SAMOA Pathway.

Using the framework referenced at Attachment B, Member States, relevant custodian agencies together with the Resident Coordinators/Offices in SIDS, are kindly requested to provide a brief status update for your country/region, under the overall coordination of the UN regional commissions, where appropriate.

Regarding CLUSTER 66 -67 “Sustainable Transportation”, continuous promotion of liberalization of air transport remains crucial for unleashing economic and social benefits of aviation for States. The *ICAO long-term vision for international air transport liberalization* invites ICAO Member States to actively pursue the continuous liberalization of international air transport to the benefit of all stakeholders and the economy at large, while continuing to be guided by the need to ensure respect for the highest levels of safety and security and the principle of fair and equal opportunity for all States and their stakeholders.

In addition, in 2019 ICAO developed guidance for its Member States to establish a *National Aviation Planning Framework* that ensures sustainable development of air transport by prioritizing and coordinating the implementation of initiatives to improve the safety, security, facilitation, capacity and efficiency of their air transport systems. The National Aviation Planning Framework establishes a guide for public and private investments in the States aviation infrastructure as well as its safety and security oversight capabilities, by providing an implementation roadmap for long-term initiatives, and can be of great benefit

to SIDS. Recognizing the importance of Civil Aviation Master Planning as a key planning and budgetary tool for facilitating development of civil aviation infrastructure and for supporting the growth of relevant economic sectors such as transportation, tourism, trade, and cargo, the guidance material on the National Aviation Planning Framework has been complemented by a dedicated Civil Aviation Master Plan (CAMP) training project, which will assist SIDS in developing the needed capacities to establish or enhance their national aviation planning frameworks and strategies.

It is to be noted that the guidance on includes a Case Study on the Economic Contribution of Air Transport in Dominican Republic which aimed to describe these reforms from 2006 onwards and to measure, through rigorous econometric models, the impact of these reforms to the passenger flows to the State and the Dominican Republic economy.