

**57<sup>th</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS**

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**AGENDA ITEM 8: TECHNICAL AND REGIONAL  
COOPERATION**

**DEEPENING PRAGMATIC GLOBAL CIVIL AVIATION  
COOPERATION AND SPEEDING UP IMPLEMENTATION OF  
2030 AGENDA FOR SUSTAINABLE DEVELOPMENT**

Presented by the People's Republic of China

**SUMMARY**

The Global Development Initiative (GDI) aims to galvanize efforts to address the challenges and promote recovery from COVID-19. It accelerates the implementation of the United Nations 2030 Agenda for Sustainable Development and the Sustainable Development Goals (SDGs). This working paper focuses on the aims, core concepts, principle framework and priorities of the GDI as well as its consistency and points of convergence with the aims and strategic objectives of ICAO, highlights the positive role of civil aviation in support of the SDGs and summarizes the actions that China has taken to deepen pragmatic cooperation in global civil aviation.

## **DEEPENING PRAGMATIC GLOBAL CIVIL AVIATION COOPERATION AND SPEEDING UP IMPLEMENTATION OF 2030 AGENDA FOR SUSTAINABLE DEVELOPMENT**

### **1. INTRODUCTION**

#### **1.1 United Nations 2030 Agenda for Sustainable Development**

1.1.1 United Nations 2030 Agenda for Sustainable Development was adopted by 70th UN General Assembly in September 2015, and became effective as of January 1, 2016. The Agenda includes 17 Sustainable Development Goals (SDGs), which is aimed to eradicate poverty and achieve sustainable development worldwide by 2030 with an emphasis on leaving no one behind. The adoption of the Agenda represents a landmark achievement that provides a common vision of global sustainable development for all. The 39th Session of ICAO Assembly adopted Resolution A39-25, which outlines actions to be taken by ICAO member states, Council and Secretariat to enable civil aviation to make contributions to the United Nations 2030 Agenda for Sustainable Development.

#### **1.2 Background of the Global Development Initiative and its contribution and significance to the UN 2030 Agenda for Sustainable Development**

1.2.1 At present, the world economic recovery is facing headwinds, development cooperation is losing its momentum. The implementation of the 2030 Agenda for Sustainable Development is facing unprecedented challenges. For these reasons, Chinese President Xi Jinping proposed the Global Development Initiative (GDI) at the General Debate of the 76th Session of the UN General Assembly. The Initiative upholds the core concept of people-orientation, follows the action guidelines of pragmatic cooperation and advocates open and inclusive partnership. It calls on the international community to accelerate the implementation of the 2030 Agenda for Sustainable Development, promote robust, green and sound global development and build a global community of development with a shared future. As COVID-19 has severely impacted the global development process, and developing countries have in particular been hit hard and are faced with challenges in achieving the SDGs, the GDI has injected new momentum to the implementation of the 2030 Agenda for Sustainable Development.

#### **1.3 Positive feedbacks on GDI from the UN and relevant international organizations**

1.3.1 The implementation of the 2030 Agenda should continue to be given priority in the international cooperation agenda. GDI aims to reinvigorate global cooperation on the 2030 Agenda, build an equal and balanced global partnership for development and promote common global development. The UN Secretary-General Guterres indicated that the GDI is of great significance to promote equitable and balanced global sustainable development. In January 2022, the inaugural meeting of “The Group of Friends of the Global Development Initiative” was held at the United Nations headquarters in New York. Representatives of over 100 countries and 20 international organizations gathered to forge a broader international consensus for the implementation of the Initiative. In May, High-Level Virtual Meeting of the Group of Friends of the GDI was held in UN headquarters - New York, and over 150 representatives, including group members, from 60 countries engaged in dialogues and reached consensus.

### **2. DISCUSSION**

#### **2.1 Aims, core concepts and principles of the GDI**

2.1.1 The GDI is aligned with the aims and Strategic Objectives of ICAO

2.1.1.1 With the aim of accelerating the implementation of the UN 2030 Agenda for Sustainable Development, the GDI takes development as the priority, pays attention to the special needs of developing countries, focuses on the prominent challenges and new opportunities facing global

development and proposes eight key areas<sup>1</sup> of cooperation to provide a feasible path for accelerating the implementation of the 2030 Agenda.

2.1.1.2 The aim of the GDI is inherently consistent with that of ICAO<sup>2</sup>. The connectivity provided by aviation gives support to global socio-economic development and benefits the socio-economic development in the Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS) in particular. As the GDI aims to accelerate the implementation of the 2030 Agenda for Sustainable Development, and the five Strategic Objectives<sup>3</sup> of ICAO are deeply intertwined with the SDGs, the strategic objectives of both the GDI and ICAO are highly compatible with each other.

## 2.1.2 Core concepts and principles of GDI

2.1.2.1 Development as a priority: putting development high on the global macro policy agenda, strengthening policy coordination among major economies, and ensuring policy continuity, consistency and sustainability. Fostering global development partnerships that are more equal and balanced, forging greater synergy among multilateral development cooperation processes, and speeding up the implementation of the UN 2030 Agenda for Sustainable Development.

2.1.2.2 A people-oriented approach: safeguarding and improving people's livelihoods and protecting and promoting human rights through development, and making sure that development is for the people and by the people, and that its fruits are shared among the people. Continuing to give people greater sense of happiness, fulfilment and security, and helping them achieve all-rounded development.

2.1.2.3 Benefits for all: paying attention to the special needs of developing countries. Employing such means as debt suspension and development aid to help developing countries, particularly vulnerable ones facing exceptional difficulties, with emphasis on addressing unbalanced and inadequate development among and within countries.

2.1.2.4 Innovation-driven development: seizing the historic opportunities created by the latest round of technological revolution and industrial transformation, redoubling efforts to harness technological achievements to boost productivity, and fostering an open, fair, equitable and non-discriminatory environment for the development of science and technology. Fostering new growth drivers in the post-COVID era and jointly achieve leapfrog development.

2.1.2.5 Harmony between man and nature: improving global environmental governance, actively responding to climate change and creating a community of life for man and nature. Accelerating transition to a green and low-carbon economy and achieving green recovery and development.

2.1.2.6 Results-oriented actions: increasing input in development, advancing, as a matter of a priority, cooperation on poverty alleviation, food security, COVID-19 response and vaccines, development financing, climate change and green development, industrialization, digital economy, and connectivity in the digital era, among other areas, and accelerating implementation of the UN 2030 Agenda for Sustainable Development, so as to build a global community of development with a shared future.

## 2.2 **Benefits of civil aviation in support of the SDGs under the framework of the GDI**

### 2.2.1 Full support for ICAO's No Country Left Behind (NCLB) Initiative

#### 2.2.1.1 The GDI is in line with Resolution A39-23 "No Country Left Behind (NCLB) Initiative"

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<sup>1</sup> Cooperation in eight key areas: poverty alleviation, food security, COVID-19 response and vaccines, development financing, climate change and green development, industrialization, digital economy, and connectivity.

<sup>2</sup> Development of the principles and technologies of international air navigation and fostering the planning and development of international air transport to ensure the safe and orderly growth of international civil aviation throughout the world.

<sup>3</sup> Safety, air navigation capacity and efficiency, security and facilitation, economic development of air transport, environmental protection.

adopted by the 39th Session of ICAO Assembly, which advocates promoting inclusive development with a strong focus on developing countries, particularly LDCs, LLDCs and SIDS, and supports capacity building in developing countries.

## 2.2.2 Promoting global civil aviation connectivity in the post-COVID-19 era

2.2.2.1 Promoting global civil aviation connectivity in the post-COVID-19 era is one of the priority of GDI cooperation to help implement the outcomes of the High-level Conference on COVID-19 (HLCC) to a) facilitate the safe and efficient recovery of civil aviation, including the full recovery of travel, trade, and global supply chains; and b) build the foundation for enhanced aviation resilience and its sustainability into the future.

## 2.2.3 Supporting the enhancement of environmental friendliness in civil aviation development

2.2.3.1 Development holds the key to solving problems. The GDI supports enhancing environmental friendliness in civil aviation development, advocates mobilizing resources to actively address climate change through greener and more intelligent development, accelerates green and low-carbon transformation, and achieves a green recovery.

## 2.2.4 Emphasizing the important role of innovation in spurring the development of civil aviation

2.2.4.1 Innovation is the primary driving force of development. The GDI emphasizes the important role of innovation in spurring the development of civil aviation, and innovation and intelligent development are important means to meet the challenges of future development needs and environmental constraints. This will promote the implementation of Assembly Resolution A40-27 “Innovation in Aviation”<sup>4</sup>.

## 2.2.5 Underscoring closer global partnership for civil aviation development

2.2.5.1 COVID-19 has further highlighted the importance of strengthening multilateralism and global partnerships. As a public good accessible to the world, the GDI believes that all parties work together to establish a closer global partnership for civil aviation development and jointly accelerate the implementation of the 2030 Agenda for Sustainable Development.

## 2.3 **Actions that China has taken to deepen pragmatic cooperation and promote common development of global civil aviation**

2.3.1 The South-South Cooperation Assistance Fund (SSCAF) supports ICAO to implement relevant training programs to promote aviation security capacity building in developing countries

2.3.1.1 Since 2017, the Chinese government has supported 4 capacity building projects of ICAO with the funding of South-South Cooperation Assistance Fund (SSCAF), with a total amount of US\$ 5.62 million. Among them, the project of “Development and Delivery of Managing Compliance with ICAO SARPs CAA Senior and Middle Managers Training Course (SMMTC)”<sup>5</sup> was completed at the end of 2019. It developed a new training package on compliance management with ICAO SARPs for senior and middle managers of civil aviation authorities, provided quality training on aviation safety and security to 865 personnel from 124 countries and 6 regional safety oversight organizations. The effectiveness of the project has been highly recognized by all parties, with several key performance

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4 Including, but not limited to, the Assembly urges Member States that have experience in facilitating the introduction of innovation in civil aviation, and that have evolved their regulatory methods to better evaluate and assess the application of such innovations, to share their experience with other States through ICAO; directs the Council to instruct the Secretary General to further liaise with States, governmental and nongovernmental organizations, the private sector, academia and the relevant United Nations system entities in order to establish an inclusive dialogue at strategic level that will encourage further collaboration and sharing of experience in relation to innovation; and directs the Council to urgently consider the establishment of a high-level body with the industry to regularly provide strategic advice to the Council concerning innovation in aviation.

5 <https://www.icao.int/training/Pages/ICAO-and-China-CAAMMTC.aspx>

indicators exceeding expectations, according to the project evaluation from the responsible department in ICAO.

2.3.1.2 In addition, “Development of Civil Aviation Master Planning (CAMP) and Training”<sup>6</sup> was officially launched in April 2021 to provide training in three languages (English, French and Spanish) to a total of 500 participants from 60 developing countries, with the goal of enhancing the capacity and technologies of civil aviation authorities in the relevant countries to develop master plans and incorporate public health emergency response, post-COVID-19 restoration, incorporating resilience of the civil aviation industry and other important elements into their national programs.

### 2.3.2 CAAC’s support of training for professionals in developing countries

2.3.2.1 In order to help developing countries in developing safe, efficient, economically viable and environmentally friendly air transportation systems, the Civil Aviation Administration of China (CAAC) has held training sessions for 253 civil aviation professionals from 37 countries including Malaysia, Thailand, Tajikistan, Ethiopia and Chad. The training covers such areas as civil aviation safety, security, flight standards, airworthiness certification, airports, air traffic management, etc. The training has also served ICAO’s “No Country Left Behind (NCLB) Initiative”.

### 2.3.3 Measures taken by CAAC to prevent and control COVID-19 and promote industry recovery

2.3.3.1 Since the outbreak of the COVID-19, CAAC has actively participated in various activities organized by ICAO, IATA and ACI to prevent and control the COVID-19 and promote the industry’s recovery. In February 2020, a working paper was submitted to ICAO Council to call on the drafting of guidance materials for the global civil aviation industry to deal with COVID-19. China actively participates in the Council Aviation Recovery Task Force (CART) and the Asia-Pacific working mechanism, to share China’s experience and practices in COVID-19 prevention and control with many countries, international organizations and regional civil aviation organizations and foreign airlines to jointly address the challenges brought forth by COVID-19. At the same time, China has actively strengthened dialogue and exchanges with relevant civil aviation authorities to jointly address the serious challenges brought forth by COVID-19. China has also established “green channels” for international air cargo, encouraged airlines to use surplus passenger aircraft capacity to carry cargo, and expanded traffic rights arrangement, which effectively maintained the stability of the global supply chain.

## **3. ACTION BY THE CONFERENCE**

3.1 The Conference is invited to:

- a) Recognize the importance of the GDI in addressing challenges with joint efforts, promoting the recovery of global civil aviation, and achieving robust, green and sound development in global civil aviation, as well as its important contribution to accelerating the implementation of the UN 2030 Agenda for Sustainable Development;
- b) Encourage States/Administrations, to actively promote air connectivity in the post-COVID-19 era, strengthen ICAO’s central and leading role in the safe, orderly and sustainable development of global civil aviation, and help developing countries in capacity building in order to promote inclusive, universal beneficial and balanced development of global civil aviation industry; and

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<sup>6</sup> <https://www.icao.int/training/Pages/civil-aviation-master-planning.aspx>

- c) Encourage member states to input more resources in civil aviation, take actions, either individually or jointly, to share development experiences, strengthen technical assistance, continue to increase support for developing countries and constantly deepen pragmatic cooperation in global civil aviation.

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