

**NAME** **Gabon Sovereign Carbon Initiative**

**COUNTRY** Gabon

**STATUS** In force as of 15 February 2025 (monthly reporting obligation)  
In force as of 15 March 2025 (carbon contribution obligation)

**DESCRIPTION** The Gabonese government announced the implementation of a monthly reporting obligation of aircraft movement and associated carbon footprint and a \$17-per-tonne emissions contribution for international operators flying to and from Gabon. National carriers are exempted from the scope of application of this regulation.

**Cost** \$17-per-tonne on 50% of the total carbon footprint of the international flight to and out Gabon.

# The Best Practice Checklist

Prior consultation/ongoing collaboration?



Impact assessment?



Alignment with other tax policies at national, regional or global level?



Fair and non-distortive?



# Impact and Next Steps

The failure to consult the industry creates significant problems with the emissions tax. On 9 April, IATA submitted a letter to the government requesting the tax be suspended, citing the major **administrative and financial burdens** it will impose. There are also concerns about the exemption for Gabonese national carriers, the **extraterritorial** application of the tax, and its alignment with bilateral air service agreements and **global sustainability commitments**. Airlines will continue to engage with the government to seek withdrawal of the tax.





# The Last Word



"Aviation is a vital driver of economic growth and connectivity across Africa. Carbon taxation measures such as the one introduced by Gabon risk undermining these benefits, especially when they distort the market by exempting local carriers.

IATA remains committed to working with the Gabonese government to find collaborative solutions that align with international agreements while supporting the long-term viability of aviation in Africa."

**Kamil Al-Awadhi,**

IATA Regional Vice President for Africa and Middle East

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