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North American, Central American and Caribbean Office

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**North American, Central American and Caribbean (NACC) States Civil Aviation Authorities Directors  
General Virtual Meeting on COVID-19 Aviation Recovery and Restart**

14 April 2021

**Agenda Item 4: Relevant Safety, Security and Air Navigation Implementation Matters**

**ENVIRONMENTAL PROTECTION MATTERS**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This paper provides information on the status of implementation of the ICAO activities related to environmental protection, as well as outreach and capacity building activities to further support ICAO Member States from the NAM and CAR Regions.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Environmental Protection</li><li>• Air Navigation Capacity and Efficiency</li><li>• Economic Development of Air Transport</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• ICAO Doc 10140, Assembly Resolutions in Force (as of 4 October 2019)</li><li>• ICAO Doc 9988, Guidance on the Development of States' Action Plans on CO2 Emission Reduction Activities</li><li>• ICAO Environmental Protection <a href="#">web site</a></li></ul>

**1. Introduction**

1.1 The NACC Regional Office is conducting several efforts to provide practical, aligned and standardized guidance to stakeholders into the NAM/CAR Regions in order to restart the international air transport sector and to facilitate the recovery from the impacts of COVID-19. A green recovery for the aviation sector complements this effort as envisaged under the ICAO five strategic objectives.

1.2 Continued collaboration between ICAO Headquarters and the Regional Office is ensuring ICAO Member States receive the necessary assistance for the establishment of a strategy on climate change for the international aviation sector. This, ultimately, enables ICAO to compile global progress towards meeting the two global aspirational goals for the international aviation sector: 2% annual fuel efficiency improvement through 2050, and carbon neutral growth from 2020 onwards, as established at the 37th Assembly in 2010 and reiterated by the ICAO Assembly at its 40th Session in 2019.

## 2 Preparation and Update of the States' Action Plans (SAP) on CO<sub>2</sub> Emissions Reduction Activities

2.1 Since the beginning of ICAO's journey to progress in terms of policy development and standards setting to limit and reduce the impact of aviation on the global climate, ICAO Member States demonstrated that they were interested in taking action and advancing initiatives on environmental protection. However, not all of them had the human, technical and financial resources to do so. To overcome this challenge, ICAO launched the State Action Plan initiative in 2010 as a means to provide States with the capacity and tools to take action.

2.2 This initiative enables all ICAO Member States to establish a long-term strategy on climate change for the international aviation sector, involving all interested parties at national level. These parties are encouraged to work together to define a quantified baseline scenario, select appropriate emissions mitigation measures from ICAO's [basket of measures](#), and calculate the expected results of implementing those measures. The level of detail submitted within a SAP will ultimately enable ICAO to compile global progress towards meeting the goals set by Assembly Resolution A37-19, and reaffirmed by A38-18, A39-2, and [A40-18](#). States are invited to update their SAPs every three years, so that ICAO can continue to compile the quantified information submitted.

2.3 As of March 2021, 120 States, representing 97.39% of global international aviation traffic in Revenue Tonne-Kilometres (RTK), have voluntarily submitted their SAPs to ICAO. These successful results demonstrate the high level of interest and engagement of ICAO Member States in this initiative, as well as the impact of ICAO's assistance and capacity-building activities.

2.4 In the NAM/CAR Regions, 14 from the 22 States have developed and submitted an Action Plan on CO<sub>2</sub> emissions reduction to ICAO. Out of the 14 States, 8 States have submitted an updated plan. Out of the 22 States, 15 have nominated a focal point for the SAP related activities (see the table below and [website](#)).

NACC State	Action Plan Submitted	Action Plan Updated	Focal Point
Antigua and Barbuda			
Bahamas			✓
Barbados	Aug-19		✓
Belize	Sep-13		✓
Canada	Jun-12	Jan-16	✓
Costa Rica	Sep-13	Jun-19	✓
Cuba	Oct-15	Jul-15	✓
Dominica			
Dominican Republic	Dec-13	Sep-18	✓
El Salvador	Sep-13	Oct-20	✓
Grenada			
Guatemala	Sep-13		✓
Haiti			
Honduras	Sep-13		✓
Jamaica	Dec-12		✓
Mexico	Jun-12	Aug-18	✓
Nicaragua	Sep-13		✓
Saint Kitts and Nevis			
Saint Lucia			
Saint Vincent and the Grenadines			
Trinidad and Tobago	Jan-13	Aug-15	✓
United States	Jun-12	Jun-15	✓

2.5 At the last Assembly in October 2019, States were invited to choose to prepare or update their action plans and submit them to ICAO preferably by the end of June 2021 and once every three years thereafter, in order for ICAO to continue to compile the quantified information in relation to achieving the global aspirational goals. The action plans should include information on the basket of measures considered by States, reflecting their respective national capacities and circumstances, quantified information on the expected environmental benefits from the implementation of the measures chosen from the basket, and information on any specific assistance needs.

2.6 In line with ICAO Resolution A39-2 Paragraph 12, the [ICAO State Action Plan Buddy Programme](#) invites States that have already submitted their SAP on CO2 Emissions Reduction Activities to ICAO to partner with Member States that have not prepared their SAPs, in order to support the latter. States that have not yet developed, or are in the process of developing, a SAP are also invited to inform ICAO of their interest in being matched with a Supporting State through the Buddy Programme. States interested in participating are invited to contact ICAO at [actionplan@icao.int](mailto:actionplan@icao.int).

### 3 The Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

3.1 The CORSIA is the first global market-based scheme that applies to a specific sector. It complements other aviation in-sector emissions reductions efforts such as technological innovations, operational improvements and sustainable aviation fuels (SAF), to meet the ICAO aspirational goal of carbon neutral growth. Out of the 22 NAM/CAR States, 15 have nominated a focal point for CORSIA implementation (see table below).

NACC State	CORSIA Focal Point
Antigua and Barbuda	✓
Bahamas	✓
Barbados	
Belize	✓
Canada	✓
Costa Rica	✓
Cuba	✓
Dominica	
Dominican Republic	✓
El Salvador	✓
Grenada	

NACC State	CORSIA Focal Point
Guatemala	✓
Haiti	
Honduras	✓
Jamaica	✓
Mexico	✓
Nicaragua	✓
Saint Kitts and Nevis	
Saint Lucia	
Saint Vincent and the Grenadines	
Trinidad and Tobago	✓
United States	✓

3.2 Under CORSIA, aeroplane operators with international flights are subject to [Monitoring, Reporting and Verification \(MRV\) requirements](#). As of 1 January 2019, operators are required to monitor their annual CO2 emissions, have them verified through a third-party verification process, and submit them to the States to which they are attributed. States collect emissions data from all their operators and submit consolidated information to ICAO. In addition to annual CO2 MRV, [88 States](#) have volunteered to participate in offsetting CO2 emissions under CORSIA from its pilot phase that started on 1 January 2021.

3.3 ICAO Assistance, Capacity-building and Training on CORSIA (ACT-CORSIA) is a coordinated approach to harmonize and bring together all relevant actions and promote coherence to capacity building efforts for CORSIA implementation, as well as enabling the monitoring of global progress. It was established in June 2018 and it encompasses: the [CORSIA Buddy Partnerships](#) and additional ICAO outreach initiatives, including: [sample model regulations for CORSIA](#), [Frequently Asked Questions \(FAQs\)](#), [brochure and leaflets](#), [Seminars](#) and [Online Tutorials](#), as well as CORSIA [Background Information](#). States are invited to review the links and take advantage of ICAO's assistance mechanisms.

3.4 One of the pillars of the implementation of ACT-CORSIA is the establishment of [CORSIA Buddy Partnerships](#), where some States provide experts whom, in coordination with the ICAO Secretariat, deliver assistance and training to other States interested in establishing such partnerships. As of today, a total of [133 States](#) participate in CORSIA Buddy Partnerships.

3.5 The ACT-CORSIA programme and related CORSIA Buddy Partnerships have been established following a phased approach, as follows:

- Phase I (2018-2019), focused on the preparation and implementation of the States' CORSIA MRV system, and in particular, on the development and approval of Emissions Monitoring Plans and the establishment of a national regulatory framework for CORSIA.
- Phase II (2019-2020), focused on reporting and verification as per the requirements contained in the Standards and Recommended Practices (SARPs) for CORSIA implementation, as contained in Annex 16, Volume IV to the Convention on International Civil Aviation.
- Phase III (2020-2021, ongoing), focused on: emissions reporting and verification; use of the CORSIA Central Registry (CCR); and updated information on eligible fuels and eligible emissions units.

3.6 The monthly [CORSIA Newsletters](#) provide information on the evolution of CORSIA implementation for States' consideration, noting among other relevant aspects:

3.6.1 CORSIA Deadlines, in accordance with Appendix 1 to Annex 16, Volume IV, the following deadlines apply to 2021:

- **31 March 2021:** In June 2020, the ICAO Council made a series of decisions to ensure that CORSIA implementation progressed in line with its original objectives, despite the challenges posed by the COVID-19 pandemic. In this context, the Council provided flexibility to States that had difficulties in reporting their 2019 CO<sub>2</sub> emissions to ICAO through the CCR within the established deadline of **31 August 2020**. A majority of States have already reported their 2019 CO<sub>2</sub> emissions through the CCR; **States currently working on their submissions are encouraged to report them as soon as possible, since the deadline was the end of March 2021.**
- **31 May 2021:** Aeroplane operators and verification bodies to submit verified Emissions Reports and associated Verification Reports for 2020 CO<sub>2</sub> emissions to States.
- **1 June to 31 August 2021:** States to conduct an order of magnitude check of the verified Emissions Reports for 2020, including any filling in of data gaps in case of non-reporting by aeroplane operators.
- **30 June 2021:** States to notify ICAO of any change in their decision to voluntarily participate in CORSIA for the pilot phase.
- **1 August 2021:** States to obtain and use the ICAO document entitled "CORSIA States for Chapter 3 State Pairs" applicable for the 2022 compliance year.
- **31 August 2021:** Using the CCR, States to submit aggregate CO<sub>2</sub> emissions per State pair for 2020 to ICAO.

- **30 September 2021:** States to calculate and inform aeroplane operators attributed to them of their average total CO<sub>2</sub> emissions during 2019 and 2020.
- **30 November 2021:** Using the CCR, States to update their list of aeroplane operators that are attributed to them, and the list of verification bodies accredited in them.
- **31 December 2021:** States to obtain from the ICAO website and use the ICAO document entitled "CORSIA Aeroplane Operator to State Attributions" summarising a list of aeroplane operators and the State to which they have been attributed.

### 3.6.2 List of the 2021 CORSIA and other Environment-related events:

#### Upcoming CORSIA Event:

- **20-21 July: Seminar on CORSIA**

#### Other Environment events:

- **15 April:** ICAO Pre-Stocktaking Webinar on “Hydrogen, getting to zero carbon flights”; more information is available [here](#); information on the full list of ICAO Pre-Stocktaking Webinars that will take place between April and August this year is available [here](#)
- **9-14 May:** ICAO Global Aviation Dialogues on the feasibility of a long-term global aspirational goal for international aviation CO<sub>2</sub> emissions reductions (LTAG-GLADs); more information is available [here](#)
- **31 August-3 September:** ICAO Stocktaking Seminar on Aviation in-Sector CO<sub>2</sub> Emissions Reductions; more information is available [here](#)
- **29 November-3 December:** Seminar on Green Airports

## 4 Final comments

### 4.1 The following list details suggested measures:

- a) continue including environmental protection in the States’ planning and implementation activities related to the improvement of the civil aviation system
- b) ensure that a Focal Point for each Member State is assigned to lead the development of the SAP on CO<sub>2</sub> emission reduction activities and to prepare or update these action plans calculating the expected results of implementing mitigation measures and submit it to ICAO preferable by the end of June 2021;
- c) recognize the urgency of actions in 2020 and 2021 by States and aeroplane operators for the implementation of CORSIA as described in paragraph 3.6.1. Ensure the nomination of State CORSIA Focal Points and States’ participation in ICAO’s assistance mechanisms described in paragraph 3.3, and capacity building activities, particularly the CORSIA Buddy Partnerships as described in paragraphs 3.3 and 3.4 notifying ICAO its interest and recognizing the importance of a coordinated approach under the umbrella of ICAO; and
- d) participate in all ICAO events presented at paragraph 3.6.2 particularly the GLAD-LTAG.