



WORKING PAPER

ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 16: Environmental Protection – International Aviation and Climate Change —Policy and Standardization

Agenda Item 17: Environmental Protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

CONTRIBUTIONS OF THE LATIN AMERICAN REGION TO CLIMATE CHANGE MATTERS AND THE IMPLEMENTATION OF CORSIA

(Presented by Guatemala and sponsored by LACAC² Member States)

EXECUTIVE SUMMARY

This working paper gives an account of the contributions of the Latin America region to climate change matters and to the implementation of CORSIA, on the basis of the provisions of Annex 16 and the resolutions adopted at the 39th session of the ICAO Assembly. The Member States of the Latin American Civil Aviation Commission (LACAC) have considered action to combat the impacts of climate change to be primordial. Emphasis is laid, among main activities, on work conducted jointly by civil aviation authorities and various aviation stakeholders in order to draw up action plans and implement the entire basket of selected measures including, above all, the renewal of the air operating fleet in Latin America, which is considered to be one of the newest in the world. Emphasis is also laid on activities conducted with a view to the implementation of CORSIA.

Action: The Assembly is invited to:

- a) to take note of the information presented;
- b) to take into account the contribution of Latin American States to climate change matters and to the implementation of CORSIA;
- c) request that ICAO continue to build and strengthen States capacities through seminars and workshops on climate change and the implementation of CORSIA; and
- d) request that ICAO continue to promote concrete action to give access to funding and technology transfer to developing States.

Strategic Objectives:

This working paper relates to Strategic Objective E – *Environmental Protection*.

¹ Spanish version provided by Guatemala.

² Belize, Bolivia, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Honduras, Jamaica, México, Nicaragua, Panamá, Paraguay, Perú.

<i>Financial implications:</i>	Additional financial resources are required to implement environmental initiatives.
<i>References:</i>	<ul style="list-style-type: none"> • Resolution A39-2 <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change</i> • Resolution A39-3 <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection – Global Market-based Measure (MBM) scheme</i> • Resolution A21-7 <i>Guidelines related to the Environment and Civil Aviation in Latin America</i> • <i>Strategic Plan of the Latin American Civil Aviation Commission (LACAC)</i>

1. INTRODUCTION

1.1 According to the Economic Commission for Latin America and the Caribbean (ECLAC, 2015), the “Latin American and Caribbean region is in an asymmetrical position in relation to climate change. The region has made a historically small contribution to climate change yet it is highly vulnerable to its effects and will, moreover, be involved in the possible solutions in several ways”.

1.2 Among other solutions to tackle climate change, Latin American civil aviation authorities and various stakeholders have joined initiatives promoted by the International Civil Aviation Organization (ICAO) both for the mitigation of and adaptation to this phenomenon. These activities are reflected mainly in national emission reduction action plans that have been formulated and presented, and in active participation in the design and implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

2. ANALYSIS

2.1 With regard to action to tackle climate change, the proactivity of Latin American States in presenting and updating State emission reduction action plans must be duly weighed. The documents presented to ICAO reflect the development of synergy between civil aviation authorities and key civil aviation sector stakeholders as they work to reduce emissions.

2.2 To date, Argentina, Belize, Brazil, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Uruguay and Venezuela have presented and, in some cases, updated their respective action plans.

2.3 The action plans give a view of the basket of selected measures that each country will implement according to its capacity to minimize fuel consumption and thus reduce emissions. The main activities include the modernization of the air operating fleet, the design of more efficient operations, improvements to airport infrastructure and air traffic management by means of procedures that raise the efficiency of route operations and of terminal control (such as PBN implementation with CDO and CCO concepts, PBN STAR, SID PBN, RNP AR APCH with radius to fix and A-SMGS surface operations).

2.4 Due consideration must be given to the proactivity of the region’s operators in modernizing their fleet. According to data from the Latin American and Caribbean Air Transport Association (ALTA), the average age of the main airliners in the region (which accounts for >90%) has fallen by +30% since 2005 and the number of aircraft has risen concurrently by more than 100%. Furthermore, airlines in the

region have put into service more than 800 latest generation aeroplanes since 2005 (at an estimated cost of more than US \$144,000 million at market prices), thus renewing their fleet and retiring old generation aircraft (B757, B727, B737-300/400 and A340). Such renewal has led to a significant reduction in greenhouse gas emissions.

2.5 It is important to mention the drive towards sustainable alternative fuels, in particular initiatives promoted by Brazil to increase the production and use of biofuels and the initiative taken by the Dominican Republic to implement a pilot project on the local production of sustainable alternative fuels in the medium term. In this regard, however, there is a discernible need to connect the various links of the production chain, which requires appropriate public policies and coordinated action by governmental bodies and private initiative in order to achieve sound development of sustainable alternative fuels.

2.6 It is noteworthy that the region's commitment to sustainable alternative fuels was affirmed at ICAO's Second Conference on Aviation and Alternative Fuels (CAAF2), held in 2017 at Mexico City, Mexico. The content of working paper CAAF/2-WP/29 *Progress of the Latin American Region on the Development and Deployment of Alternative Fuels for Aviation*, presented at the conference, was taken into account in the formulation of ICAO's Vision for Sustainable Alternative Fuels.

2.7 Latin American States have begun to incorporate Annex 16, Volume III *Aeroplane CO2 Emissions* in their respective regulations, as is the case of Brazil, which has included Volume III requirements in RBAC38.

2.8 CORSIA has been identified in the region as a major plan for tackling the impacts of climate change at the world level. Accordingly, given the urgent need to regulate the implementation of monitoring, reporting and verification (MRV), several Latin American States such as Argentina, Brazil, Cuba, Mexico and the Dominican Republic, to mention but a few, have issued the relevant regulation, while others, such as those in the Central American region, are drawing up the standard on the basis of Annex 16, Volume IV, as approved.

2.9 The importance of activities encouraged under the ACT-CORSIA initiative must be mentioned, inasmuch as State representatives now have greater knowledge of this plan. Weighty consideration must be given to the benefits of inter-State alliances such as Buddy Partnerships, which have provided customized technical assistance consistent with individual characteristics and capacities.

2.10 It should be stressed that Costa Rica, El Salvador, Guatemala, Jamaica, Mexico and Dominican Republic, Members of LACAC, have shown an interest in participating in the pilot phase of CORSIA.

3. CONCLUSION

3.1 Member States of the Latin American Civil Aviation Commission have promoted mitigation and adaptation activities jointly with all civil aviation stakeholders in order to tackle the effects of climate change.

3.2 Emphasis is laid on the importance of the presentation of action plans voluntarily by States that have begun to implement the entire basket of measures selected for CO2 mitigation, in which the renewal of the fleet, which is one of the newest in the world, the development of alternative fuels and the implementation of new operational measures are weighted.