



**WORKING PAPER**

**ASSEMBLY — 39TH SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 22: Environmental Protection International Aviation and Climate Change – Policy, Standardization and Implementation Support**

**VIEWS OF CANADA ON THE DESIGN OF THE GLOBAL MARKET BASED MEASURE**

(Presented by Canada)

**EXECUTIVE SUMMARY**

Canada is of the view that a single and robust global market-based measure as one element of a basket of measures to address carbon dioxide emissions from international civil aviation will achieve a significantly better environmental outcome at a lower cost than the alternative: a patchwork of State and regional measures.

Canada reiterates the intention to participate from the start of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA), and encourages all States to participate as early as possible and to communicate their intentions prior to the 39th Session of the Assembly.

**Action:** The Assembly is invited to:

- a) note Canada's views on the basket of measures including the design of CORSA.
- b) note Canada's support for the adoption of CORSA.
- c) note Canada's intention to opt-in to CORSA from the outset (2021) assuming the participation of other major aviation states.
- d) Canada's encouragement of all ICAO Member States to indicate their intention participate in CORSA as early as possible and to communicate their intentions prior to the Assembly.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective E, Environmental Protection
<i>Financial implications:</i>	No financial implications.
<i>References:</i>	A39-WP/52

## 1. INTRODUCTION

1.1 Canada has actively participated in discussions at ICAO on addressing the carbon dioxide emissions from international civil aviation through a basket of measures, including on the global market-based measure. From the outset, Canada has stressed the importance of the measure achieving a robust environmental outcome while recognizing the need for both reflecting differences in capabilities and respecting the principle of non-discrimination.

1.2 Canada recognizes the progress achieved to date on the full basket of measures, including the proposed carbon dioxide standard for new airplanes, to achieve in-sector reductions and encourages all states to continue to make progress and to document their actions in their voluntary national action plans. Canada is of the view that a single and robust global market-based measure, as one element of a basket of measures to address the sector's carbon dioxide emissions would achieve a significantly better environmental outcome at a lower cost, than a patchwork of State and regional market-based measures.

## 2. DESIGN ELEMENTS

2.1 Canada recognizes that the draft Assembly Resolution contained in WP/52 is the product of significant efforts at compromise and that the elements only work when taken together as a package. Canada believes that the package is balanced and reflective of the multiple perspectives of various states.

2.2 Canada emphasizes the importance of the incorporation of periodic reviews in the package. Such reviews will help ensure the continued relevance of CORSIA over time, and the ability of ICAO Member States to address any unintended consequences of the CORSIA and to reflect the evolution of the international aviation market over time.

2.3 Canada would like to reiterate its intention to participate in CORSIA from its outset in 2021. This intention was first expressed on June 29, 2016 in the Leaders' Statement on a North American Climate, Clean Energy and Environment Partnership. Canada encourages all ICAO Member States to participate as early as possible in CORSIA and to communicate their intention to do so prior to the Assembly. This timing is important to both provide maximum certainty to industry, and to provide a clear picture of CORSIA's environmental benefits.

2.4 Canada strongly supports access within the scheme to a broad set of high quality emission units to ensure the result is a robust environmental outcome at a reasonable price. Canada stresses that the environmental benefits of CORSIA are directly linked to the quality of the offset credits that are eligible. Committee on Aviation Environmental Protection (CAEP) has made a significant contribution by developing recommended criteria for high quality offsets. Canada supports continued work by CAEP in this area, including the assessment of offset generating programs beyond those implemented under the United Nations Framework Convention on Climate Change.

## 3. CONCLUSION

3.1 Canada invites the Assembly to note:

- a) Canada's views on the basket of measures, including the design of CORSIA;

- b) Canada's support for the adoption of CORSIA;
- c) Canada's intention to opt-in to the CORSIA from the outset (2021) assuming the participation of other major aviation states; and
- d) Canada's encouragement of all ICAO Member States to indicate their intention participate in CORSIA as early as possible and to communicate their intentions prior to the Assembly.

— END —