



**ASSEMBLY — 40TH SESSION**

**EXECUTIVE COMMITTEE**

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

**CENTRAL AMERICAN CONTRIBUTIONS IN THE IMPLEMENTATION OF THE CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION (CORSIA)**

(Presented by the Central American Corporation for Air Navigation Services (COCESNA<sup>2</sup>))

**EXECUTIVE SUMMARY**

This working paper refers to the contribution that the Central American region makes in the implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). An analysis of the importance of participating with developing States such as Guatemala, El Salvador, and Costa Rica from the pilot phase to ensure the completeness and strength of the scheme was made. Although as small countries they do not represent large emissions, their contribution is to cover more routes and compensate the emissions generated.

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

- a) Take note of the information provided;
- b) Encourage ICAO to generate specific assistance programmes for countries most affected by climate change, such as Central America.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective E – Environmental Protection.
<i>Financial implications:</i>	It requires additional financial resources for CORSIA’s implementation.
<i>References:</i>	Resolution A39-03 “Consolidated statement of continuing ICAO policies and practices related to environmental protection – Global Market-based Measure (MBM) scheme”.

**1. INTRODUCTION**

1.1 At the 39th session of the ICAO Assembly, which took place from September 27 to October 7, 2016, ICAO Member States adopted Resolution A39-3 on the Carbon Offsetting and

<sup>1</sup> English and Spanish versions provided by COCESNA.

<sup>2</sup> Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua.

Reduction Scheme for International Aviation (CORSIA) and asked the Council to develop standards and guidance texts for its implementation.

1.2 Paragraph 5 of the resolution states that “Decides to implement a GMBM scheme in the form of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) to address any annual increase in total CO<sub>2</sub> emissions from international civil aviation (i.e. civil aviation flights that depart in one country and arrive in a different country) above the 2020 levels, taking into account special circumstances and respective capabilities”.

1.3 In addition, the Council at its 214th Session adopted the first edition of international standards and recommended practices, environmental protection, Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) (Annex 16, Volume IV to the Convention on International Civil Aviation).

1.4 Since the adoption of Annex 16, Volume IV, ICAO has promoted the ACT-CORSIA initiative to promote different activities and support among States for the implementation of the global scheme.

1.5 According to the *Programa Estado de la Nación* (2011) issued by the National Council of Rectors of Universities in Costa Rica, climate change poses a contradictory situation for Central America as the isthmus is responsible for less than 0.5% of the greenhouse gas emissions (GHG), but at the same time, it is recognised as the most prominent “hot spot” in the tropics, i.e. it might be the most impact-vulnerable area of the world. This shows the severity of the climate crisis and vulnerability of the Central American region due to its geographical location, as well as the economic, social and environmental problems.

1.6 Based on the above and aware of the joint efforts required to improve the environment in international civil aviation and to face climate change, the States of Guatemala, Belize, El Salvador, Honduras, Nicaragua and Costa Rica integrated into the Central American Corporation for Air Navigation Services (COCESNA) and developed the Central American Action Plan to reduce emissions from international civil aviation called CAAPER. Thus, a set of measures enacted by ICAO to improve air traffic management, among others, was applied.

1.7 Similarly, with the commitment to support all efforts aimed at reducing and/or repairing the environmental impacts related to global warming, three States of the Central American Region, Guatemala, El Salvador and Costa Rica, took the initiative to participate from the voluntary phase of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

## 2. ANALYSIS

2.1 The participation of States for the pilot phase (2021 to 2023) and the first phase (2024 to 2026) is voluntary; however, for the second phase, as of 2027, all States that have an individual participation in international aviation activities in 2018 that exceed 0.5% of the total activity, or whose cumulative participation reaches 90% of the total activity will be included.

2.2 Developing countries, small island developing States, and landlocked developing countries are exempt unless they voluntarily offer to participate, as was the case of the three Central American countries mentioned above.

2.3 Given the nature of the design of the mechanism, the more States join CORSIA and the sooner they do so, the more emissions covered, thereby increasing the environmental integrity of the plan. The more emissions are covered, the more units needed, so there will be more opportunities to invest in emission reduction projects, particularly in developing states. At this point, it should be noted that, as of January 15, 2019, 78 States representing 76.93% of air transport have expressed their interest to participate in CORSIA since the pilot phase.

### 3. CONCLUSION

3.1 CORSIA is a global market-based measure designed to offset CO<sub>2</sub> emissions from international aviation to stabilise the levels of these emissions after 2020 (CNG2020). The compensation of CO<sub>2</sub> emissions will be achieved through the purchase and cancellation of emission units of the global carbon market by aircraft operators.

3.2 As mentioned above, notwithstanding the economic limitations of the Central American States within the framework of COCESNA, various efforts have been made to support the work that ICAO has been conducting in the field of Environment and even three of them have joined the voluntary phase, which contributes to meeting the goals of improving the annual 2% of fuel efficiency until 2050 and carbon-neutral growth after 2020 (CNG 2020).

3.3 According to ICAO, the States that participate voluntarily in the pilot phase of CORSIA will have priority in terms of capacity building and assistance, so we expect our States to be part of the specific assistance programmes promoted by ICAO.

### 4. ACTION

4.1 The Assembly is invited to:

- a) Take note of the information provided;
- b) Encourage ICAO to generate specific assistance programmes for countries most affected by climate change, such as Central America.