



ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

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

AFRICAN STATES CONTRIBUTION IN THE IMPLEMENTATION OF CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION (CORSIA) & ASSISTANCE REQUESTED

(Presented by the 54 Member States² of the African Civil Aviation Commission (AFCAC))

EXECUTIVE SUMMARY

This working paper refers to the contribution that African States make in the implementation of the CORSIA, an analysis of the importance for African States participating in the Scheme in the pilot phase to ensure wider coverage of more routes that will generate more offsets. The paper further details the necessity for financial support for the acquisition of a robust system for data capture and management tools for monitoring, reporting and verification (MRV) of CO₂ emissions from international flights through effective collaboration and partnerships with other international organizations.

Action: The Assembly is invited to:

- a) Note the information presented in this working paper;
- b) Support and encourage Member States to participate in CORSIA Pilot Phase in 2021-2023;
- c) Encourage Member States to support and continue to collaborate with ICAO on ACT-CORSIA capacity building initiative for the implementation of Annex 16 Vol. IV;
- d) Encourage Member States to build partnerships on climate change related matters and foster cooperation and knowledge exchange at the regional and global levels;
- e) Encourage Member States to facilitate the registration and accreditation of verifiers on CORSIA;
- f) Support Member States to acquire and implement a robust system for Monitoring, Reporting and Verification (MRV) of data in accordance to ICAO Annex 16 Vol. IV;
- g) Encourage and facilitate Member States to join and participate in the Committee on Aviation Environmental Protection (CAEP);
- h) Instruct Secretary General to facilitate training of verifier on CORSIA for African Member States;
- i) Instruct the Secretary General to provide information to all Member States and facilitate the accreditation of CORSIA eligible emissions units programmes.

¹ English and French versions provided by AFCAC.

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Swaziland, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia and Zimbabwe.

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| <i>Strategic Objectives:</i> | This working paper relates to Strategic Objective E – Environmental Protection. |
| <i>Financial implications:</i> | No financial implication |
| <i>References:</i> | <ul style="list-style-type: none"> • Resolution A39-3 of the ICAO Assembly • The ICAO-EU project Final Report “Capacity Building for CO₂ Mitigation from International Aviation” • Annex 16 Vol. IV • ETM DOC 9501 Vol. IV |

1. INTRODUCTION

1.1 At the 39th session of the ICAO Assembly, ICAO Member States adopted Resolution A39-3 on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and tasked the Council to develop standards and guidance texts for its implementation. The Assembly also decided to implement a Global Market-Based Measures (GMBM) scheme in the form of the CORSIA to address any annual increase in total CO₂ emissions from international civil aviation above the 2020 levels, taking into account special circumstances and respective capabilities.

1.2 Resolution A39-3 of the Assembly acknowledged the progress achieved on all elements of the basket of measures available to address CO₂ emissions from international aviation, including aircraft technologies, operational improvements, sustainable alternative fuels and a GMBM scheme and any other measures that provide the environmental benefits within the aviation sector.

1.3 The Resolution A39-3 also decided that ICAO and Member States take all necessary actions in providing the capacity building and assistance and building partnerships for implementation of the CORSIA from 2020, including the implementation of the MRV system and the establishment of Registries.

1.4 Since the adoption of Annex 16, Vol IV, ICAO has promoted the ACT-CORSIA initiative for capacity building and assistance for States in the implementation of the global scheme. ICAO also organized workshops on CORSIA in all the regions and collaborated with Member States in the ACT-CORSIA capacity building initiative thereby resulting in the voluntary commitment by a number of States in joining CORSIA from the pilot phase.

1.5 The ICAO Secretariat has undertaken significant actions to assist member States in their effort to reduce CO₂ emission from international aviation. Under the ICAO-EU assistance project, twelve³ African member States benefitted from establishment and implementation of aviation environmental system (AES) for international aviation emissions inventories. The system has enabled States to collect and submit robust data on fuel consumption and CO₂ emissions. The system has been upgraded to handle data on CORSIA implementation which needs to be rolled to all Member States.

³ Angola, Burkina Faso, Burundi, Cameroon, Central African Republic, Chad, the Republic of the Congo, the Democratic Republic of the Congo, Equatorial Guinea, Gabon, Kenya, São Tomé and Príncipe.

2. DISCUSSION

2.1 Given the nature of the design of the CORSIA mechanism, the more States join CORSIA and the sooner they do so, the more emissions are covered, thereby increasing the environmental integrity of the plan.

2.2 At this point, it should be noted that, as of 16th July 2019, 81 States representing 76.63% of international aviation activity intend to voluntarily participate in CORSIA from its outset. As of 31st July 2019 thirteen African Member States (representing 23.6% of the 55 African States) have volunteered to participate in CORSIA from its outset. Therefore, African States are encouraged to join CORSIA voluntarily during the pilot phase to experience the implementation challenges and benefits before the mandatory phases.

2.3 Since the Resolution A39-3 was approved in 2016, the ICAO Secretariat in collaboration with Member States and other international organizations have undertaken significant actions to assist Member States in their effort to reduce CO₂ emission from international aviation. The actions include the adoption of Annex 16 Vol. IV in June 2018, development of the environmental technical manual (Doc. 9501) and other associated guidance materials.

2.4 Resolution A39-3 also decided that ICAO and its Member States take all necessary actions in providing the capacity building and assistance and building partnerships for implementation of the CORSIA from 2020. The ACT-CORSIA was then established as part of the ICAO No Country Left Behind campaign. Three AFCAC Member States are amongst the ACT-CORSIA donor States that are providing assistance to recipient States under the ACT-CORSIA Buddy Partnerships. States, including South Africa, Kenya, Nigeria and others are providing assistance under the umbrella of ICAO to fellow African Member States. This highlights the collaboration amongst the African Member States on matters of the environment. Previously, the continent was assisted by States outside the geographical region.

2.5 In addition regional workshops for capacity building and training on CORSIA have been organized since 2016 in different ICAO regions and through ACT-CORSIA. Among the key feedbacks from most of the African Member States are: challenges relating to awareness, technical and human capacity to implement the Annex 16 Vol. IV, establishment of national regulatory framework and availability of verifiers in the region. There is a need to upscale the human and technical capacity in the region to implement this major global initiative. Therefore, this is to request ICAO to provide tailor made technical assistance and capacity building for the implementation of CORSIA in the African region in close collaboration with AFCAC.

2.6 The design and implementation framework for CORSIA depends on the availability of complete and robust data from international aviation activities. To ensure the implementation of Annex 16 Vol. IV Member States are required to collect, monitor and verify accurate data.

2.7 A dedicated software, the Aviation Environmental System (AES), is a monitoring tool developed in the scope of the ICAO-European Union project that has been installed in all the selected States of the project. The system was implemented in the twelve African States. This tool has enabled States to collect data related to traffic and fuel consumption from national air carriers through a standardized format. The system has been upgraded to AES+ to be CORSIA-compatible. Therefore, there is a need to support all Member States to acquire and implement a robust system for Monitoring, Reporting and Verification (MRV) of data in accordance to ICAO Annex 16 Vol. IV.

2.8 The Committee on Aviation Environmental Protection (CAEP) assists the Council in formulating new policies and adopting new Standards and Recommended Practices (SARPs) on environmental issues. In the spirit of “No Country Left Behind” initiative, there is a need for more African members to join the CAEP.

2.9 In accordance with Resolution A39-3, a standing Technical Advisory Body (TAB) was established to work on the Emissions Unit Criteria (EUC) for use by the CORSIA. In order to ensure global implementation of TAB recommendations, there is need for ICAO to disseminate information to all member States and facilitate the accreditation of CORSIA emissions eligible units programmes considering the expected demand for emission units.

3. CONCLUSION

3.1 Based on the importance of CORSIA to achieve the global aspirational goals of environmental protection and in order to ensure wider coverage of more routes, Member States are encouraged to join CORSIA voluntarily during the Pilot Phase to experience the implementation challenges, benefits and be prepared for the mandatory phases.

3.2 Data collection, monitoring, reporting and verifications (MRV) remains a key challenge in most States, in particular developing countries. In order to promote the development of robust system and readiness to address MRV requirements, there is a need to increase capacity building programme on CO₂ emissions reduction, building upon the successful experience of the ICAO-European Union assistance project, and further facilitate States’ access to financial resources, technical expertise and technology transfer.

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