



**WORKING PAPER**

**ASSEMBLY — 40TH SESSION**

**EXECUTIVE COMMITTEE**

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

**CANADA’S VIEWS ON CORSIA IMPLEMENTATION AND CAPACITY BUILDING**

(Presented by Canada)

**EXECUTIVE SUMMARY**

The Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) is now a reality after significant work in a short time frame. It has been a tremendous success thus far but work remains to be completed, and Canada outlines some considerations for future work and highlights the importance of capacity building and training.

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

- a) note Canada’s support for CORSIA as the Global Market Based Measure to address Greenhouse Gas emissions (GHGs) from international aviation and support for capacity building through the ACT-CORSIA initiative;
- b) acknowledge the importance of Member States working with their National Accreditation Bodies, where possible, to enhance availability of accredited verification bodies as soon as possible;
- c) acknowledge the importance of the established review process and encourage Member States to provide input to ICAO on issues encountered during implementation of CORSIA so that additional guidance can be developed;
- d) emphasize the importance of Council approving Emission Unit programmes, and potentially project types, in a timely manner after the conclusion of the TABs first review process; and
- e) note Canada’s encouragement of all ICAO Member States to indicate their intention to participate in CORSIA as early as possible.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective Environmental Protection.
<i>Financial implications:</i>	N/A
<i>References:</i>	Doc 10075, <i>Assembly Resolutions in Force (as of 6 October 2016)</i>

## 1. INTRODUCTION

1.1 Canada is pleased to see the progress that has been made in the development and implementation of CORSIA since the last Assembly. What was only a framework then, is now an implemented global measure. Canada would like to thank all those who have supported the development of CORSIA and all those involved in its implementation around the world. While there has been tremendous success with CORSIA, there is still work to do and together Member States and observers need to maintain the focus on the path set for CORSIA while also maintaining attention on the rest of the basket of measures to ensure continued progress on the path of Carbon Neutral Growth from 2020. Canada encourages Member States who have not yet committed to participating fully from the outset to choose to do so.

## 2. CORSIA IMPLEMENTATION

2.1 The development of CORSIA was a significant undertaking. In particular, the tight timelines for implementation required prioritization of the development of various elements in the CORSIA “package”. This was key to allowing the scheme to start on time. Canada would like to draw attention to a few areas where implementation may yield additional clarity.

2.2 Verification Bodies: Verification is an integral part of CORSIA. However, it takes time to establish the required accreditation infrastructure and procedures for accrediting verification bodies, and as a result, a broad number of accredited verification bodies is not yet available across the globe. Canada urges all Member States to work with their National Accreditation Bodies to establish their own CORSIA accreditation programmes. Member States for whom this is not possible, or who need support, should identify this so potential pathways to increase regional representation of accredited verification bodies can be assessed. Member States who are able should provide support as feasible to this end, and to ensure that operators have access to accurate information on all verification bodies that they can use to meet their obligations.

2.3 Guidance: Canada notes the high quality of the guidance material that has been prepared to date, but also recognizes that the experience of implementation will likely yield many opportunities for improvements in this guidance provided to Member States, operators and other oversight bodies, as well as clarity in how certain CORSIA requirements should be interpreted. Canada intends to continue to share its experiences with its own implementation to support the development of updated guidance. Canada encourages other States to identify issues they have encountered so that CORSIA guidance can be improved.

2.4 Reviews: Canada emphasizes the importance of the incorporation of triennial reviews in the CORSIA Assembly Resolution. Such reviews will help ensure the continued relevance of CORSIA over time, and the ability of ICAO Member States to address any unintended consequences, or inconsistencies in the implementation of CORSIA and to reflect the evolution of the international aviation market over time.

2.5 Eligible Emission Unit Programmes: Canada is pleased to see the work to date on the path to the approval of eligible programmes, and potentially project types, and in particular the establishment of the Technical Advisory Body (TAB) and the start of their work to develop guidance to Council to support its approval process. Having approved programmes, and potentially project types, confirmed well ahead of the start of offsetting obligations on January 1, 2021, is key to allowing Member

States to complete domestic implementation. Canada encourages Member States with relevant programmes generating reductions within their borders to reach out to these programmes so that they be aware of the requirements of CORSIA and the opportunity it represents.

### **3. CANADIAN CORSIA IMPLEMENTATION**

3.1 Canada is fully supportive of CORSIA as the Global Market Based Measure for international aviation. Canada implemented the MRV phase ahead of its start on January 1, 2019 and is working to put in place the remaining requirements ahead of the start of the offsetting phases on January 1, 2021. Canada undertook this two-stage approach due to the tight timelines following the publication of the CORSIA Final Standards and Recommended Practices (Annex 16 Volume IV) in the summer of 2018. Canada's CORSIA regulation can be found at <http://www.gazette.gc.ca/rp-pr/p2/2018/2018-11-28/html/sor-dors240-eng.html>.

### **4. GLOBAL CORSIA IMPLEMENTATION**

4.1 Canada fully supports ICAO in their capacity building initiatives in order to make training available to States that did not have the opportunity to participate in the technical development of CORSIA. Canada believes that in the creation of the CORSIA Assistance, Capacity Building and Training initiative (ACT-CORSIA) to supplement its own CORSIA Workshops in the Regions, ICAO demonstrated creativity and ambition to offer assistance to so many in such little time.

4.2 The engagement of State experts to help deliver ACT-CORSIA is a mutually beneficial approach. Since sectoral growth is the basis for the determination of offsetting obligations, all Member States with air operators that meet the CORSIA emissions applicability threshold depend upon each other to implement a consistent emissions monitoring, reporting and verification framework that will yield the information required on a timely basis.

4.3 Canada is proud to have participated in the first round of ACT-CORSIA and looks forward to continue to do so in the future.

4.4 In the first round of ACT-CORSIA that focused on the preparation of Emissions Monitoring Plans and legal frameworks, Canada, in a partnership with France with whom Canada shares the French language, engaged with countries who are members of the Francophonie. Additionally, Canada assisted several Middle Eastern states in a partnership with both France and Spain where sessions were provided separately in both French and English.

4.5 Although there are many notable benefits to both the ICAO CORSIA Workshops and ACT-CORSIA Missions, Canada would like to highlight the importance of language and relationships. It is our observation that availability of documentation and ACT-CORSIA sessions in the language of the State is both well received, and increases the depth of the engagement and the understanding of the participants during the sessions. In addition, and not necessarily associated with language, many participants were able to communicate with Session leaders for follow-up assistance as implementation evolved.

4.6 Canada intends to continue its involvement in ACT-CORSIA and is supportive of existing relationships while also being open to new ones. Canada recommends that any State who is unsure of how to get involved in ACT-CORSIA to contact the ICAO Secretariat.

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