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EXECUTIVE COMMITTEE

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

ACT-CORSIA AND THE PACIFIC

(Presented by Australia and New Zealand and co-sponsored by Fiji, Indonesia and Samoa)

EXECUTIVE SUMMARY

Australia and New Zealand have commenced domestic implementation of the CORSIA, and have collectively assisted Pacific States to implement the scheme through ACT-CORSIA buddy partnerships. This paper reflects on some of the region's experiences to date in implementing the CORSIA and identifies some future challenges, such as the availability of verification bodies in the Asia Pacific region. Australia and New Zealand encourage all States to continue to support one another to implement CORSIA.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective E – Environmental Protection
<i>Financial implications:</i>	
<i>References:</i>	

1. INTRODUCTION

1.1 Australia and New Zealand have been active participants in Phase I of the ACT-CORSIA initiative, collaborating with 10 'buddy' States across the Pacific.

1.2 Consistent with the 'ICAO No State Left Behind' initiative, Australia and New Zealand believe it is important to provide support to ensure all States have the requisite knowledge and skills in order to be able to effectively implement the CORSIA.

1.3 New Zealand delivered ACT-CORSIA training to Vanuatu, Samoa, Fiji and the Solomon Islands as part of a multi-stop trip across the Pacific from September to October 2018.

1.4 Australia partnered with Brunei Darussalam, Indonesia, Nauru, Papua New Guinea and Sri Lanka, with training provided on separate trips from September 2018 – February 2019. The Australian representative, in partnership with the Indonesian Directorate General of Civil Aviation, hosted a training session in Yogyakarta, Indonesia in December 2018, where representatives from the Civil Aviation Authority of Thailand were also able to participate.

1.5 Australia and New Zealand remained in regular contact throughout the provision of ACT-CORSIA training, and were able to share experiences, insights and questions that arose from training sessions to increasingly tailor and adjust the training delivered, specific to the unique operating environment of the Pacific.

1.6 This paper outlines the observations of Australia and New Zealand from this initial phase of ACT-CORSIA training, and supports further commitments by all ICAO Member States to the ACT-CORSIA initiative.

2. OUTCOMES FROM ACT-CORSIA PHASE I

2.1 Numerous ACT-CORSIA training participants expressed concern about the effects of climate change on their States. For many the impact of climate change is a very real threat to their ongoing existence. If the global community does not address climate change it will have a significant impact on the livelihoods of those that inhabit the Pacific States.

2.2 Both Australia and New Zealand were encouraged by strong interest and engagement in ACT-CORSIA from Pacific States. Training sessions were well attended by representatives from government (aviation, foreign affairs and environment officers), airlines, and industry bodies. There was a general enthusiasm for CORSIA and a recognition of the importance of the scheme in reducing emissions from international aviation.

2.3 The ACT-CORSIA training sessions were important in establishing a healthy dialogue between government and industry on what the CORSIA was, how it would affect operations, and establishing a common understanding of each party's responsibilities under the scheme. Effective dialogue between the administering authority and aeroplane operators is an important principle to CORSIA implementation.

2.4 Through the ACT-CORSIA sessions, it was apparent that airlines from Pacific States generally had a sound understanding of CORSIA. Credit should go to ICAO and IATA for organising CORSIA trainings which have been integral in helping airlines develop this understanding.

2.5 After several training sessions, common themes of issues and questions were identified in the training sessions, such as the eligibility of flights between countries that are, and are not, participating in the voluntary phases, as well as training of verification and accreditation bodies, and their availability to the Asia Pacific. On establishing common enquiries from ACT-CORSIA States, the trainers were able to seek clarification from ICAO and communicate which areas of CORSIA implementation were concerning participating States.

2.6 The ACT-CORSIA training sessions were also a valuable opportunity for States to learn from each other's experiences and methods for implementing CORSIA in their own domestic environment. For example, each State was concerned with how to establish a compliance mechanism for

airline CORSIA participation. For many, the idea of creating regulations or legislation was unrealistically resource intensive, and not feasible in the time remaining before the commencement of baseline monitoring. By sharing other alternative approaches to CORSIA compliance (Australia is using an established international licencing mechanism, New Zealand has agreed a Memorandum of Understanding with their airline for gathering the baseline information required for 2019 and 2020), States were able to understand the suite of compliance options available to them.

3. CHALLENGES IDENTIFIED IN ACT-CORSIA PHASE I

3.1 While there is strong support and engagement in the Pacific for CORSIA, there is often a scarcity of resources available to administer the scheme. Where some developed States may have entire teams of officers working on CORSIA, many smaller Pacific nations will be limited to one officer, who will likely hold several other responsibilities. These States will face increasing resourcing pressures in implementing the requirements of the CORSIA (especially as the scheme progresses) and any changes in personnel could result in significant loss of corporate knowledge within their organisations.

3.2 Australia and New Zealand join other Pacific States in their concern regarding the general availability of verification bodies for the CORSIA, and specifically in the Asia Pacific. As at 28 May 2019, there are 22 verification bodies available worldwide to perform verification services for the hundreds of aeroplane operators that are participating in CORSIA. For Pacific States, given the comparative size of their airline operations, they are likely to face barriers to accessing verification bodies.

3.3 Many of the Pacific States will have a single aeroplane operator participating in the CORSIA. A common concern in many training sessions is the potential for accidental disclosure of the commercially sensitive emissions data aeroplane operators have to supply to ICAO (through their administering authority). ICAO should give consideration through future ACT-CORSIA phases as to how it can better address or mitigate these concerns.

4. FUTURE WORK

4.1 Australia and New Zealand have valued the role that ACT-CORSIA has had in bringing the Pacific region together to implement CORSIA monitoring, reporting and verifying requirements. The experience has reaffirmed the importance of all Member States remaining committed to CORSIA as the market based mechanism to address international aviation carbon emissions complementing the existing technology, operations and infrastructure measures.

4.2 As the CORSIA progresses and the requirements on States and aeroplane operators become more onerous, it will remain vital for States to continue to actively participate in ACT-CORSIA, taking into account available resources, to ensure no State is left behind.