



## ASSEMBLY — 42ND SESSION

### EXECUTIVE COMMITTEE

#### Agenda Item 16: Environmental Protection – International Aviation and Climate Change

#### ASPIRATIONAL COMMITMENT TO CARBON NEUTRALITY IN COCESNA'S CORPORATE OPERATIONS BY 2030, "CNC 2030"

(Presented by Belize on behalf of the Member States of COCESNA<sup>2</sup>)

#### EXECUTIVE SUMMARY

The Central American Corporation for Air Navigation Services (COCESNA) is an international organization for Central American integration, founded more than 65 years ago. It has since supported the development of aviation in the region and compliance with the international commitments undertaken by its Member States as signatories of the 1944 *Convention on International Civil Aviation*, known as the Chicago Convention.

In response to the imperative of environmental protection, COCESNA has led important efforts in the region and beyond, in particular assisting its Member States in the preparation of the working papers and specialist technical documents submitted to working groups of the Latin American Civil Aviation Commission (LACAC), ICAO and other specialized fora of the international aviation sector.

It is important to also note the on-going support of the European Union Aviation Safety Agency (EASA), Services and Studies for Air Navigation and Aeronautical Safety (SENASA) and the Spanish State Agency for Air Security (AESA), throughout the two phases of the EU-LAC-APP project, particularly in the implementation of the CORSIA timeline, new technologies and trends related to avian and wildlife hazards, and sustainable and lower carbon aviation fuels.

Consistent with these efforts, COCESNA has set itself an aspirational commitment to carbon neutrality in its corporate operations by 2030, called "CNC 2030". In this new venture, it has the support of the Central American Commission on Environment and Development of the Central American Integration System (SICA), through technical and financial cooperation with the Taiwan Province of China, as part of the regional climate risk management project.

This commitment underpins our corporate efforts to make our operations responsible and efficient, out of respect for humanity's natural heritage, located as we are in one of the planet's most biodiverse regions.

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

- a) note the information in this working paper; and
- b) request the timely support of the ICAO Secretariat in helping to coordinate bilateral, multilateral and South-South technical and financial resources for the execution of this initiative.

<sup>1</sup> Spanish version provided by Belize.

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

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|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Strategic Goals:</i>        | This working paper relates to the Strategic Goals – <i>Aviation is Environmentally Sustainable, The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All and Aviation Delivers Seamless, Accessible, and Reliable Mobility for All</i>                                                             |
| <i>Financial implications:</i> |                                                                                                                                                                                                                                                                                                                                                                 |
| <i>References:</i>             | Resolution A 41-21, <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection — Climate change</i><br>Resolution A41–22, <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection — Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)</i> |

## 1. INTRODUCTION

1.1 The Central American Corporation for Air Navigation Services (COCESNA) is an International Organization for Central American Integration, non-profit and public service, with legal status and financial autonomy, created on 26 February 1960 and governed by a Board of Directors, which is its highest collegiate body composed of representatives of the signatory States of its Constitutive Agreement. COCESNA was established with well-defined objectives and for the purpose of complying jointly with the international commitments in respect of civil aviation undertaken as signatory countries of the Convention on International Civil Aviation of 1944, known as the Chicago Convention.<sup>3</sup>

1.2 COCESNA has always firmly supported the commitments made by its Member States in compliance with ICAO resolutions, including those related to the environment and climate change, given the particular vulnerability of the Central American region to the effects of climate change.

1.3 An example of this commitment is the adoption at the 41st ICAO Assembly of the ICAO Long-Term Aspirational Goal (LTAG) of net-zero carbon emissions from international aviation by 2050, in support of the Paris Agreement's temperature target. This landmark agreement reinforces ICAO's leadership on international aviation and climate change.

1.4 Thanks to the support of EASA, SENASA and AESA for the EU-LAC-APP project, more than 20 conferences have been organized on CORSIA, avian and wildlife hazards and sustainable fuels, bringing together hundreds of subject matter experts in the Ibero-American international aviation sector.

1.5 In this regard, the strategic plan of COCESNA embraces the various global efforts and, more particularly, the regional efforts led by the Central American Commission on Environment and Development (CCAD), aimed at reducing the negative impacts of its operations on ecosystems.

1.6 COCESNA's Social and Environmental Responsibility Policy is built around four themes. One of the themes, AMBIENTARTE on the protection of natural resources and addressing climate change, promotes actions to improve environmental performance through the reduction of CO<sub>2</sub> emissions, energy and water efficiency and waste reduction its business activities.

<sup>3</sup> Taken from COCESNA's history, <https://cocesna.org/en/history/https://cocesna.org/site/historia/>

1.7 Through corporate investments for the optimization and oversight of upper airspace, COCESNA has managed to achieve a reduction of more than 3.6 million nautical miles since 2020, which translates into fuel savings equivalent to more than 60,000 tons of CO<sub>2</sub> and other greenhouse gases.

1.8 In keeping with these endeavours, and in the light of the experience gained in supporting its Member States, and notably the State of Guatemala in its leadership of the macro-environmental efforts of the Latin American Civil Aviation Commission (LACAC), between 2010 and 2024, COCESNA submitted more than 50 working papers to the LACAC ad hoc group and the LACAC assemblies, as well as to the regular sessions of the 38th, 39th, 40th and 41st Assemblies of ICAO.

1.9 COCESNA has now made an aspirational commitment to carbon neutrality in its corporate operations by 2030, called “CNC 2030”. In this new venture, it has the support of the Central American Commission on Environment and Development of the Central American Integration System (SICA), through technical and financial cooperation with the Taiwan Province of China, as part of the regional climate risk management project.

## **2. DISCUSSION**

2.1 COCESNA is a practical example of what can be achieved by setting common objectives for the development of the aviation sector in the region. It has contributed to regulatory harmonization, aviation safety and security, economic growth, improved services, efficiency and environmental protection.

2.2 The participation of COCESNA through its Member States has transcended the region’s borders, and its technical positions and working papers have brought the issue of the environment and climate change into focus from the standpoint of developing countries and those that are more vulnerable to the impacts of extreme natural phenomena.

2.3 With this initiative, COCESNA reaffirms its commitment to its Member States and the global community, and its vision for the protection of our global natural heritage together with the resulting goods and services, as well as its pride in belonging to one of the most biodiverse regions on the planet.

2.4 The European Union, with the support of EASA, AESA and SENASA in the EU-LAC-APP project, has strengthened its cooperation on environmental issues as a means of caring for and protecting the planet’s environmental heritage, particularly in the Central American region with its characteristic megadiversity.

2.5 While COCESNA has made significant investments in aviation infrastructure, energy transition and operational systems in order to optimize its operations and services, it feels justified in seeking greater assistance in technology transfer and knowledge management from the more developed economies.

2.6 As part of the Central American Integration System, COCESNA collaborates with the various bodies of the sector, and particularly with the Central American Commission on Environment and Development, on standard-setting and metrics for carbon emissions and applicable neutrality mechanisms in line with the nationally determined contributions of its Member States for reducing greenhouse gas emissions, all with the technical support of the Taiwan Province of China.

2.7 The care and protection of ecosystems and the necessary mitigation of and adaptation to climate change are issues that must be addressed in collaboration with the developed world, in order to fulfil the commitments made at the various Conferences of the Parties. This is especially relevant to the international aviation sector, whose anthropogenic contribution is minimal but has a significant impact on the atmosphere, which knows no borders or divisions.

### 3. CONCLUSIONS

3.1 COCESNA has demonstrated that regional collaboration can boost the development of the aviation sector, improving safety, efficiency and environmental protection. Its commitment transcends borders, addressing climate change from the perspective of developing countries and collaborating with international bodies to reduce carbon emissions and protect the environment.

3.2 The aspirational commitment to carbon neutrality in COCESNA's corporate operations by 2030 is an initiative that foregrounds the interests and challenges of the Central American region, as one of the most biodiverse regions on the planet and one of the most vulnerable to the extreme natural phenomena of global warming and climate change.

3.3 It is important to define the role of bilateral, multilateral, triangular and South-South cooperation in order to maximize results and attain the objectives set out in the Paris Agreement, the Long-Term Aspirational Goal (LTAG) and CNC 2030.

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