



WORKING PAPER

ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

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

PROGRESS ON AVIATION ENVIRONMENTAL PROTECTION IN THE COOPERATIVE REPUBLIC OF GUYANA

(Presented by Guyana)

EXECUTIVE SUMMARY

This working paper examines Guyana's efforts to comply with ICAO's environmental protection mandates and discusses the need for ICAO to accommodate the limited capacity of small States.

Action: The Assembly is invited to:

- a) Recommend ICAO's continued provision of capacity-building and technical assistance to developing States; and
- b) Request ICAO to continually recognize and adjust for the minimal CO₂ contributions of small States to global CO₂ emissions level, bearing in mind their vulnerability to the effects of climate change.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective E – Environmental Protection
<i>Financial implications:</i>	N/A
<i>References:</i>	<ul style="list-style-type: none">• ICAO Annex 16, Volume IV – <i>Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)</i>

1. INTRODUCTION

1.1 The Cooperative Republic of Guyana commends ICAO's significant progress in working towards reducing the adverse effect of international aviation on the environment.

1.2 In particular, ICAO's State Action Plan initiative and the global market-based Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) are key strategic actions toward achieving its environmental goals.

1.3 Therefore, this working paper presents Guyana's progress in complying with ICAO's environmental protection mandates and shares the experience of small States on their implementation efforts.

2. DISCUSSION

2.1 Guyana is classified as a Small Island Developing State (SIDS) and is a small territory with a land area of 214,969 square kilometres. Guyana's air transport industry is comparatively small as well.

2.2 In accordance with ICAO Assembly Resolutions A39-2 and A39-3, Guyana developed and submitted its State CO₂ Action Plan in July 2018. The development of the Action Plan was undertaken via a collaborative approach through the setup of a multidisciplinary and multi-agency National Aviation Environmental Working Group (NAEWG).

2.3 Additionally, despite Guyana's classification as a SIDS country, Guyana has pledged its commitment to participate in the pilot phase of the CORSIA.

2.4 Currently, CO₂ emissions from Guyana-based carriers for 2018 were less than 300 metric tonnes. This figure highlights Guyana's minimal contribution to the current level of global CO₂ emissions.

2.5 Nevertheless, Guyana fully supports ICAO's efforts and has participated in the Assistance, Capacity-building and Training on CORSIA (ACT-CORSIA) Buddy Partnership.

2.6 Additionally, Guyana has moved to create a legal basis to comply with CORSIA's requirements by developing standalone regulations to encapsulate the provisions of Annex 16, Volume IV.

2.7 Running concurrent to these efforts, the government of Guyana is moving toward a 'Green State' via the development and implementation of a multi-sectoral Green State Development Strategy which aims to reorient and diversify Guyana's economy around principles of sustainability.

2.8 It is our position that ICAO should continue to recognize small States' vulnerabilities to the effects of climate change and their limitations in ensuring environmental security. These limitations manifest in areas such as lack of technological capacity, inadequate human capital and financial constraints. Therefore, ICAO and developed States must not ignore the non-participation of SIDS in CORSIA or the non-submission/completion of SIDS CO₂ Action Plan, but continue to encourage and lend assistance to ensure that no country is left behind.

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