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## WORKING PAPER

### ASSEMBLY — 41ST SESSION

#### EXECUTIVE COMMITTEE

#### Agenda Item 18: Environmental Protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

#### PROGRESS ON AVIATION ENVIRONMENTAL PROTECTION ACTIVITY ENGAGEMENT IN THE COOPERATIVE REPUBLIC OF GUYANA

(Presented by Guyana and supported by Argentina, Costa Rica, El Salvador,  
Dominican Republic, Guatemala, Panama and Uruguay)

#### EXECUTIVE SUMMARY

This working paper presents an update on Guyana's endeavours with respect to CORSIA implementation and deliberates the need for ICAO to continue in its capacity building efforts for small and developing States.

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

- a) request ICAO to continually recognize and adjust for the minimal CO<sub>2</sub> contributions of small States to global CO<sub>2</sub> emissions level, bearing in mind their vulnerability to the effects of climate change; and
- b) recommend ICAO's continued provision of capacity-building and technical assistance to developing States.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective – <i>Environmental Protection</i>
<i>Financial implications:</i>	N/A
<i>References:</i>	Annex 16, Volume IV – <i>Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)</i>

## 1. INTRODUCTION

1.1 The Cooperative Republic of Guyana recognizes ICAO's continued strides in progressing the Organization's environmental protection initiatives and lauds all of the progress made in this regard.

1.2 In particular, it must be noted that environmental issues, such as climate change, are known to have a tangible impact on Small Island Developing States (SIDs) such as Guyana. And as such, ICAO's State Action Plan initiative and the Carbon Offsetting Scheme for International Aviation (CORSIA) are of critical importance.

1.3 Consequently, this working paper highlights Guyana's progress in contributing to ICAO's environmental protection programmes and shares on the experience of small States on their implementation.

## 2. DISCUSSION

2.1 Guyana is a Small Island Developing State (SID), with a relatively small land area of 214,969 square kilometres and a small population as well – the official population count via the last 2012 census had centred the population size at around 747,000 persons (measured in 000's). Guyana also features a relatively small, yet growing, international air transport market. Moreover, international air traffic levels also suffered an unprecedented downward trend as a result of local, regional and global COVID-19 related air travel restrictions. International passenger traffic for Guyana were 751,631, 205,085 and 399,483 in the years 2019, 2020 and 2021 respectively.

2.2 Guyana developed and submitted the first iteration of its State CO<sub>2</sub> Action Plan in July 2018 in line with ICAO Assembly Resolutions A39-2 and A39-3, this was undertaken in a multi-agency collaborative format and was greatly assisted by ICAO's efforts from their No Country Left Behind (NCLB) capacity building initiative. Further, Guyana's State Action Plan completed its three-year cycle in June 2021. Key engagements were held with the ICAO South American (SAM) Regional Office as well as local stakeholders for the review and subsequent updating of the Action Plan. As a result of these efforts, Guyana was able to submit an updated Action Plan via the Actions Plan for Emissions Reductions (APER) portal in July 2021 in accordance with ICAO Assembly Resolutions A40-18.

2.3 Also, despite Guyana's negligible international CO<sub>2</sub> emissions level from Guyana-based carriers, Guyana formally opted in to participate in the CORSIA Pilot Phase. Currently, within Guyana there exists two small operators only which are approved to conduct international commercial flights, and these are primarily done within the region to neighbouring countries.

2.4 Notwithstanding this, Guyana seeks to remain compliant with ICAO's environmental protection programmes and so has availed itself of ICAO capacity building initiatives in this regard. Guyana has participated in ICAO's Assistance, Capacity-building and Training on CORSIA (ACT-CORSIA) Buddy Partnership. As a result of this, Guyana had received direct training from the ICAO Technical Environment Expert as part of an Italy-Guyana Buddy partnership.

2.5 Additionally, Guyana has availed itself of the European Union's (EU) invitation to participate in its Capacity building for CO<sub>2</sub> mitigation from international aviation Africa and the Caribbean (CORSIA Africa and the Caribbean) project. The project will run from 2021 to 2024 and it aims to promote the mitigation of greenhouse gas emissions from the civil aviation sector in Africa and

Caribbean States, via the provision of assistance in the implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA). The project consists of multiple capacity building workshops and meetings.

2.6 Guyana has also been supported by CORSA-related training coordinated by the Caribbean Aviation Safety and Security Oversight System (CASSOS) office via their collaboration with ICAO and other country partners.

2.7 Guyana has moved to create a legal basis to comply with CORSA's requirements by developing standalone regulations to encapsulate the provisions of Annex 16, Volume IV. These regulations are in draft form and are awaiting Ministerial review.

2.8 Notably, Guyana is pursuing a vision for inclusive sustainable development via the creation of a low-carbon economy through its long-term Low Carbon Development Strategy (LCDS) 2030. This initiative is centred around several objectives which aim to protect ecosystems against climate change while maintaining alignment with global climate goals. Guyana's LCDS is an excellent model of small States' action in combatting climate change.

### 3. CONCLUSION

3.1 It is Guyana's position that ICAO should continue to recognize small States' minor contributions to the drivers of climate change, while being highly vulnerable to its impacts as well as their limitations on addressing this. These limitations manifest in areas such as lack of technological capacity, inadequate human capital and financial constraints. Meanwhile, effects such as changing weather patterns, increased torrential rainfalls and coastal flooding leading to agricultural cash crop losses are being experienced.

3.2 The Assembly is invited to:

- a) recommend ICAO to continue providing capacity-building and technical assistance to small States;
- b) request ICAO to continually recognize and adjust for the limited contributions of small States to CO<sub>2</sub> emissions level, while noting their willingness to support environmental protection initiatives.

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