



WORKING PAPER

ASSEMBLY — 41ST SESSION

EXECUTIVE COMMITTEE

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

PROMOTION OF CORSA VERIFICATION BODIES IN DEVELOPING COUNTRIES

(Presented by Argentina, supported by three LACAC
Member States: Costa Rica, Ecuador and the Dominican Republic)

EXECUTIVE SUMMARY

This working paper outlines the progress achieved by the Argentine Republic in implementing the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA). Moreover, it points to problems faced by local aeroplane operators owing to the non-existence of verification bodies in South America. Verification is therefore a costly and complicated process that hinders compliance with the CORSA standards set by ICAO.

Action: The Assembly is invited to:

- a) take note of the information presented;
- b) take into account the progress of the Argentine Republic in protecting the environment, and the initiatives taken to comply with the CORSA standards set by ICAO;
- c) continue to build the capacities of States, in particular developing States, to enable them to be successful in implementing CORSA; and
- d) promote the formation of certified verification bodies in developing countries in general, and in South America in particular, so that aeroplane operators will be able effectively to comply with CORSA-derived standards.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective – <i>Environmental Protection</i>
<i>Financial implications:</i>	Additional financial resources are required in order to implement environmental initiatives
<i>References:</i>	Assembly Resolution A39-3, <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection – Global Market-based Measure (MBM) scheme</i> Assembly Resolution A40-18, <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change</i> Assembly Resolution A40-19, <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)</i>

¹ Spanish version provided by Argentina

	<p>Annex 16 — <i>Environmental Protection</i>, Volume IV — <i>Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)</i>, Chapter 2 Doc 9501, <i>Environmental Technical Manual</i>, Volume IV — <i>Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)</i> ISO 14064-3:2006, <i>Greenhouse gases – Part 3: Specification with guidance for the validation and verification of greenhouse gas assertions</i> ISO 14065:2013, <i>Greenhouse gases – Requirements for greenhouse gas validation and verification bodies for use in accreditation or other forms of recognition</i></p>
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1. INTRODUCTION

1.1 The Chicago Convention (1944) stipulates in its preamble that international air transport services may be established on the basis of equality of opportunity.

1.2 In 2016, the ICAO Assembly approved Resolution A39-3 in which it decided to implement a global market-based measure (MBM) scheme. It comprises the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) as part of a set of measures that include, moreover, aircraft technology improvements, operational improvements and sustainable aviation fuels (SAF) in order to achieve ICAO's global aspirational goals.

1.3 In 2019, that Resolution was superseded by Resolution A40-18, which pursues the same objectives. Moreover, it “further encourages States to submit voluntary action plans outlining respective policies and actions, and annual reporting on international CO₂ emissions to ICAO”.

1.4 In December 2021, the Argentine Republic submitted to ICAO an updated Action Plan, in which CO₂ emissions from international flights were calculated, as indicated in *Guidance on the Development of States' Action Plan on CO₂ Emissions Reduction Activities* (Doc 9988), in addition to emissions from domestic flights and from airports. Commitment to the development of aviation and environmental protection was thus reaffirmed.

1.5 In 2018, the Federal Aviation Administration (FAA) of the United States of America organized CORSIA implementation training for Argentine authorities within the purview of the ACT-CORSIA Buddy Partnerships.

1.6 The first step that States must take in order to comply with CORSIA is to implement the Monitoring, Reporting and Verification (MRV) system for CO₂ emissions from international flights.

1.7 The MRV process comprises three steps:

- 1) monitor the fuel consumption of each flight and calculate CO₂ emissions;
- 2) report CO₂ emission data between aeroplane operators, States and ICAO; and
- 3) verify reported emission data in order to ensure integrity and avoid erroneous reporting.

2. BACKGROUND

2.1 In 2019, the National Civil Aviation Administration (ANAC) issued Resolution 204-E/2019 establishing the *Regulations on the implementation of the Monitoring, Reporting and Verification (MRV) Plan under the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*.

2.2 Paragraph 3.4 of the Regulations stipulates that the aeroplane operator shall submit to the Civil Aviation Authority a copy of the verified emissions report and a copy of the associated verification report by 31 May in the calendar year which follows the reporting period.

2.3 Furthermore, in accordance with the provisions of Chapter 4 of the abovementioned Regulations, the aeroplane operator is required to commission a verification body to verify the emissions report, and that verification body must be certified to the ISO 14065:2013 standard, pursuant to the provisions of ICAO's Standards and Recommended Practices (SARPs).

2.4 In Argentina (as in the other South American countries), no registers currently attest to the existence of verification bodies certified to the ISO 14065:2013 standard.

2.5 Owing to the pandemic declared by the World Health Organization (WHO) following the emergence of the SARS-CoV-2 virus (COVID-19), which spread worldwide, international air transport operations were drastically reduced from the first few days of March 2020 as a result of restriction measures adopted by various States. Against that backdrop, ANAC approved Resolution 157/2020 deferring the deadline set in paragraph 3.4 of the *Regulations on the Implementation of the Monitoring, Reporting and Verification (MRV) Plan*.

2.6 As a consequence of the COVID-19 pandemic, aeroplane operators attributed to the Argentine State were obliged to cancel visits by foreign verification bodies. This raised a number of problems with regard to the conduct of verifications (which had to be performed remotely) and to compliance with Annex 16 deadlines by operators and the Argentine State with respect to ICAO.

2.7 In addition to the deferral of the deadlines set for completion of the verification audits, the costs borne by aeroplane operators in complying with the ICAO-required procedure are considerably high, as there are no verification bodies in South America.

2.8 Despite these difficulties, ANAC submitted to ICAO in 2020 and 2021 the verified reports of aeroplane operators attributed to the Argentine State, in accordance with CORSIA standards.

3. DISCUSSION

3.1 The only Latin American countries in which there are currently ICAO CORSIA-accredited verification bodies are Mexico (Standardization and Certification Association A.C., Ruby Canyon México S.A. de C.V. and Áddere Solutions S.C.) and Costa Rica (Institute of Technical Standards of Costa Rica (INTECO)). For their part, aeroplane operators in the Argentine Republic and in the other South American countries do not have the option of selecting verification bodies located within the region.

3.2 The non-existence of verification bodies in South America and the dearth of such bodies in Latin America raise costs and complicate the verification process, hindering compliance with the CORSIA standards set by ICAO. Accordingly, if ICAO were to promote the formation of new verification bodies in South America, regional aeroplane operators would meet verification deadlines and reduce associated costs much more easily.

4. **PROPOSED ACTION**

4.1 The Assembly is invited to:

- a) take note of the information presented;
- b) take into account the progress of the Argentine Republic in protecting the environment, and the initiatives taken to comply with the CORSIA standards set by ICAO;
- c) continue to build the capacities of States, in particular developing States, to enable them to be successful in implementing CORSIA; and
- d) promote the formation of certified verification bodies in developing countries in general and in South America in particular, so that aeroplane operators will be able effectively to comply with CORSIA-derived standards.

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