



**Agenda Item 4A: Initiatives for the development and sustainability of air transport in the Region
(Declaration to promote Connectivity through the Development and Sustainability of Air Transport in the Pan American Region – Vision 2020-2035
and goals of the A41)**

PROMOTION OF CORSIA VERIFICATION BODIES IN THE SAM REGION

(Presented by Argentina)

SUMMARY

This working paper outlines the progress achieved by Argentina in implementing the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). It also describes the problems faced by local aircraft operators due to the absence of verification bodies in South America. This makes verification a costly and complicated process, impairing compliance with the CORSIA standards set by ICAO.

The Meeting is invited to:

- a) take into account the progress made by Argentina in protecting the environment, and the initiatives taken to meet the CORSIA standards set by ICAO; and
- b) create a forum for joint work and exchange of experiences among South American States on the CORSIA verification bodies, with a view to submitting a report to the ICAO Council.

References:

1. Annex 16 — *Environmental Protection*, Volume IV — *Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*, Chapter 2.
2. Assembly Resolution A39-3, *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Global Market-based Measure (MBM) scheme*.
3. Assembly Resolution A40-18, *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change*.
4. Assembly Resolution A40-19, *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*.
5. Doc 9501, *Environmental Technical Manual*, Volume IV — *Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*.
6. ISO 14064-3:2006, *Greenhouse gases – Part 3: Specification with guidance for the validation and verification of greenhouse gas assertions*.
7. ISO 14065:2013, *Greenhouse gases – Requirements for greenhouse gas validation and verification bodies for use in accreditation or other forms of recognition*.

ICAO strategic objectives:

This working paper relates to Strategic Objective E – *Environmental Protection*.

1. Background

1.1 The Chicago Convention (1944) stipulates in its preamble that international air transport services must be established on the basis of equal opportunities.

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

1.3 In 2019, that Resolution was superseded by Resolution A40-18, pursuing the same objectives, and adding that 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, Argentina submitted to ICAO an updated action plan, in which CO₂ emissions from international flights were calculated, in accordance with *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 provided training on CORSIA implementation for Argentine authorities within the framework of the ACT-CORSIA Buddy Partnerships programme.

1.6 The first step that States must take under 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) share CO₂ emission data among aircraft operators, States and ICAO; and 3) verify the reported emission data to ensure integrity and avoid misstatements.

1.8 In 2019, the national civil aviation administration (ANAC) issued Resolution 204- E/2019 establishing the *Regulations for the implementation of the Monitoring, Reporting and Verification (MRV) Plan under the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*.

1.9 Paragraph 3.4 of the Regulations stipulates that the aircraft operator shall submit to the CAA a copy of the verified emissions report and a copy of the associated verification report by 31 May of the calendar year following the reporting period.

1.10 Furthermore, in accordance with the provisions of Chapter 4 of the aforementioned Regulations, the aircraft operator is required to engage a verification body to verify the emissions report, and that verification body must be certified under ISO 14065:2013 standards, in line with the provisions of ICAO standards and recommended practices (SARPs).

1.11 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 standards.

1.12 Due 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 drastically dropped as of early March 2020 as a result of restrictions adopted by various States. Against that backdrop, ANAC approved Resolution 157/2020 deferring the deadline set in paragraph 3.4 of the *Regulations for the Implementation of the Monitoring, Reporting and Verification (MRV) Plan*.

1.13 As a consequence of the COVID-19 pandemic, aircraft operators attributed to Argentina were obliged to cancel visits by foreign verification bodies. This created a number of problems with regard to the conduction of verifications (which had to be performed remotely) and to compliance by operators with Annex 16 deadlines and by Argentina with respect to ICAO.

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

1.15 Despite these difficulties, ANAC submitted to ICAO in 2020, 2021 and 2022 the verified reports of aircraft operators attributed to Argentina, in compliance with CORSIA requirements.

1.16 Argentina presented a paper on this issue at the 41st ICAO Assembly, which was supported by several countries, allowing the discussion to be referred to CAEP Working Group 4.

2. Discussion

2.1 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).

2.2 The absence of verification bodies in South America and the scarce supply of such services in Latin America raise costs and complicate the verification process, hindering compliance with the CORSIA standards set by ICAO.

3. Action suggested

3.1 The Meeting is invited to:

- a) take into account the progress made by Argentina in protecting the environment, and the initiatives taken to comply with the CORSIA standards set by ICAO; and
- b) establish a forum for joint work and exchange of experiences among South American States on the CORSIA verification bodies, with a view to submitting a report to the ICAO Council.