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EXECUTIVE COMMITTEE

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

CORSIA IMPLEMENTATION IN MEMBER STATES OF THE CARIBBEAN AVIATION SAFETY AND SECURITY OVERSIGHT SYSTEM (CASSOS)

(Presented by the Caribbean Aviation Safety and Security Oversight System (CASSOS)¹)

EXECUTIVE SUMMARY

This paper provides a summary of the level of CORSIA Implementation in CASSOS Member States. Considering the devastating effects that climate can have on vulnerable Small Island Developing States (SIDS) the importance of taking action is essential. CORSIA provides an opportunity for Member States to act.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective E – Environmental Protection
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<i>Financial implications:</i>	Financial resources will be required for CORSIA Implementation.
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<i>References:</i>	Assembly Resolution A39-3, Annex 16, Vol. IV
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1. INTRODUCTION

1.1 The 39th ICAO Assembly adopted Assembly Resolution A39-3, a consolidated statement of continuing ICAO policies and practices related to environmental protection. By doing so, the first global market-based measure for the aviation sector was endorsed for implementation- Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). CORSIA is a complementary element of a broader basket of measures to assist ICAO and its Member States to achieve the aspirational goal of

¹ The CASSOS is an institution of the Caribbean Community (CARICOM). It is comprised of the following Member States: Barbados, Guyana, Haiti, Jamaica, the OECS (note that the Eastern Caribbean Civil Aviation Authority provides oversight to Antigua and Barbuda, Dominica, St. Kitts and Nevis, St. Lucia, St. Vincent and the Grenadines), Suriname and Trinidad and Tobago.

carbon-neutral growth from 2020 onwards. The broader basket of measures includes aircraft technology, operational improvements, and sustainable aviation fuels (SAFs).

1.2 Recognising that climate change is truly a global problem which cuts across sectors and national boundaries any initiative at the global level to mitigate against and or adapt to the challenges are welcome as climate change cannot be tackled in isolation. Small Island Developing States (SIDS) like those in the Caribbean region are particularly vulnerable to the impacts of climate change. The effects of the 2017 hurricane season remains vivid in the minds of many as they are reminded of the devastation that extreme weather events can cause in our region. Homes, roads and aviation infrastructure including runways and airports were heavily damaged. As is well documented, international aviation plays a vital role in the economy of States in the Caribbean as tourism and trade are considered crucial economic drivers for sustaining the livelihoods of our local communities.

1.3 ICAO's leading role in shaping the response of its Member States to the impact of greenhouse gas (GHG) emissions, especially CO₂, and the growing impact of aviation on climate and vice versa is a step in the right direction. In June 2018 the ICAO Council adopted Annex 16 Vol IV (to the Chicago Convention) which outlines the Standards and Recommended Practices and guidance materials that will guide State actions when implementing CORSIA. These documents focus on the Monitoring, Reporting and Verification (MRV) system, the Emissions Unit Criteria (EUC) and the CORSIA Central Registry within ICAO.

2. CORSIA EXPLAINED

2.1 With the anticipated growth in international aviation CORSIA was developed to address the expected increase in total CO₂ emissions which are projected to be above the 2020 levels. The average level of CO₂ emissions from international aviation covered by CORSIA between 2019 and 2020 will form the baseline for carbon neutral growth from 2020 onwards. It is against this baseline that future emissions will be compared. In order to calculate the CORSIA baseline accurately, all aeroplane operators conducting international flights are required to undertake the monitoring, reporting and verification (MRV) of CO₂ emissions from 1st January 2019. In order to meet their offsetting requirements, air operators will purchase emissions units from the carbon market under strict guidelines.

2.2 CORSIA will be implemented in three phases:

- a) Pilot phase (2021-2023);
- b) First phase (2024-2026): (the pilot and first phases are considered voluntary); and
- c) Second phase (2027-2035): all States except exempted States are expected to participate. Despite this exemption, it is hoped that all States including Caribbean SIDS will participate in the CORSIA from the outset.

2.3 CORSIA will use a route-based approach to calculate emissions offsets for each air operator. From 2021 onwards, the sector's offsetting requirements for a year will be the difference between international aviation CO₂ emissions covered by CORSIA in that year and the baseline emissions for that same year. From 2021 onwards, the CO₂ offsetting requirements for each air operator is calculated and distributed between operators participating in the scheme. However, from 2030, an operator's CO₂ offsetting requirement is calculated using an approach that takes into account both the sectoral growth factor and growth factors of individual operators in a given year.

3. **WHY STATES SHOULD PARTICIPATE?**

3.1 SIDS of the Caribbean region are especially vulnerable to climate phenomena. Offering support to climate change initiatives augurs well for the States in the region.

3.2 Each CASSOS Member State participating in CORSIA makes achieving ICAOs aspirational goal of carbon neutral growth from 2020 more achievable. It is important to note that even if a State does not have aeroplane operators registered in the State-and will therefore not incur any compliance cost- as is the case in many of the CASSOS Member States, the State's participation will add those routes operated by foreign aeroplane operators between the State and other participating States, thus increasing the overall emissions coverage of the scheme.

3.3 Caribbean States with an interest in eco-tourism, for example, Dominica and Guyana would benefit from 'greening' their air transport connections.

3.4 As proposed in Assembly Resolution A39-3, States that volunteer to be in the pilot phase 2021-2023 will be given priority in any capacity building and assistance programmes developed.

3.5 Participating in CORSIA will increase the demand for emissions units that will be purchased by aeroplane operators to meet their CO₂ offsetting requirements under CORSIA, Assembly Resolution A39-3 requests that the Council promote the use of emissions units that are beneficial to developing States.

4. **IMPLEMENTATION OF CORSIA IN CASSOS MEMBER STATES**

4.1 As outlined in the Assembly Resolution A39-3, Least Developed Countries (LDCs), Small Island developing States (SIDS) and Landlocked Developing Countries (LDCs) States are exempt from the scheme's second phase but are encouraged to participate in the voluntary phase in order to increase the coverage of the CORSIA.

4.2 CASSOS Member States (Guyana and Jamaica), in a show of commitment and support for the implementation of CORSIA, will be participating in the pilot phase from 2021-23 although CO₂ emissions fall below ICAOs minimum standard as outlined in Annex 16, Vol. IV.

4.3 Guyana has drafted CORSIA regulations which are currently being reviewed.

4.4 Jamaica is in the process of creating draft Regulations for CORSIA to establish the regulatory framework for its operation in Jamaica.

4.5 Focal points in other States like Trinidad and Tobago and the Eastern Caribbean Civil Aviation Authority (ECCAA)² continue to work with their airlines- Caribbean Airlines, LIAT (1974) Ltd, and SVGAir (1990) Ltd. These airlines have all used the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) tool to estimate/verify their emissions requirement under CORSIA.

² The Eastern Caribbean Civil Aviation Authority (ECCAA) provides oversight to Antigua and Barbuda, Dominica, Grenada, St. Kitts and Nevis, St. Lucia, St. Vincent and the Grenadines. The ECCAA CORSIA focal point is based in Antigua and Barbuda.

4.6 The ECCAA CORSIA focal point is currently developing CORSIA regulations and Advisory Circulars. The focal point has received the Emissions Monitoring Plan from LIAT (1974) Ltd. the only airline in the Organisation of Eastern Caribbean States (the OECS) required to report and monitor emissions. This is currently being reviewed.

5. CONCLUSION

5.1 With the anticipated growth in international aviation CORSIA was developed as a complementary measure to address the expected increase in total CO₂ emissions above the 2020 levels. CORSIA is one element in the basket of measures created by ICAO to address rising CO₂ emissions in aviation.

5.2 The more States that participate from the pilot phase increases the coverage and the more robust and transparent the scheme will be.

5.3 CASSOS States, recognising that climate change is truly a global problem which cuts across sectors and national boundaries, welcomes any initiative at the global level to mitigate against and or adapt to the challenges posed by climate change as these cannot be tackled in isolation.

5.4 Two CASSOS Member States despite financial, human resource and other constraints have pledged their support to the CORSIA goals by participating in the voluntary phase starting in 2021 which will impact positively on international aviation within their States and on international aviation in general.

6. DISCUSSION

6.1 Note the information provided.

6.2 Request that ICAO continues to develop programmes through which SIDS like those in the CASSOS Region can benefit.

6.3 Request that ICAO continues to build awareness of States and air operators through the different initiatives in order to increase the number of States in the scheme.

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