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## Analysis and Evaluation of the Carbon Offsetting and Reduction Scheme for International Aviation

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Commercial aviation transports billions of travelers and moves millions of tons of cargo every year, encompasses activities such as medicine, sports, culture, and emergency services, provides the world economy with millions jobs, and contributes trillions to the global gross domestic product. In addition, it must do this in a safe and secure way, while reducing its impact on the environment. CO<sub>2</sub> emissions per capita from air travel are among the highest compared to other modes of transport.

The International Civil Aviation Organization (ICAO) develops policies internationally harmonized standards and recommended practices and guidance in support of a safe, secure and environmentally sustainable civil aviation sector. Environmental protection is one of the ICAO strategic objectives and its work contributes to UN sustainable development goals and relevant supporting objectives [4].

At the 39th Session of the ICAO Assembly in 2016, States finally adopted a global market-based measure scheme for international aviation, in the form of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), aimed at addressing the problem of increasing total CO<sub>2</sub> emissions from international aviation above the 2020 levels. Offsetting is the process by which an airline offsets its carbon emissions by purchasing credits in the carbon market [2]. These credits are used to develop projects aimed at reducing carbon emissions, such as by planting trees that absorb carbon, or replacing fossil fuels with renewable energy sources such as wind and solar.

CORSIA has three stages of implementation: the pilot stage from 2021 to 2023, the first stage from 2024 to 2026, and the second stage from 2027 to 2035. In the first two stages (from 2021 to 2026) participation is voluntary [2]. States and airlines are wary of environmental projects and do not want to take on unprofitable obligations to protect the environment, so voluntary stages will help them study and implement the provisions and mechanisms of CORSIA.

CORSIA is based on a route-based approach. This means that the emissions of all aircraft operators carrying out international flights between the two States participating in CORSIA are covered by the scheme. In accordance with Assembly resolution A39-3, exceptions apply to aircraft operators with annual CO<sub>2</sub> emissions of less than 10,000 tons, to aircraft with a take-off weight of less than 5,700 kg, and to humanitarian, medical, and fire-fighting operations [2]. It should be noted that due to this approach, CORSIA will be able to cover a small percentage of airlines from the total.

The success of the implementation of CORSIA relies on the establishment of a robust and transparent monitoring, reporting and verification (MRV) system, which includes procedures on how to monitor the fuel use, collect data and calculate CO<sub>2</sub> emissions; report CO<sub>2</sub> emissions data; and verify CO<sub>2</sub> emissions data to ensure accuracy and avoid mistakes [1].

At the end of each three-year phase, participating airlines will have to buy compensation for emissions growth above the 2020 level for each of the previous three years. Buying an offset, in fact, refers to the purchase of the credit that has been verified as having reduced emissions in other places [1].

The COVID-19 pandemic has presented the world community with a number of unprecedented challenges, including the implementation of CORSIA in 2020. CORSIA's sectoral baseline is defined as the average of total CO<sub>2</sub> emissions for the years 2019 and 2020 on the routes covered by CORSIA offsetting in a given year from 2021 onwards [3]. Thus, the expected reduction of CO<sub>2</sub> emissions by international aviation in 2020 due to the COVID-19 pandemic will reduce the CORSIA baseline compared to the non-COVID-19 plan, and it will not be possible

to achieve accurate emissions measurements in 2020. The ICAO Council agreed that, in order to safeguard against inappropriate economic burden on airplane operators, 2020 emissions should not be used and decided that 2019 emissions shall be used for 2020 emissions.

Climate change due to CO<sub>2</sub> emissions is a global problem that requires global solutions. CORSIA is the first such international scheme created for the aviation industry. ICAO is doing what it does best connecting the world by bringing people closer together while reducing its environmental impact and contributing to the sustainable future of our planet. The importance of CORSIA cannot be overstated. CORSIA is a fundamental foundation for the sustainable development strategy of the international aviation industry.

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## **Концепция «обязанность защищать» в современном международном праве**

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Концепция «обязанность защищать» зародилась в доктрине конца XX – начала XXI в., когда на фоне многочисленных и продолжающихся вооруженных конфликтов грубо и массово нарушались права человека. Концепция стала ответом на недостаточное реагирование международного сообщества на эти события и впоследствии получила широкое признание. При этом практика применения концепции поставила под сомнение ее целесообразность и эффективность, а также выявила ряд проблемных вопросов,