ICAO CORSIA Forum – Session 3

ICAO’s Response to COVID-19 Impacts on CORSIA

ICAO Secretariat
The COVID-19 pandemic has posed unprecedented challenges to the world, including the international air transport sector.

**Source:** [https://www.icao.int/sustainability/Documents/COVID-19/ICAO_Coronavirus_Econ_Impact.pdf](https://www.icao.int/sustainability/Documents/COVID-19/ICAO_Coronavirus_Econ_Impact.pdf)
Impact of COVID-19 on CORSIA Implementation

- Impact of COVID-19 on CORSIA MRV implementation in 2020:
  - 2019 CO₂ reporting timelines (due 31 August 2020)
  - Challenges for site visits in the context of verification activities

- In June 2020, the ICAO Council:
  - Encouraged States to make all the efforts to meet the deadline of 31 August 2020 to report on their 2019 CO₂ emissions
  - Invited States that have difficulty in meeting this deadline to inform the Secretariat
  - Requested the Secretariat to work flexibly to accommodate late submissions by States, as appropriate

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• Issues related to verification activities in CORSIA, as identified in 2020, relate to mobility restrictions posing a challenge to the organization of verification bodies’ site visits to the operators’ facilities

• In response to the identified challenges, ICAO published two sets of guidance on remote verification in CORSIA (available in the ICAO CORSIA website):
  — Guidance for States on remote verification under the CORSIA MRV system
  — Guidance for verification bodies on remote verification of CORSIA Emissions Reports
Adjusting ICAO Support due to COVID-19

• **April 2020** – Five online training sessions on CORSIA Central Registry (CCR) for all ICAO regions

• **Since May 2020** – Launching online version (virtual classroom) of the CORSIA Verification Course, in collaboration with GAT Office

• **May 2020** – Online webinar on CORSIA verification activities

• **Since August 2020** – monthly CORSIA Newsletter released

• **November 2020** – Navigating CORSIA video package

• Use of different training modalities in ACT-CORSIA trainings, including online events (one-to-one and group training sessions)
Impact of COVID-19 on CORSIA Design

• The COVID-19 pandemic on the CO₂ emissions from international aviation in 2020 and subsequent years could impact various CORSIA's design features.

• CORSIA includes a provision for safeguards to ensure the sustainable development of the international aviation sector and against inappropriate economic burden on international aviation (Assembly Resolution A40-19, paragraph 16).

• In June 2020, the ICAO Council agreed to apply the provision for safeguards in CORSIA implementation in light of the COVID-19 impacts.
• During the pilot phase, 2019 emissions shall be used for 2020 emissions

• 2020 CO₂ emissions will not be used during the pilot phase (2021 – 2023) when considering the following aspects of CORSIA implementation:
  — Calculation of the CORSIA baseline and annual Sector’s Growth Factor (SGF) during the pilot phase
  — Calculation of aeroplane operators’ annual offsetting requirements during the pilot phase
  — Threshold of global CO₂ emissions for a new entrant operator to be covered by the CORSIA offsetting requirements during the pilot phase
Application of CORSIA’s Safeguard Provision

• The June 2020 Council decision does not bring any changes for the provisions of Annex 16, Volume IV or Assembly Resolution A40-19 text

• Therefore, aeroplane operators have to undertake the monitoring, reporting and verification of 2020 CO\textsubscript{2} emissions from international flights as per Annex 16, Volume IV (i.e., no change for the CORSIA MRV of 2020 CO\textsubscript{2} emissions)

• The June 2020 Council also requested CAEP to provide updated analyses on the impacts of COVID-19 on CORSIA – see next presentation by CAEP