



ICAO

ENVIRONMENT

ICAO Seminar on CORSIA

CORSIA and Resolution A39-3 (Part 1)

ICAO Secretariat

CORSIA



Key design features of the CORSIA

- a) Phased Implementation
- b) Emissions Coverage – Route-based approach
- c) New Entrants
- d) Technical Exemptions
- e) Offsetting Requirements
- f) Review Mechanism



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Phased Implementation

✓ INCLUSIONS

All States are encouraged to participate.

- Participation in the pilot phase and first phase is voluntary
- For the second phase, all States with an individual share of international aviation activities in year 2018 above 0.5% of total activities or whose cumulative share reaches 90% of total activities, are included.

✗ EXEMPTIONS

- Least Developed Countries, Small Island Developing States and Landlocked Developing Countries are exempt unless they volunteer to participate.



AT LEAST 90%
of international aviation
activity to be covered
in the 2nd phase



4 Reference: Assembly Resolution A39-3, Paragraph 9.



Phased Implementation

- Participation of Member States in the CORSIA:
 - Pilot Phase (2021-2023)
 - First Phase (2024-2026)
 - Second Phase (2027-2035)
- Voluntary participation
- Participation of all States except for exempted ones
- **All Member States** are encouraged to participate in the pilot and first phases of CORSIA

Phased Implementation (Voluntary Participation)

- As per Assembly Resolution A39-3, the ICAO Secretariat provides public updated information on the States that volunteer to participate in the Pilot and First phases
- To date, **68 States**, representing more than **87.5%** of international aviation activity, intend to voluntarily participate in the CORSIA from its outset

NOTE: Updates to this information can be found on the CORSIA website: <http://www.icao.int/environmental-protection/Pages/market-based-measures.aspx>

| | | |
|------------------------|------------------|---|
| ALBANIA | GUATEMALA | PORTUGAL |
| ARMENIA | HUNGARY | QATAR |
| AUSTRALIA | ICELAND | REPUBLIC OF KOREA |
| AUSTRIA | INDONESIA | REPUBLIC OF MOLDOVA |
| AZERBAIJAN | IRELAND | ROMANIA |
| BELGIUM | ISRAEL | SAN MARINO |
| BOSNIA AND HERZEGOVINA | ITALY | SAUDI ARABIA |
| BULGARIA | JAPAN | SERBIA |
| BURKINA FASO | KENYA | SINGAPORE |
| CANADA | LATVIA | SLOVAKIA |
| CHINA | LITHUANIA | SLOVENIA |
| COSTA RICA | LUXEMBOURG | SPAIN |
| CROATIA | MALAYSIA | SWEDEN |
| CYPRUS | MALTA | SWITZERLAND |
| CZECH REPUBLIC | MARSHALL ISLANDS | THAILAND |
| DENMARK | MEXICO | THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA |
| ESTONIA | MONACO | TURKEY |
| FINLAND | MONTENEGRO | UKRAINE |
| FRANCE | NETHERLANDS | UNITED ARAB EMIRATES |
| GABON | NEW ZEALAND | UNITED KINGDOM |
| GEORGIA | NORWAY | UNITED STATES |
| GERMANY | PAPUA NEW GUINEA | ZAMBIA |
| GREECE | POLAND | |



Phased Implementation (2nd phase participation)

- The Second Phase of CORSIA applies to **all ICAO Member States**
 - Exemptions are applicable to the second phase of CORSIA (from 2027)
 - States that meet the following *aviation-related criteria*:
 - States with individual share of international aviation activities in Revenue Tonne Kilometers (RTKs), in year 2018 below 0.5 per cent of total RTKs; and
 - States that are not part of the list of States that account for 90 per cent of total RTKs when sorted from the highest to the lowest amount of individual RTKs
 - Based on *socio-economic indicators*:
 - Least Developed Countries (LDCs)
 - Small Island Developing States (SIDS)
 - Landlocked Developing Countries (LLDCs)
- NOTE: a list of these States can be found at: <http://unohrlls.org/>
- **Exempted States are encouraged to voluntarily participate in the CORSIA**



Key design features of the CORSIA



a) Phased Implementation

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e) Offsetting Requirements

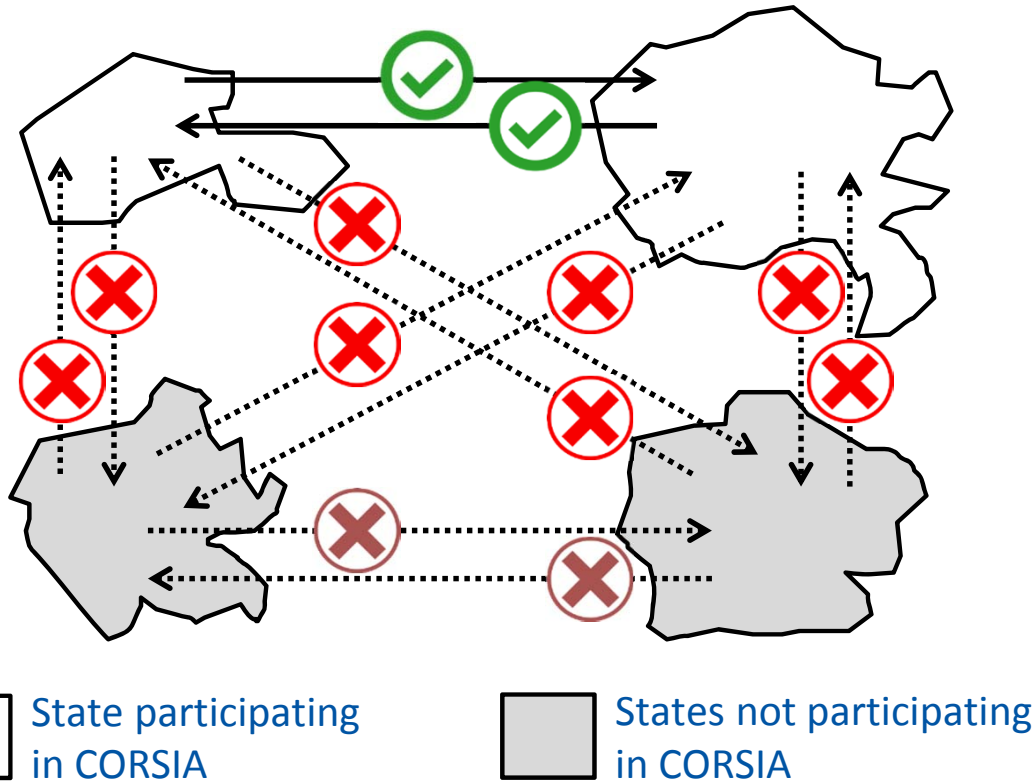
f) Review Mechanism



- CORSIA shall apply to all aircraft operators on the same routes between States (route-based approach) with a view to minimizing market distortion, as follows:
 - a) All international flights on the routes **between States, both of which are included in the CORSIA** are covered by the offsetting requirements of the CORSIA
 - b) All international flights on the routes **between a State that is included in the CORSIA and another State that is not included in the CORSIA** are exempted from the offsetting requirements of the CORSIA
 - c) All international flights on the routes **between States, both of which are not included in the CORSIA**, are exempted from the offsetting requirements of the CORSIA

Route-based Approach in CORSIA

- Example: CORSIA in year X



Included:

Emissions from international flights where both the origin and destination States participate in CORSIA

Excluded:

Emissions from international flights where the origin and/or destination States do not participate in CORSIA



Route included in CORSIA – para. 10 a)



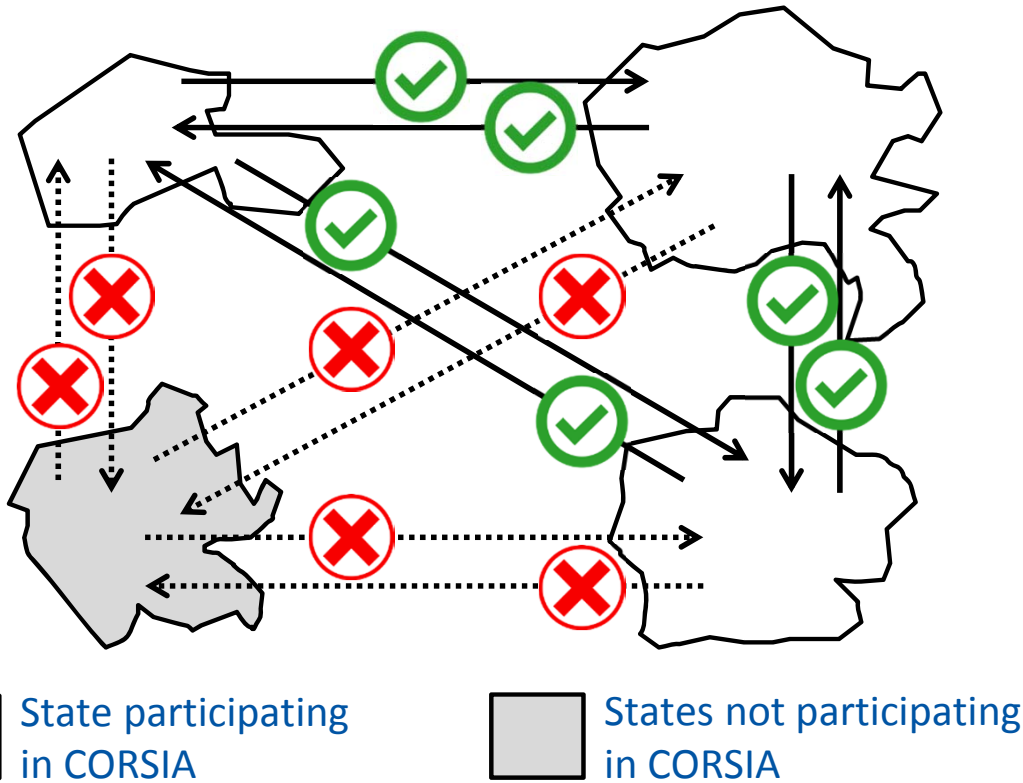
Route not included in CORSIA – para. 10 b)



Route not included in CORSIA – para. 10 c)

Route-based Approach in CORSIA

- Example: CORSIA in year X+1





Included:
Emissions from international flights where both the origin and destination States participate in CORSIA

Excluded:
Emissions from international flights where the origin and/or destination States do not participate in CORSIA

- ✔ Route included in CORSIA – para. 10 a)
- ✘ Route not included in CORSIA – para. 10 b)



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New Entrants

- New entrants (aircraft operators) are exempted from the application of the CORSIA for the first 3 years or until its annual emissions exceed 0.1% of total 2020 emissions, whichever comes first
- Example: Operators A and B start operations in year 2022 as shown in the table below. From which year will they have offsetting requirements in CORSIA?




| Operator | Emissions (% of total emissions in 2020) | | | |
|----------|--|------|------|------|
| | 2022 | 2023 | 2024 | 2025 |
| A | 0.02 | 0.04 | 0.06 | 0.08 |
| B | 0.06 | 0.11 | 0.16 | 0.21 |

Operator A: From 2025

Operator B: From 2024



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Technical Exemptions (outside CORSIA scope)

- Emissions from aircraft operators emitting less than 10,000 metric tonnes of CO₂ emissions from international aviation per year
- Emissions from aircraft with less than 5,700 kg of Maximum Take Off Mass (MTOM)
- Emissions from humanitarian, medical and firefighting operations



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Key design features of the CORSIA

| Design Feature | Corresponding Assembly Resolution A39-3 Paragraph(s) |
|--------------------------|--|
| a) Phased Implementation | 9 |
| b) Route-based Approach | 10 |
| c) New Entrants | 12 |
| d) Technical Exemptions | 13 |



THANK YOU

More information on the CORSIA:

- ICAO web site <http://www.icao.int/env>
 - CORSIA Video
 - CORSIA FAQs
 - CORSIA Participating participation
 - Environment Report 2016

