



ICAO

ENVIRONMENT

CORSIA Newsletter

April 2022

The **Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)** is the first global market-based scheme that applies to a sector. It complements other aviation in-sector emissions reductions efforts such as technological innovations, operational improvements and sustainable aviation fuels to meet the ICAO aspirational goal of carbon neutral growth.

Be Part of CORSIA from 2023

Join CORSIA and Become Part of the ICAO Efforts to Address the Impact of International Aviation on the Global Climate!

The 41st ICAO Assembly will take place in September/October this year. Seize the opportunity to showcase your State's action on climate change by joining CORSIA. The deadline to join is 30 June 2022.

The 40th ICAO Assembly strongly encouraged all States to voluntarily participate in the pilot phase and the first phase of CORSIA (Resolution [A40-19](#), paragraph 9 c)). As of 1 January 2022, [107 States](#) had volunteered to participate in the offsetting of CO₂ emissions under the Scheme.

**JOIN
CORSIA
NOW!**

In June 2021, the ICAO Council reiterated that an increase in the number of Member States volunteering to participate in CORSIA was one of specific means by which ICAO reinforces its **continued leadership in addressing emissions from international aviation**. The larger the number of States that voluntarily participate in CORSIA, the larger the **environmental effectiveness** of the Scheme through the increased number of routes covered under its offsetting requirements. In March 2022, the ICAO Council emphasized that **more States should be encouraged to voluntarily participate in CORSIA** as soon as possible.

Update

In April 2022, Micronesia (Federated States of) became the 109th State to voluntarily participate in CORSIA from 1 January 2023

Additional States wishing to participate from 1 January 2023 onwards can do so by sending a notification to the ICAO Secretariat by 30 June 2022. Click [here](#) for a sample letter that you can use to notify ICAO of your State's participation in CORSIA.

For more information on the **benefits of voluntary participation** in CORSIA, visit the ICAO [website](#).

2022 CORSIA Periodic Review

In accordance with paragraphs 9 g) and 17 of ICAO Assembly Resolution [A40-19](#), the ICAO Council has been tasked with undertaking a **periodic review** of the implementation of CORSIA every three years, **starting in 2022**. In the context of sustainable development of the international aviation sector and improving the effectiveness of the Scheme, the Council is to consider the **impact of CORSIA on the growth of international aviation**, and to recommend, as necessary, **adjustments to the next phase or compliance cycle** of CORSIA.

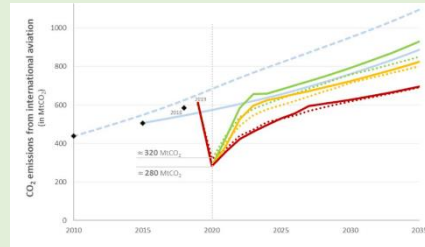
More details on the ICAO Council agreement in March 2021 on the process and methodology for the 2022 CORSIA periodic review can be found on [C-DEC 222/12](#) Paragraphs 9 to 10, including the consideration of inputs from its subsidiary bodies (such as the CAEP and the TAB) and timeline. Any recommendations by the Council will be forwarded for **consideration by the 41st ICAO Assembly that will take place in September/October 2022**.

Update

In March 2022, CAEP's analyses in support of the 2022 CORSIA periodic were presented to the 225th Session of the ICAO Council, including:

- [Part I](#) — Further assessment of COVID-19 impacts on CORSIA and its baseline.
- [Part II](#) — Further assessment of costs of CORSIA implementation on States and aeroplane operators.
- [Part III](#) — Review of the analysis of possible market distortions (in the context of CORSIA design elements).

The CAEP analyses and its [executive summary](#) are now available on the ICAO website.



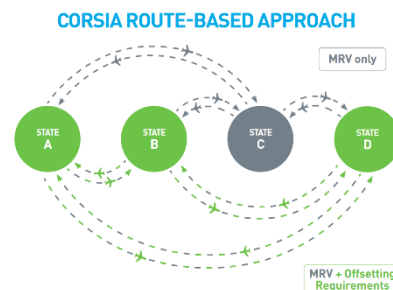
The ICAO Council agreed that further consideration is needed on the **CORSIA baseline beyond the pilot phase** and on the **2022 CORSIA periodic review**, for conclusion by its 226th Session (May/June 2022).

Did You Know?

Paragraph 10 of the Assembly Resolution A40-19 states that “**CORSIA shall apply to all aeroplane operators on the same routes between States with a view to minimizing market distortion**”. For this purpose, CORSIA offsetting requirements are defined using a **route-based approach**, which provides for the **equal treatment** of all aeroplane operators on a given route. Specifically:

- ✓ A route is **covered** by the CORSIA offsetting if **both States** connecting the route **participate** in the Scheme.
- ✗ A route is **not covered** by the CORSIA offsetting if **one or both States** connecting the route **do not participate** in the Scheme.

When an aeroplane operator calculates its CO₂ emissions covered by the CORSIA offsetting in a given year, it needs to take into consideration **emissions from its operations on all the routes covered by the Scheme**.





The applicability of CORSIA offsetting requirements and the applicability of CORSIA monitoring, reporting and verification (MRV) requirements **are not the same**:

- ➔ **Even if an international flight is not covered by the CORSIA offsetting requirements, it is still covered by the CORSIA MRV requirements.**

Source: Assembly Resolution [A40-19](#), and CORSIA FAQ 2.7, 2.8, 2.9 and 2.10 available [here](#)

CORSIA Eligible Emissions Units

Update

The updated version of ICAO document “**CORSIA Eligible Emissions Units**” as approved by the ICAO Council in March 2022 is now available on the ICAO [website](#).

The call for public comments on the applications by entities that wish to be assessed for eligibility by the Technical Advisory Body (TAB) closed on 24 April 2022. The ICAO Secretariat will publish any comments received on the ICAO [website](#).

In relation to the **TAB re-assessment of interested eligible CORSIA Eligible Emissions Unit Programmes** with the objective of informing the ICAO Council regarding emissions units that should be eligible for use under CORSIA in years beyond its pilot phase of 2021-2023, the call for [public comments](#) will close on **12 May 2022**.

The ICAO Council will consider the results of the 2022 TAB assessment in **October/November 2022**.

CORSIA Capacity Building



ACT-CORSIA is the ICAO Assistance, Capacity Building and Training programme on **CORSIA**. It was established in June 2018 and encompasses the CORSIA Buddy Partnerships and all other ICAO outreach materials (see below).

Update

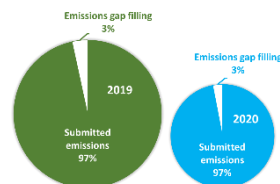
The **ACT-CORSIA Buddy Partnerships** are the core of capacity building activities. They rely on individual training of CORSIA Focal Points and involves experts from 134 States. More information can be found [here](#). For 2022, the focus of the training under the ACT-

CORSIA Buddy Partnerships is on the use of the CCR and, in particular, the **new reporting requirements** as relating to CO₂ emissions and CORSIA eligible fuels.

Update

During its 225th Session (February/March 2022), the ICAO Council **expressed appreciation** for the efforts undertaken in relation to the implementation of CORSIA over the period 2020-2022, and **welcomed the support** provided to the ACT-CORSIA programme, with the contributions and engagement of Member States. The Council also recognized that the wide implementation of CORSIA had enabled the **high degree of coverage of annual CO₂ emissions** from States being reported through the **CORSIA Central Registry (CCR)** – see Table below for a summary of reporting in 2019 and 2020.

	2019	2020
Number of States that submitted data through the CCR	117	110
Number of States for which ICAO provided data ¹	22	22
Number of States with no reporting requirement ²	54	61
Total aggregated CO₂ emissions (in Mtonnes)	606	265



¹ In accordance with Annex 16, Volume IV, Part II, Chapter 2, 2.5.2.2. The methodology for ICAO-level gap filling can be found [here](#).

² States without operators, and States with operators with international flights that emit less than 10,000 tonnes of CO₂ per year.

Upcoming CORSIA Implementation Deadlines (2022)



In accordance with Appendix 1 to [Annex 16, Volume IV](#), States should have received verified Emissions Reports and associated Verification Reports by 30 April 2022. The next step in the CORSIA MRV process is for a State to perform an **order of magnitude check** of the Emissions Reports to verify the data against different sources of information to which the State may have access. To perform such a check, States can use the guidance in the [Environmental Technical Manual \(Doc 9501\), Volume IV](#), and specifically **Chapter 3, 3.3.4.3** and **Table 3-9**, which contains a **checklist** for the order of magnitude check of Emissions Reports. The 2019 ICAO CORSIA Regional Workshops included some additional [materials](#) on this topic.

Upcoming deadlines for 2022:

1 May 2022 to 31 July 2022: States to conduct an order of magnitude check of the verified 2021 Emissions Reports, including any filling of data gaps in case of non-reporting by aeroplane operators.

30 June 2022: States to notify ICAO of any change in their decision to voluntarily participate in CORSIA from 1 January 2023.

31 July 2022: Using the CCR, States to submit to ICAO aggregate 2021 CO₂ emissions.

Outreach Materials on CORSIA



Since the adoption of the CORSIA-related [Standards and Recommended Practices \(SARPs\)](#) in 2018, ICAO has developed the remaining elements needed for the CORSIA implementation.

Click [here](#) for an infographic on the status of all implementation elements.

The [ICAO CORSIA website](#) contains materials to support States, operators and verification bodies in their work towards implementation of CORSIA, namely:

- [Examples of Good Practice](#)
- [Frequently Asked Questions](#)
- [Brochures and Leaflets](#)
- [Videos](#)
- [Seminars](#)
- [Online Tutorials](#)



The CORSIA Verification Course provides training on how to verify CO₂ Emissions Reports that have been prepared by aeroplane operators, in accordance with the provisions of the CORSIA Standards and Recommended Practices (SARPs).

> [Click here](#) for more information and registration

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For more information, visit the ICAO website: www.icao.int/corsia