



ICAO

ENVIRONMENT

## CORSIA Newsletter

January 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.

### CORSIA 2022 – The Year Ahead

The year 2022 is an important one for the implementation of CORSIA with a number of scheduled meetings that are expected to have direct and indirect impacts on the Scheme.



Between 7 and 18 February 2022, the Committee on Aviation Environmental Protection (CAEP) will hold its **12<sup>th</sup> triennial meeting (CAEP/12)**, which will consider issues relating to CORSIA, namely: **proposed amendments** to the first edition of Annex 16, Volume IV and the second edition of the ETM (Doc 9501), Volume IV; **proposed amendments** to ICAO CORSIA documents on CORSIA eligible fuels; and **technical contributions** of CAEP to the 2022 CORSIA periodic review. Another CAEP/12 item of interest is the ongoing work of CAEP on the **feasibility of a long-term global aspirational goal (LTAG)**, which could indirectly relate to the future of CORSIA.

Throughout the year, the ICAO Council will continue to advance the **development and update of all CORSIA [Implementation Elements](#)**. In this regard, technical recommendations of CAEP/12 are expected to be considered by the ICAO Council during 2022. The Council will also consider possible updates to Assembly Resolution A40-19 on CORSIA, and any recommendations of the Council will be forwarded to the **[41<sup>st</sup> Session of the ICAO Assembly](#)**, which is expected to complete the **first periodic review of CORSIA**.



During 2022, aeroplane operators and States will continue to implement CORSIA, including fulfilling their **Monitoring, Reporting and Verification requirements** in accordance with the provisions of Annex 16, Volume IV. This includes continuing the monitoring of 2022 CO<sub>2</sub> emissions (to be reported in 2023), as well as compilation and verification of 2021 CO<sub>2</sub> emissions data, and subsequent reporting from operators to their State authorities and from States to ICAO. See below for upcoming CORSIA deadlines for 2022.

Pursuant to the spirit of ICAO's *No Country Left Behind* initiative, ICAO will continue to support States through the capacity building activities under the ACT-CORSIA programme in order to facilitate **more States joining** the CORSIA offsetting requirements from 1 January 2023. The deadline for States to declare their intention to voluntarily join CORSIA's offsetting requirements is **30 June 2022**.

## CORSIA Eligible Emissions Units

In January 2022, ICAO invited emissions unit programmes that wish to be considered for eligibility under CORSIA to apply for assessment by the Technical Advisory Body (TAB) against the [CORSIA Emissions Unit Criteria \(EUC\)](#). The application period started on 26 January 2022 and will close on 26 February 2022. ICAO plans to post all received applications on the ICAO TAB [website](#) in March 2022 for public comments.

During 2022, the TAB will also reassess interested CORSIA Eligible Emissions Unit Programmes with the objective of formulating recommendations to be forwarded to the ICAO Council regarding emissions units that would be eligible for use under CORSIA beyond its pilot phase (2021-2023).

The ICAO Council will consider the outcome of the 2022 TAB assessment cycle in October-November 2022.

## Upcoming CORSIA-related and Other Events (2022)

**2 February:** ICAO webinar for emissions unit programmes to learn more about the application process for the assessment by the Technical Advisory Body (TAB).

**7 - 18 February:** 12<sup>th</sup> Meeting of the Committee on Aviation Environmental Protection (CAEP/12)

**21 - 31 March (TBC):** 11th Meeting of the TAB on CORSIA Eligible Emissions Units

**5 - 16 September (TBC):** 12th Meeting of the TAB on CORSIA Eligible Emissions Units

**27 September - 7 October:** 41<sup>st</sup> Session of the ICAO Assembly

### **Other Environment Events:**

**March (TBC):** ICF-SAF – Industry Consultative Forum on Sustainable Aviation Fuel

**28 March - 8 April:** ICAO Global Aviation Dialogues on Long-term Aspirational Goal (LTAG-GLADs)

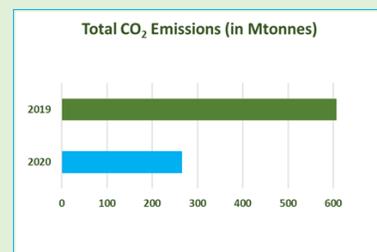
**July (TBC):** 2022 ICAO Stocktaking on aviation in-sector CO<sub>2</sub> emissions reductions

**July (TBC):** ICAO High-level Meeting on the feasibility of a Long-term Aspirational Goal (HLM-LTAG)

## Reporting on CO<sub>2</sub> Emissions and CORSIA Eligible Fuels

Under CORSIA, aeroplane operators with international flights are subject to [monitoring, reporting and verification \(MRV\) requirements](#). Since 2019, operators are required to monitor their annual CO<sub>2</sub> emissions, have them verified through a third-party verification process, and submit them to the States to which they are attributed. States collect emissions data from all their operators and submit consolidated information to ICAO.

The CORSIA baseline CO<sub>2</sub> emissions (taking into account the relevant decisions by the Council in June 2020) were aggregated for all aeroplane operators on each State pair in **Part II of the ICAO document “CORSIA Central Registry (CCR): Information and Data for Transparency”**. In addition, the ICAO document **“CORSIA 2020 Emissions”** was prepared containing emissions data for 2020 that can be used by States to determine new entrants. Following their approval by the ICAO Council, both ICAO CORSIA documents were published on the ICAO [website](#).





Starting with the 2021 CO<sub>2</sub> emissions (due by 31 July 2022), each State is required to use the CORSIA Central Registry (CCR) to submit **annual CO<sub>2</sub> emissions on each State paper** aggregated for all aeroplane operators, as well as **annual CO<sub>2</sub> emissions for each aeroplane operator** aggregated for all State pairs. For both cases, States are required to distinguish between emissions that are subject to offsetting requirements and emissions that are not subject to offsetting requirements. If aeroplane operators wish to claim emissions reductions through the use of **CORSIA eligible fuels**, they are required to submit supplementary information to

their State of attribution. In turn, States are required to aggregate the information submitted by their operators and submit consolidated data through the CCR.

To facilitate States' reporting, the Secretariat published the second edition of the CCR User Manual, which contains detailed instructions on how to report CO<sub>2</sub> emissions for 2021 and beyond, and the use of CORSIA eligible fuels. The manual is accompanied by two new quick guides on these two topics. All CCR materials are available on the ICAO [website](#).

## Upcoming CORSIA Implementation Deadlines (2022)



In accordance with Appendix 1 to [Annex 16, Volume IV](#), in 2022, States will receive verified Emissions Reports and associated Verification Reports **one month earlier** compared to previous years (30 April instead of 31 May). With this deadline fast approaching, verification bodies may soon seek the advice of State authorities on the **application of a remote verification approach**. A checklist to aid in the consideration of these requests is provided [here](#). States are reminded that as the Emissions Reports will be received one month earlier, the order of magnitude check is also to be finalized one month earlier in order to **submit CO<sub>2</sub> emissions through the CCR by 31 July**.



As verifications are currently ongoing, a CORSIA Focal Point could contact the national accreditation body (NAB) of its State to request to **observe a verification of the Emissions Report** of an aeroplane operator attributed to the State. This would provide some practical experience of the verification process and a better understanding of any specific situations an aeroplane operator is confronted with.

### **Upcoming deadlines for 2022:**

**1 January 2022 to 30 April 2022:** Aeroplane operators to compile 2021 CO<sub>2</sub> emissions data to be verified by verification bodies.

**30 April 2022:** Aeroplane operators and verification bodies to submit to States the verified Emissions Reports and associated Verification Reports for 2021 CO<sub>2</sub> emissions.

**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 CO<sub>2</sub> emissions.

## ICAO CORSIA CO<sub>2</sub> Estimation and Reporting Tool (CERT)

The ICAO CORSIA CERT can be used by aeroplane operators to support the monitoring and reporting of their CO<sub>2</sub> emissions by populating the standardized [Emissions Monitoring Plan template](#) and the [Emissions Report template](#). The ICAO CORSIA CERT can also be used by States to fill in reporting data gaps if an operator does not submit its Emissions Report.

The 2021 version of the ICAO CORSIA CERT was approved by the ICAO Council and is available [here](#) together with information on its underlying methodology.

## 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 initiatives including [sample model regulations for CORSIA](#), frequently asked questions (FAQs), [brochure and leaflets](#), [videos](#) as well as CORSIA [seminars/webinars and online tutorials](#).

**CORSIA Frequently Asked Questions (FAQs)**: An updated version of the frequently asked questions (FAQs) on CORSIA, including the interactive-interface version, is available [here](#).

**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](#). In January 2022, the Secretariat organized a Training of Trainers session to provide information on new reporting requirements to Trainers from supporting States.

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**For 2022, the focus of the training under the ACT-CORSIA Buddy Partnerships will be on the use of the CCR and, in particular, the new reporting requirements as relating to CO<sub>2</sub> emissions and CORSIA eligible fuels**

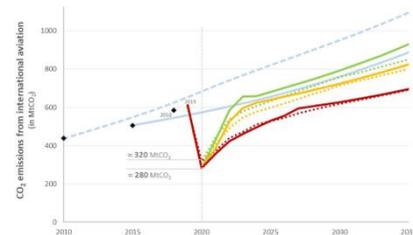
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## 2022 CORSIA Periodic Review

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 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 scheduled for 2022.

In November 2021, CAEP's analyses in support of the 2022 CORSIA periodic were presented to the 224th Session of the ICAO Council, including an **update of the CAEP analyses of COVID-19 impacts on CORSIA and CAEP's initial assessment on the implementation of CORSIA, in particular the functioning of MRV provisions.** The [analyses](#) and its [executive summary](#) are now available on the ICAO website. Further update of the analyses is expected by March 2022.



## Navigating CORSIA - A guide to the scheme's design & implementation



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](#) to watch on the ICAO TV the **Navigating CORSIA** series of pre-recorded presentations that focus on the status of implementation of CORSIA and provide information on its key design elements.

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



The CORSIA Verification Course provides training on how to verify CO<sub>2</sub> 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](http://www.icao.int/corsia)*