



ICAO

ENVIRONMENT

CORSIA Newsletter

March 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.

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**.

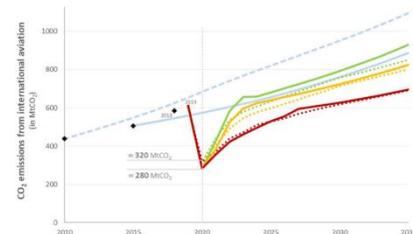
Update

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).



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 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. In March 2022, the ICAO Council emphasized that **more States should be encouraged to voluntarily participate in CORSIA** as soon as possible.

**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.

Act now to demonstrate your State's determination to be part of ICAO's efforts to achieve **carbon neutral growth**. ICAO will reflect this important step in demonstrating your State's contribution to aviation emissions reductions on the ICAO website **in advance of the 41st ICAO Assembly**.

In March 2022, Zimbabwe became the 108th 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](#).

Did You Know?

CORSIA has **three implementation phases**:

- Pilot phase (2021 – 2023);
- First phase (2024 – 2026); and
- Second phase (2027 – 2035).

The difference between the phases is how States participate in the CORSIA offsetting. Specifically, for the pilot phase and the first phase, participation is **voluntary**, whereas for the second phase, participation is **based on the 2018 RTK data and voluntary participation**.



- Participation of States in the pilot phase (2021 to 2023) and first phase (2024 to 2026) is voluntary.
- For the second phase from 2027, all States with an individual share of international aviation activity in year 2018 above 0.5% of total activity or whose cumulative share reaches 90% of total activity, are included. Least Developed Countries, Small Island Developing States and Landlocked Developing Countries are exempt unless they volunteer to participate.



In accordance with paragraph 9 of the Assembly Resolution A40-19, phased implementation of CORSIA intends to accommodate **“the special circumstances and respective capabilities of States, in particular developing States, while minimizing market distortion.”**

Source: Assembly Resolution [A40-19](#), and CORSIA FAQ 2.1 and 2.2 available [here](#)

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](#).

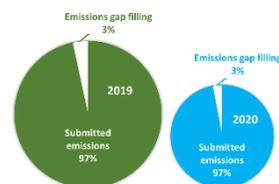
Update

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 March 2022, **Gambia, Ghana, Jordan, Iran (Republic Islamic of), Iraq, Libya, Oman, Seychelles, Sierra Leone, South Sudan, Sudan and Uganda** received training under the ACT-CORSIA Buddy Partnerships with **Kenya, Nigeria and Qatar**. 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.

CORSIA Eligible Emissions Units

Update

During its 225th Session (February/March 2022), the ICAO Council considered the recommendations of the Technical Advisory Body (TAB) from its 2021 assessment cycle, and **approved the amendment of ICAO document “CORSIA Eligible Emissions Units”**. In particular, the Council approved the update of the Scope of Eligibility for Verified Carbon Standard (VCS) related to its Jurisdictional and Nested REDD+ (JNR) framework, including changes to the nomenclature used in updated VCS programme documents. More details including the TAB’s recommendation and the updated ICAO document “CORSIA Eligible Emissions Units” will become available soon on the ICAO [website](#).

For the 2022 assessment cycle of TAB, the applications of the **seven entities** that wish to be assessed for eligibility to provide emission units for the purposes of CORSIA (BioCarbon Fund Initiative for Sustainable Forest Landscapes, BioCarbon Registry, Cercarbono, International Carbon Registry, Joint Crediting Mechanism (JCM) between Japan and Mongolia, J-Credit Scheme, SOCIALCARBON Standard) were posted on the ICAO TAB [website](#) for public comments. In addition to those seven responses, ICAO received one material update to a previously assessed programme (Forest Carbon Partnership Facility) for TAB's assessment, which has also been posted on the TAB website for public comments.

In 2022, the TAB will also **re-assess 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. **Public comments** will be invited soon for those programmes that will be re-assessed.

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

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 CO₂ 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 CO₂ 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 CO₂ 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 CO₂ emissions.

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 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