



CORSIA Newsletter

October 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.

41st ICAO Assembly Agreement on CORSIA

CORSIA IMPLEMENTATION IS ON TRACK



The outcome of the [41st Session of the ICAO Assembly](#) on CORSIA is reflected in the adopted Resolution [A41-22](#), which reinforced the collective determination of ICAO Member States to continue to implement CORSIA. The adopted Resolution maintains the **originally-intended balance of the Scheme** to address special circumstances and respective capabilities of States, and the level of ambition and continued relevancy of CORSIA as the only global market-based measure applying to CO₂ emissions from international aviation.

The main changes in the design of CORSIA that were incorporated in Assembly Resolution A41-22 were those **recommended by the ICAO Council** consistent with the [outcome of the first CORSIA periodic review](#). Specifically:

- Revised CORSIA baseline(*paragraph 11 b*) :
 - For **2021 – 2023: 2019 CO₂ emissions**;
 - For **2024 – 2035: 85% of 2019 CO₂ emissions**;
- Revised **percentage of the sectoral and individual operator’s growth factors** for the calculation of offsetting requirements under CORSIA:
 - For **2021 – 2032: 100% sectoral** (*paragraph 11 e* i) to iv) ;
 - For **2033 – 2035: 85% sectoral and 15% individual** (*paragraph 11 e* v)) ;
- Use **2019 CO₂ emissions** to determine **new entrants** (*paragraph 12*).



In relation to upcoming periodic reviews of CORSIA, the Assembly requested the ICAO Council to develop a methodology and timeline to conduct such reviews in the future (*paragraph 17*).

The overall ICAO Assembly results related to climate change and CORSIA are also summarized in the [ICAO’s submission](#) to the fifty-seventh session of the UNFCCC Subsidiary Body for Scientific and Technological Advice (SBSTA 57) to be held in Sharm el-Sheikh, Egypt, from 6 November 2022.

2021 and Revised 2019 CO₂ Emissions Data

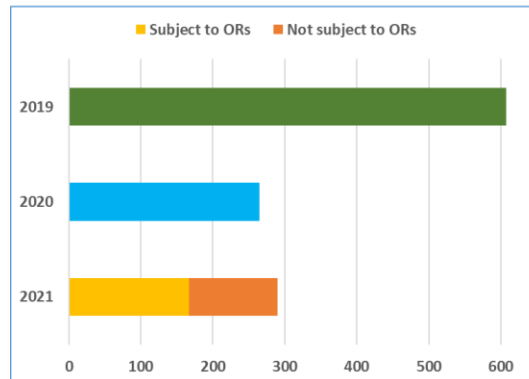


In October 2022, the ICAO Council approved [Part III of the ICAO document “CORSA Central Registry \(CCR\): Information and Data for Transparency”](#), which contains 2021 CO₂ emissions aggregated on each State pair, and 2021 CO₂ emission for aeroplane operators. The information and data in this document was based on the submissions of **107 States through the CCR**, and data provided by ICAO to fill the emissions gap for 23 States that did not submit emissions data.

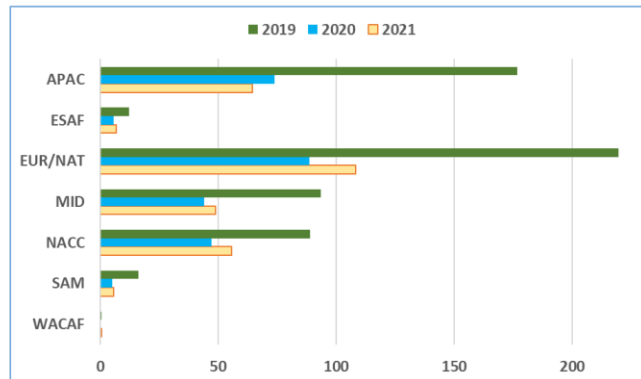
Despite the continued challenges, operators and States have (to a great extent) fulfilled their Monitoring, Reporting and Verification requirements in accordance with Annex 16, Volume IV. The CO₂ emissions submitted by States through the CCR in 2021 corresponds to **more than 96% of the total CO₂ emissions** for the year.

In 2021, CO₂ emissions rose above 2020 levels by about 9% to a total of about 290 million tonnes. Despite the small increase, **total emissions in 2021 continued to be significantly lower (52%) compared to the 2019 levels**. Except for APAC, where emissions continued to decline, other regions saw marginal increases in emissions as result of flight increases due to the partial lifting of air travel restrictions. This trend correlates well with the corresponding observed traffic patterns in the ICAO regions for 2021.

Total CO₂ Emissions (in Mtonnes)



Total CO₂ Emissions by Region (in Mtonnes)



In October 2022, the ICAO Council also approved a revised set of 2019 CO₂ emissions data, which were published in the second edition of [Part II of the ICAO document “CORSA Central Registry \(CCR\): Information and Data for Transparency”](#). The main changes compared to the first edition were to reflect 2019 emissions data that were submitted through the CCR following the publication of the first edition of the document, and to publish the baseline emissions on each State pair for the period 2024-2035 (85% of 2019 values) in accordance with A41-22, paragraph 11 b).

Using the 2021 CO₂ emissions data and the revised 2019 CO₂ emissions data, the ICAO Secretariat calculated the 2021 Sector’s Growth Factor and prepared the first edition of [ICAO document “CORSA Annual Sector’s Growth Factor \(SGF\)”](#), which was approved by the ICAO Council. The **2021 SGF value is 0.0** given that the CO₂ emissions subject to offsetting requirements in 2021 (about 167 million tonnes) were less than the 2019 baseline emissions (about 341 million tonnes). This means that **aeroplane operators do not have any offsetting requirements under CORSIA for 2021**.

In October 2022, the ICAO Secretariat also prepared the second edition of [ICAO document “CORSA 2020 Emissions”](#), which contains the 2019 CO₂ emissions to be used for determining new entrants (see A41-22, paragraph 12), to reflect 2019 emissions data submitted through the CCR following the publication of its first edition. The document was approved by the ICAO Council.

2022 Version of ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT)

Update

The ICAO CORSIA CERT can be used by aeroplane operators to support the monitoring and reporting of their CO₂ emissions by populating the standardized Emissions Monitoring Plan template and the Emissions Report template. It can also be used by States to fill in reporting data gaps if an operator does not submit its Emissions Report.

The **2022 version of the ICAO CORSIA CERT**, to be used by aeroplane operators for the preparation of their Emissions Reports for emissions corresponding to year 2022, will be considered by the ICAO Council at its 227th Session (November 2022). Upon Council's approval, the tool and related technical documentation will be made available in the [ICAO CORSIA website](#).

CORSIA Eligible Fuels

Update

In February 2022, the CAEP/12 meeting recommended amendments to the ICAO document "[CORSIA Sustainability Criteria for CORSIA Eligible Fuels](#)", related to the definition of **sustainability criteria for CORSIA lower carbon aviation fuels (LCAF)** produced after the CORSIA pilot phase.

Following the ICAO Council's decision at its 226th Session in June 2022, **State letter ENV 6/6 – 22/73** was issued on 19 July 2022 for consultation with Member States with a due date for replies of 12 September 2022. The State letter replies will be considered by the Council at its 227th Session (November 2022). Upon Council's approval, the updated ICAO document on CORSIA sustainability criteria will be made available in the [ICAO CORSIA website](#).

CORSIA Eligible Emissions Units

Update

In September 2022, the **TAB finalized the assessment** of the seven entities that applied for the assessment of CORSIA eligible emissions units (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), as well as the material update from a previously-assessed programme (Forest Carbon Partnership Facility).

The TAB's recommendations will be considered by the Council at its 227th Session (November 2022). Upon Council's approval, the updated ICAO document on CORSIA eligible emissions units will be made available in the [ICAO CORSIA website](#).

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).

The **ACT-CORSIA Buddy Partnerships** rely on individual training of CORSIA Focal Points and are the core of capacity building activities. A total of 136 States participate in the ACT-CORSIA Buddy Partnerships. More information can be found [here](#).

Upcoming CORSIA Implementation Deadlines (2022)

30 November 2022: Using the CCR, States to submit their **2022 list of aeroplane operators** that are attributed to them, and, if applicable, the **2022 list of verification bodies** accredited in them.

30 November 2022: States to calculate and inform the operators attributed to them of their **CORSIA offsetting requirements** for 2021.

31 December 2022: States to obtain from the ICAO website and use the ICAO document entitled "*CORSIA Aeroplane Operator to State Attributions*" containing the latest list of operators and the State to which they have been attributed.

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](#)

ICAO Agrees on Net-Zero Carbon Emissions by 2050



The 41st ICAO Assembly **adopted Resolution [A41-21](#)**, which contains a **long-term global aspirational goal (LTAG) for international aviation of net-zero carbon emissions by 2050** in support of the UNFCCC Paris Agreement's temperature goal. This is a historic agreement that reinforces the **leadership of ICAO** on issues relating to international aviation and climate change.

The LTAG **does not attribute specific obligations or commitments** in the form of emissions reduction goals to individual States. Instead, it recognizes that each State's **special circumstances and respective capabilities** (e.g., the level of development, maturity of aviation markets, sustainable growth of its international aviation, just transition, and national priorities of air transport development) will inform the ability of each State to contribute to the LTAG within its **own national timeframe**. Each State will contribute to achieving the goal in a **socially, economically and environmentally sustainable manner** and in accordance with its **national circumstances**.

The overall ICAO Assembly results related to climate change and CORSIA are also summarized in the [ICAO's submission](#) to the fifty-seventh session of the UNFCCC Subsidiary Body for Scientific and Technological Advice (SBSTA 57) to be held in Sharm el-Sheikh, Egypt, from 6 November 2022.



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