

# Understanding the Process: Applications for Assessment by the TAB

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- 1) Background on CORSIA and TAB – ICAO Secretariat
- 2) Introduction to Programme Applications – TAB Chairperson and Vice-Chairperson
- 3) Questions and Answers about the TAB process – TAB Chairperson and Vice-Chairperson

## **Part 1: Background on CORSIA and TAB**

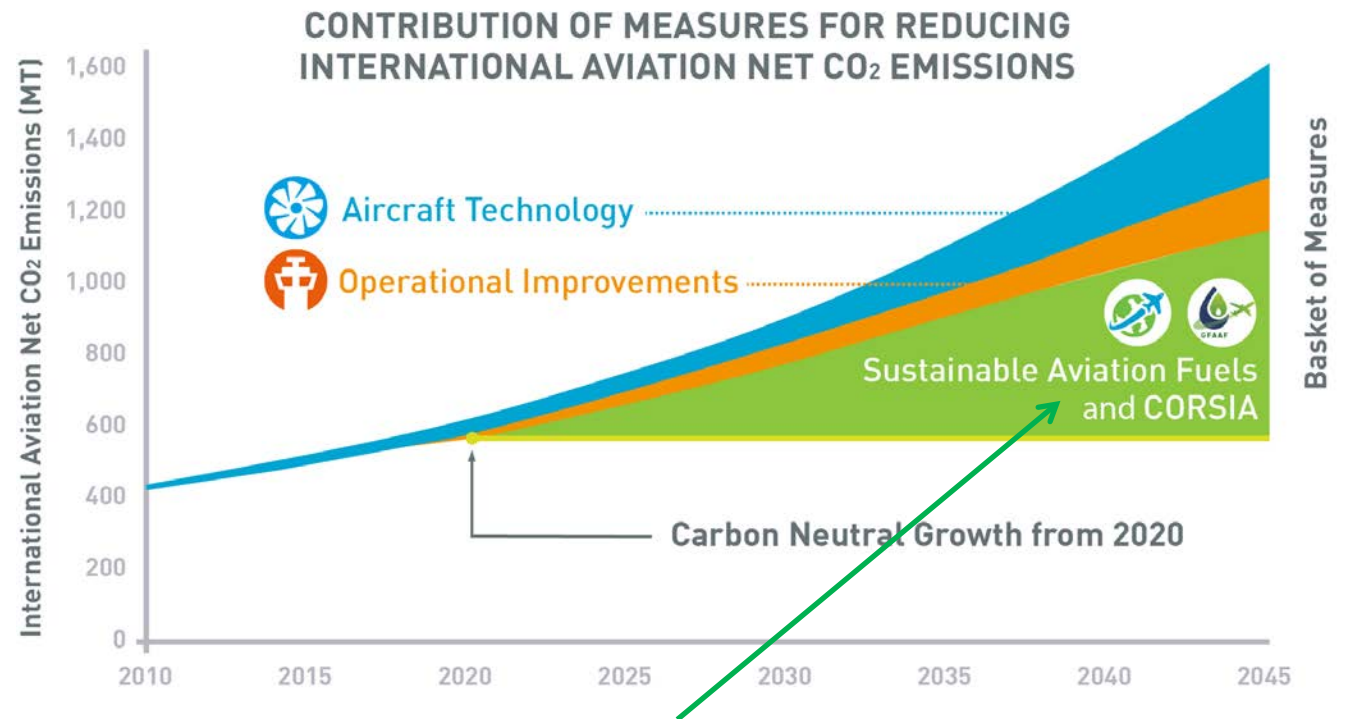
Jane Hupe, Deputy Director, ATB/ENV, ICAO Secretariat

# Background for CORSIA

CORSIA was adopted by the 39th ICAO Assembly (2016) as the **first global market-based measure** for any industry sector

To achieve ICAO’s global aspirational goal of carbon neutral growth from 2020 (CNG2020), CORSIA is **one complementary element in the basket of measures**:

- aircraft technology
- operational improvements
- sustainable aviation fuels



***CORSIA addresses the remaining “emissions gap” to achieve CNG2020***

## ICAO Policy



### Chicago Convention

**ICAO Assembly Resolutions A40-17, A40-18 and A40-19:** Consolidated statement of continuing ICAO policies and practices related to environmental protection

## ICAO Standards and Recommended Practices (SARPs)



### Annex 16 - Environmental Protection:

- Volume I, Aircraft Noise
- Volume II, Aircraft Engine Emissions
- Volume III, Aeroplane CO<sub>2</sub> Emissions
- Volume IV, CORSIA**

## ICAO Guidance

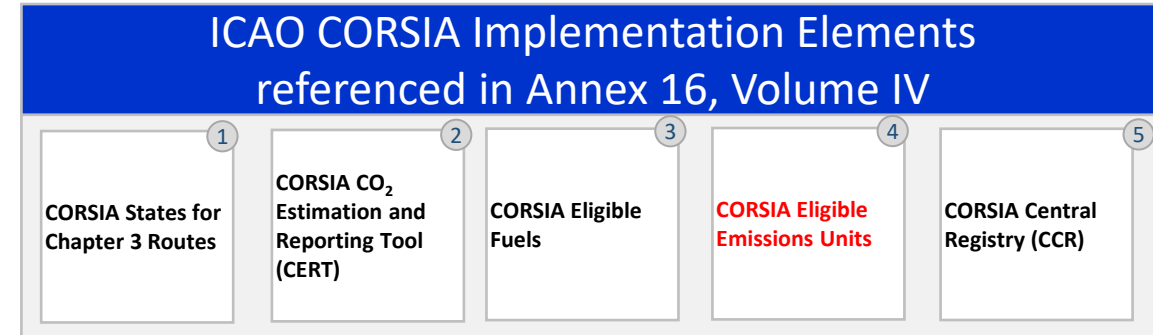


### Various guidance on noise, LAQ and climate change, e.g.:

- Environmental Assessment of Proposed ATM Operational Changes (Doc 10031)
- Environmental Technical Manual Volume IV (Doc 9501)**

# CORSIA Implementation Elements

- 5 CORSIA Implementation Elements...



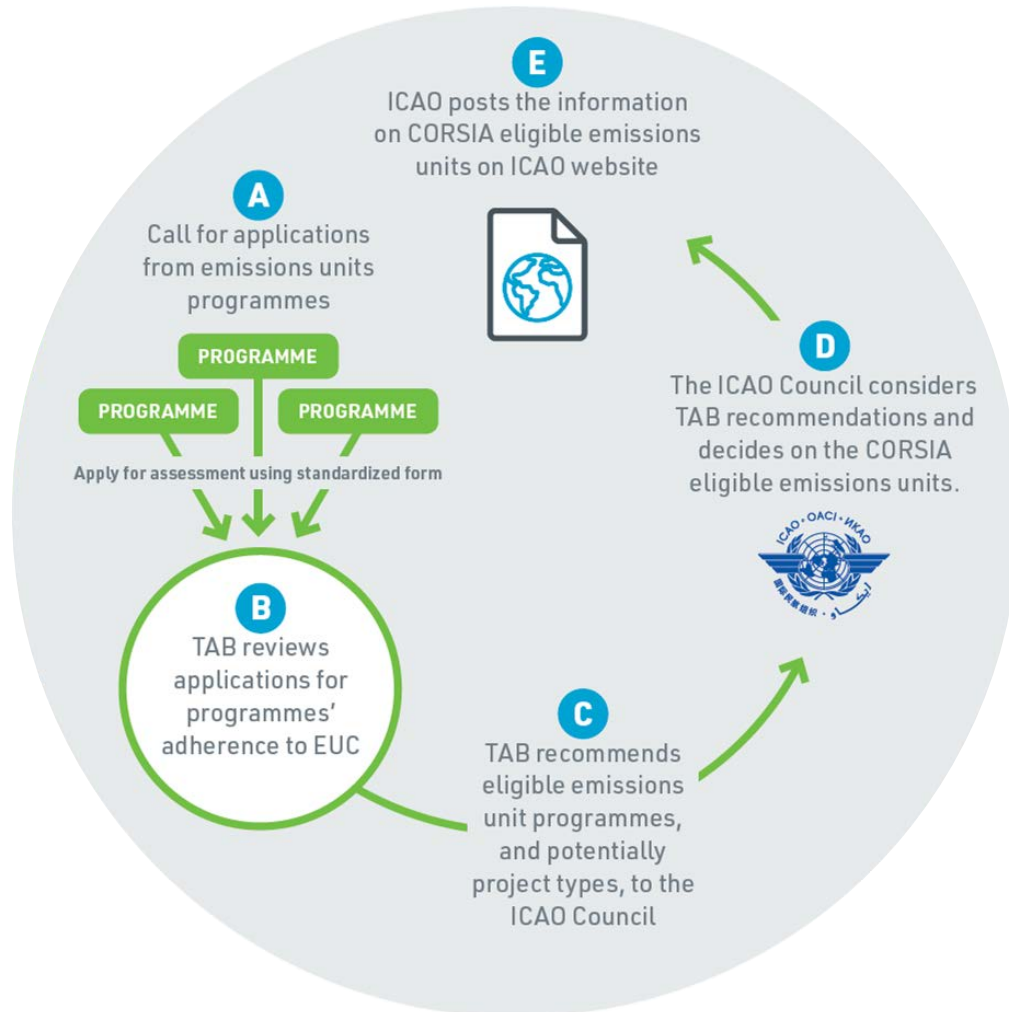
- ... reflected in 14 ICAO documents

- Directly referenced in Annex 16, Volume IV
- Contain material approved by the ICAO Council for publication by ICAO to support Annex 16, Volume IV, and essential for the implementation of CORSIA



- CORSIA Eligible Emissions Units are determined by the ICAO Council, upon recommendation of an expert group: the Technical Advisory Body (TAB)
- CORSIA Eligible Emissions Units meet the CORSIA Emissions Unit Criteria (EUC) by:
  - Originating from programmes that have procedures and measures in place that meet the EUC for Program Design Elements
  - Adhering to the EUC for Carbon Offset Credit Integrity, which are also assessed on the basis of programme-level procedures and measures
- More information on the EUC can be found on the ICAO website:  
<https://www.icao.int/environmental-protection/CORSIA/Pages/CORSIA-Emissions-Units.aspx>

## ICAO process for determining CORSIA Eligible Emissions Units



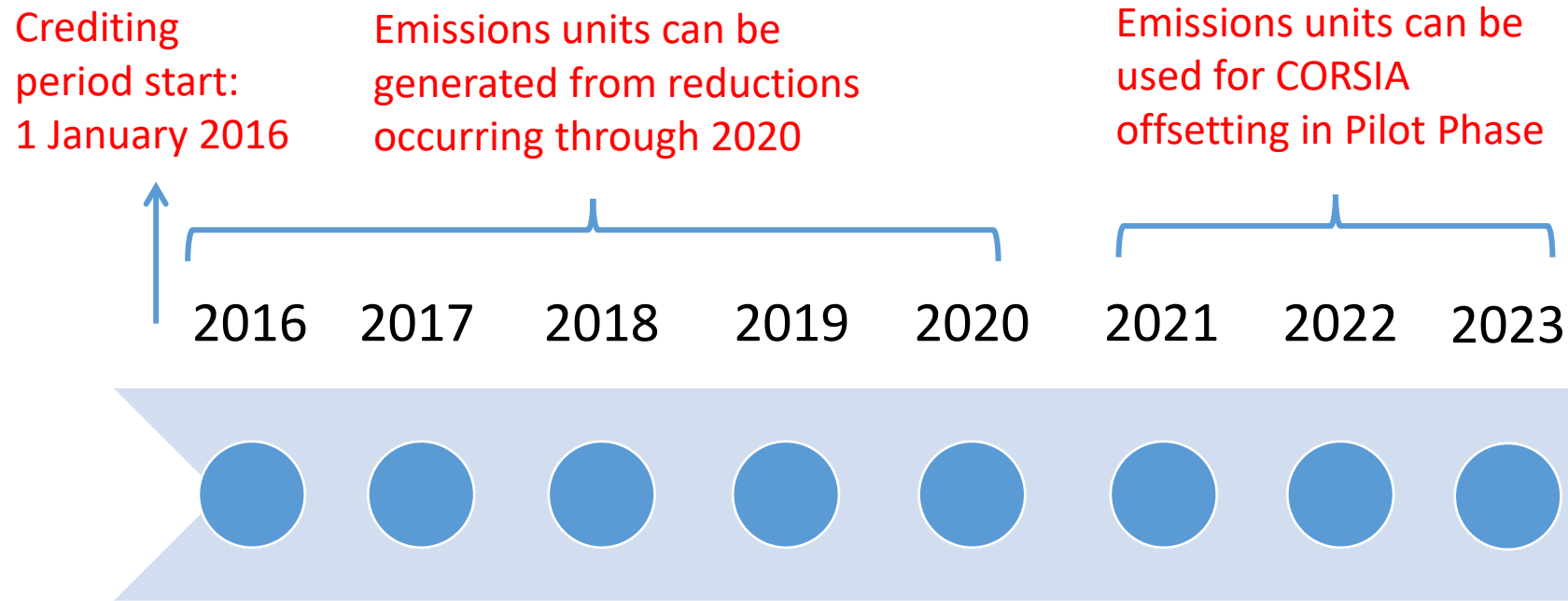
- A. Application:** Emissions units programmes apply for consideration to be eligible for CORSIA
- B. Assessment:** An expert group, the Technical Advisory Body (TAB), reviews emissions units programmes for their adherence to the CORSIA Emissions Unit Criteria (EUC)
- C. Recommendations:** TAB makes recommendations on CORSIA eligible emissions units to ICAO Council
- D. Decision:** The ICAO Council decides on CORSIA eligible emissions units
- E. Publication:** Information on CORSIA eligible emissions units is posted on the ICAO CORSIA website



# What is the TAB?






- In March 2019, the ICAO Council made the following decisions:
  - Approved the Emissions Unit Criteria, to be used by the TAB.
  - Established the Technical Advisory Body (TAB). The 19 members of the TAB are experts nominated by their States and approved by Council.
  - Approved the TAB Terms of Reference (TOR), which indicate that the tasks of the TAB are to:
    - ... undertake the assessment of emissions unit programmes against the emissions units criteria
    - ... develop recommendations on the list of eligible emissions unit programmes (and potentially project types) whose emissions units would be eligible for use under the CORSIA, for consideration by the Council;

- In March 2020, the Council considered TAB recommendations from its 1st assessment cycle
- The Council approved **eligible units for the 2021-2023 pilot phase**
- Projects generating units must have **started their first crediting period from 1 January 2016**
- Reductions must occur **no later than 31 December 2020, inclusive**



(see ICAO document *CORSIA Eligible Emissions Units* and TAB report)

## Six Eligible Programmes

- 1) American Carbon Registry 
- 2) China GHG Voluntary Emission Reduction Program 
- 3) Clean Development Mechanism 
- 4) Climate Action Reserve 
- 5) The Gold Standard 
- 6) Verified Carbon Standard 

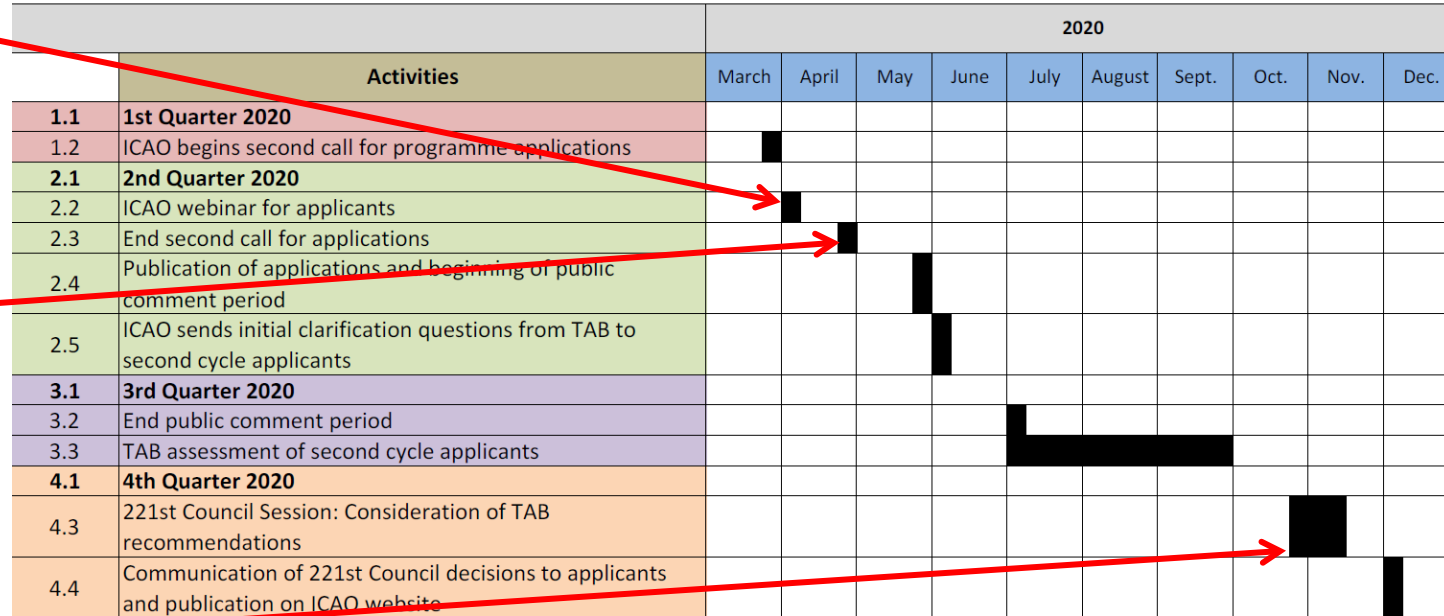
## Not all units from these programmes are eligible for use in CORSIA

- Certain emissions units from these programmes are not eligible (see each programme’s *Scope of Eligibility* in the ICAO document *CORSIA Eligible Emissions Units* and TAB report)

# TAB Second Assessment: 2020 Work Programme

- We are here in the timeline – this webinar to provide further information to applicants
- Applications for the second TAB assessment are due Monday 20 April 2020. Send to [officeenv@icao.int](mailto:officeenv@icao.int)
- TAB’s second set of recommendations are expected for consideration by the Council in November 2020.

2020 TAB Work Programme (Second Cycle Assessment)



Note 1: The above TAB Work Programme and Timeline is subject to further changes.

Note 2: The TAB process above is iterative, and the third programme application period is foreseen to begin in January 2021.

- Applications and other information submitted by applicants will be published on the ICAO website, except for material designated as “business confidential”.
- The public will be invited to submit comments on programme applications from the week of 25 May to the week of 1 July 2020.



## Part 2: Introduction to programme application form

Molly Peters-Stanley (TAB Chairperson) and  
Benedict Chia (TAB Vice-Chairperson)

- Based on ICAO Council decisions, the TAB uses the emissions units criteria to evaluate emissions units programmes
  - An emissions unit programme administers standards and procedures
    - for developing offset projects, and
    - for verifying and “issuing” offsets created by those projects
  - The Emissions Units Criteria focus on *programme*-level standards and procedures—as such, evaluation will focus on programmes
  - The TAB may also evaluate a programme’s rule-set as it pertains to specific project “types”, e.g., sectors or emissions categories
  - **TAB does not assess offset retailers or project developers**

- The TAB identified the following questions to guide considerations of an emissions units programme's suitability for assessment against the EUC:
  - Is the programme *a programme in its own right*?
    - i.e. not a retailer, or wholly relying on other programme(s) for EUC-relevant procedures vs. administering its own procedures
  - Does the programme have a functioning registry or registries?
  - Are core EUC-relevant procedures, policies, governance arrangements, and other measures in place and disclosed, as specified in the EUC?
    - example procedures that should be *in place* include, e.g., for conducting stakeholder consultation, assessing emissions leakage, and informing baselines and assumptions
  - In particular, are quantification and qualification methodologies, protocols, and/or frameworks in place and publicly available for use?



- An application has four components:

- 1) The Programme Application Form, contains questions about...

- The programme's administration and design, including the programme's registry(ies)
- Procedures and standards the programme has in place to ensure offset quality

- 2) Appendix A – Supplementary Information Form

- Contains the *Emissions Units Criteria and Guidelines for Criteria Interpretation*
- These are cross-referenced by paragraph number in application form questions

- 3) Appendix B – Programme Scope Inclusions

- Programmes may define which of their activities they **are submitting** for assessment by the TAB.

- 4) Appendix C – Programme Scope Exclusions

- Programmes may define which of their activities they wish **to exclude** from TAB's assessment.

- The application form contains detailed instructions for form completion—please read in full. Highlights include:
  - Respond to all questions—if any question(s) do not apply to the programme, briefly explain the exception
    - If the programme does not have a relevant procedure in place—but *plans* to—respond to the question as requested in the **Form Instructions** section regarding ***Programme Revision***
  - Thorough responses encouraged—external information (e.g., web links) is not a substitute for written summary responses
    - See **Form Instructions** section regarding ***Form completion***
  - “Linked” schemes (e.g., for certifying co-benefits) should be described by the primary carbon standard *as relevant*
    - See **Form Instructions** section regarding ***“Linked” Certification Schemes***
  - “Evidence” is key—A programme’s description of any procedure(s) should be accompanied by a reference to documented evidence that the procedure is in place.
    - See **Form Instructions** section regarding ***“Evidence”***

## Part 3: Questions and Answers

Molly Peters-Stanley (TAB Chairperson) and  
Benedict Chia (TAB Vice-Chairperson)

- Please type questions in the chat window on the right side of your screen

[www.icao.int/corsia](http://www.icao.int/corsia)



**CORSIA**

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and Caribbean  
(NACC) Office  
Mexico City

South American  
(SAM) Office  
Lima

ICAO  
Headquarters  
Montréal

Western and  
Central African  
(WACAF) Office  
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North Atlantic  
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THANK YOU