



ICAO

ENVIRONMENT

CORSIA Implementation

CORSIA Eligible Emissions Units -*Application process for assessment by the TAB*

ICAO Secretariat:

Regional Officer- ENV/MET (ESAF)- Ms. Chinga Mazhetese

Regional Officer- ENV/MET (WACAF)- Ms. Blandine Ferrier

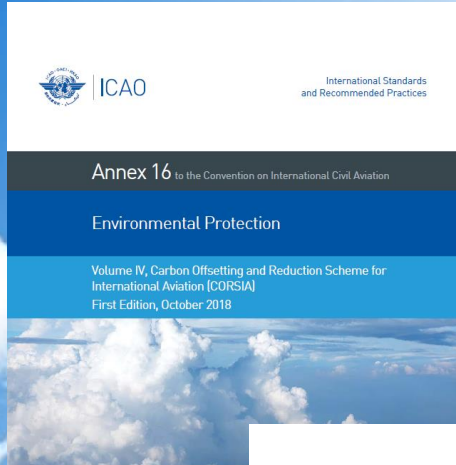
Web Conferencing, 09 February 2021





Annex 16: Volume IV

Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)



1. Standards and Recommended Practices (SARPs) – Annex 16, Volume IV
 - Necessary actions by States and operators (the “what” and “when”) to implement CORSIA
2. Environmental Technical Manual (ETM) Volume IV
 - Guidance on the process to implement CORSIA
3. CORSIA Implementation Elements
 - Directly referenced in Annex 16, Vol IV, and essential for the implementation of the CORSIA.



ICAO CORSIA Implementation Elements	ICAO documents
CORSIA States for Chapter 3 State Pairs	1. CORSIA States for Chapter 3 State Pairs
ICAO CORSIA CO ₂ Estimation and Reporting Tool (CERT)	2. ICAO CORSIA CO ₂ Estimation and Reporting Tool
CORSIA Eligible Fuels	3. CORSIA Eligibility Framework and Requirements for Sustainability Certification Schemes 4. CORSIA Approved Sustainability Certification Schemes 5. CORSIA Sustainability Criteria for CORSIA Eligible Fuels 6. CORSIA Default Life Cycle Emissions Values for CORSIA Eligible Fuels 7. CORSIA Methodology for Calculating Actual Life Cycle Emissions Values
CORSIA Eligible Emissions Units	8. CORSIA Eligible Emissions Units 9. CORSIA Emissions Unit Eligibility Criteria
CORSIA Central Registry (CCR)	10. CORSIA Central Registry: Information and Data for the Implementation of CORSIA 11. CORSIA Aeroplane Operator to State Attributions 12. CORSIA 2020 Emissions 13. CORSIA Annual Sector's Growth Factor (SGF) 14. CORSIA Central Registry (CCR): Information and Data for Transparency

14 ICAO documents

Once completed, approved by the ICAO Council for publication on the ICAO CORSIA webpage;





ICAO CORSIA Implementation Elements	ICAO documents
CORSIA States for Chapter 3 State Pairs	1. CORSIA States for Chapter 3 State Pairs
ICAO CORSIA CO ₂ Estimation and Reporting Tool (CERT)	2. ICAO CORSIA CO ₂ Estimation and Reporting Tool
CORSIA Eligible Fuels	3. CORSIA Eligibility Framework and Requirements for Sustainability Certification Schemes 4. CORSIA Approved Sustainability Certification Schemes 5. CORSIA Sustainability Criteria for CORSIA Eligible Fuels 6. CORSIA Default Life Cycle Emissions Values for CORSIA Eligible Fuels 7. CORSIA Methodology for Calculating Actual Life Cycle Emissions Values
CORSIA Eligible Emissions Units	8. CORSIA Eligible Emissions Units 9. CORSIA Emissions Unit Eligibility Criteria
CORSIA Central Registry (CCR)	10. CORSIA Central Registry: Information and Data for the Implementation of CORSIA 11. CORSIA Aeroplane Operator to State Attributions 12. CORSIA 2020 Emissions 13. CORSIA Annual Sector's Growth Factor (SGF) 14. CORSIA Central Registry (CCR): Information and Data for Transparency



Annex 16, Vol IV: Chapter 4. - Emissions Units

Focus for the presentation



- Emissions Units
 - CORSIA calls for international aviation to offset part of its CO₂ emissions
 - through the reduction of emissions elsewhere (outside of the international aviation sector), involving the concept of "emissions units".
 - One emissions unit represents one tonne of CO₂ emissions reduced.
 - Emissions units are generated when emissions from a specific project or programme are reduced, compared to a baseline (or business-as-usual),
 - through the implementation of emission reductions techniques/technologies.
 - These projects or programmes can be implemented in various sectors,
 - such as electricity generation, industrial processes, agriculture, forestry, waste management etc.
- Emissions units are sometimes also referred to as carbon credits.



ICAO

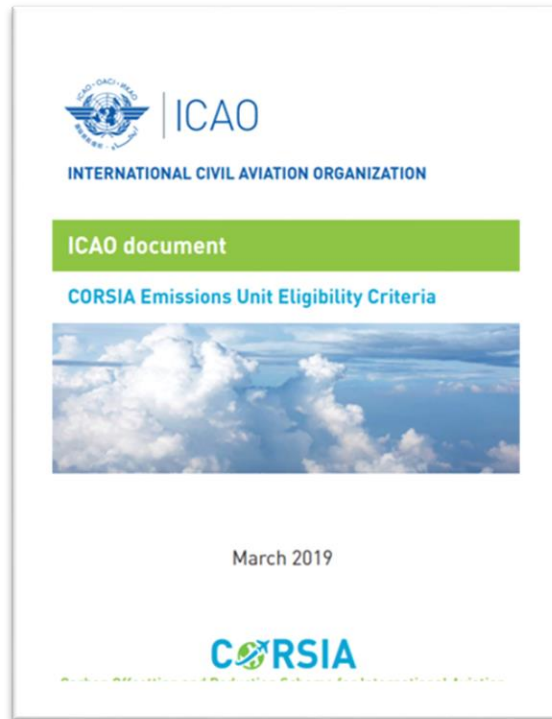
ENVIRONMENT

CORSIA Eligible Emissions Units

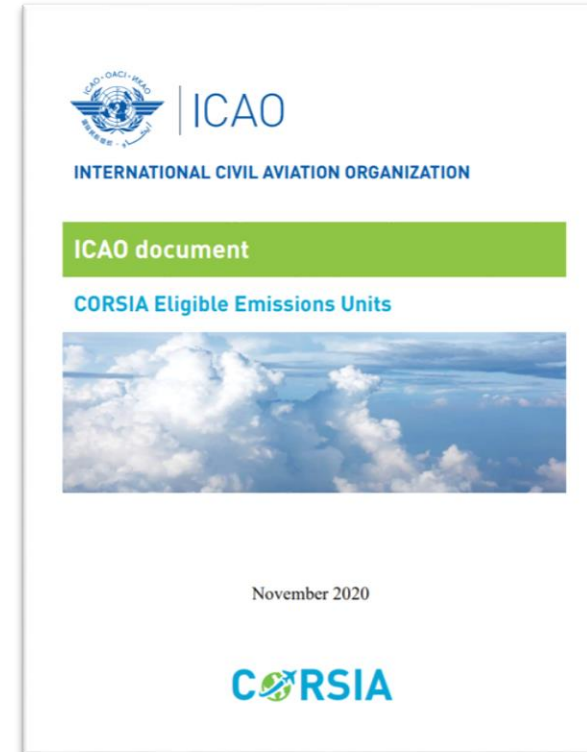


Associated ICAO Documents

CORSIA Emissions Unit Eligibility Criteria

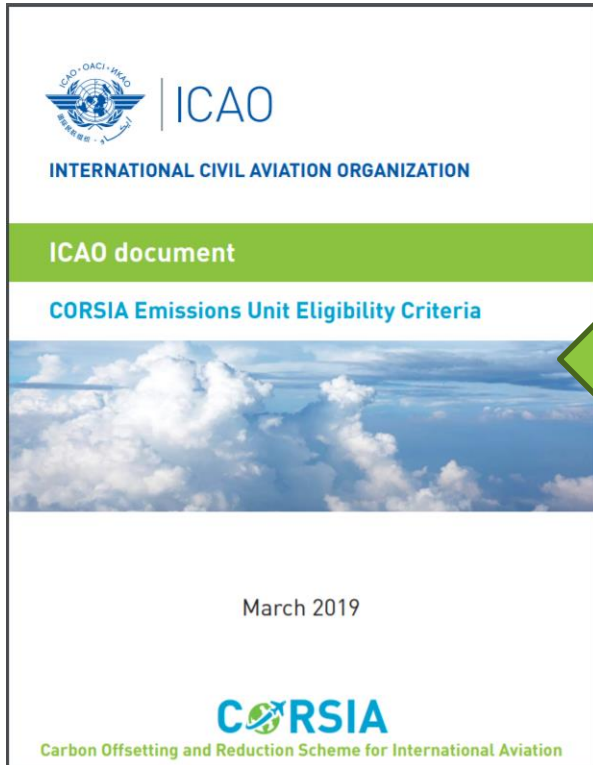


CORSIA Eligible Emissions Units





- What are the eligibility criteria for CORSIA Eligible Emissions Units?
 - Approved and may only be amended by the ICAO Council;
 - With the technical contribution of the Committee on Aviation Environmental Protection (CAEP);
 - taking into account relevant developments in the UNFCCC and the Paris Agreement; and
 - are included in the ICAO document entitled "CORSIA Emissions Unit Eligibility Criteria."
 - Emissions units generated from mechanisms established under the UNFCCC and the Paris Agreement are eligible for use in CORSIA;
 - Provided they align with decisions made by the ICAO Council with the technical contribution of CAEP.





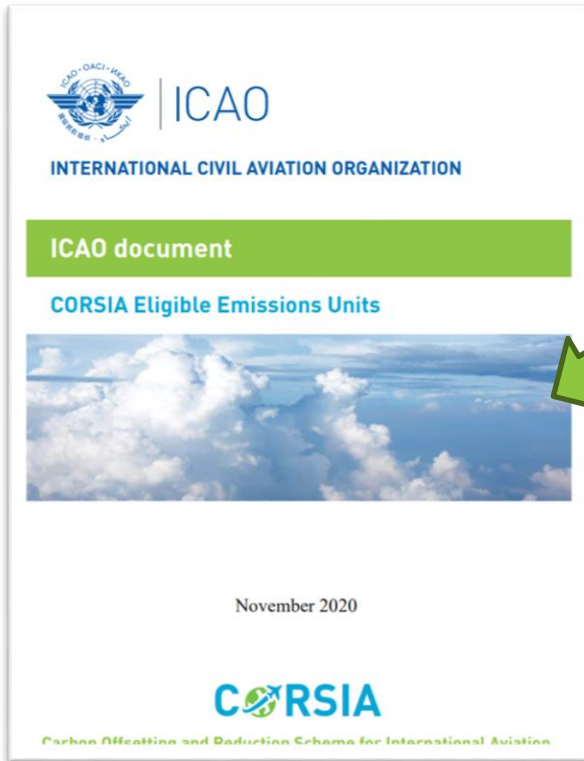
- What are the eligible emissions units to be used under CORSIA?

- These are only those units described in the ICAO document entitled “**CORSIA Eligible Emissions Units**”,

- which meet the CORSIA Emissions Unit Eligibility Criteria contained in the ICAO document entitled “CORSIA Emissions Unit Eligibility Criteria”

- Determined by the ICAO Council;

- Upon recommendation of a **Technical Advisory Body (TAB)** established by the Council.





- **Technical Advisory Body (TAB)**
 - established by the Council in line with the Assembly request (A39-3);
 - makes recommendations to the Council on the eligible emissions units for use by the CORSIA;
 - The Council, (*215th Session Nov 2018*), agreed to initiate a process to establish the TAB.
 - State letter was issued to ICAO's Member States, inviting them to nominate experts to the TAB.
 - the Council (*216th session Mar 2019*), reviewed the nominated candidates to the TAB, and approved the TAB membership.
 - At the same session, the Council also approved the TAB Terms of Reference (TOR).
 - **Some of the TAB tasks:**
 - Carry out the assessment of emissions unit programmes (and potentially project types) against the emissions unit criteria;
 - Ensure that emissions unit programmes around the globe receive advance notice of, and are given sufficient time to apply for assessment by TAB; and
 - Transparently develop, for presentation to the Council, a list of recommended emissions unit programmes (and potentially project types) whose units would be eligible for use under CORSIA.



- **TAB Membership**
 - 14-16 experts nominated by States, taking into account the need for balanced geographical representation;
 - Chairperson and Vice-chairperson (*from different geographical regions*);
 - African States who have nominated members currently participating in the TAB:
 - Kenya; Nigeria; Zambia
 - TAB membership aligned with the compliance cycles of the CORSIA.
- **Role of ICAO Secretariat in the TAB**
 - publish information related to the TAB on the ICAO CORSIA website;
 - Administrative support for TAB meetings;
 - Facilitation of communication between emissions unit programmes and the TAB;
 - Support the preparation of necessary documentation and reports related to TAB.



The first two TAB assessments took place during 2019-2020

- **2019 assessment**

- From 14 June to 12 July, 2019 ICAO invited emissions unit programmes to apply for assessment by the TAB against the CORSIA Emissions Unit Criteria (EUC).

- Received 14 applications and the Council (in Mar 2020) approved 6 programmes:

- American Carbon Registry
- China GHG Voluntary Emission Reduction Program
- Clean Development Mechanism
- Climate Action Reserve
- The Gold Standard
- Verified Carbon Standard

- <https://www.icao.int/Newsroom/Pages/ICAO-Council-adopts-CORSIA-emissions-units.aspx>



The first two TAB assessments took place during 2019-2020

- **2020 assessment**

- From 23 March to 20 April 2020, ICAO invited emissions unit programmes to apply for assessment by the TAB against the CORSIA Emissions Unit Criteria (EUC).

- ICAO received eight responses to the call for applications.

- The responses provided - *except for the information labelled as business confidential* - are included below:

- Architecture for REDD+ Transactions
- BioCarbon Fund Initiative for Sustainable Forest Landscapes
- Cercarbono
- Compte CO2
- Joint Crediting Mechanism between Japan and Mongolia
- Olkaria IV Geothermal Project
- Perform, Achieve, and Trade Scheme
- Regional Greenhouse Gas Initiative

- In addition to the eight new programme applications,

- ICAO received two material changes to previously-assessed programmes:

- Forest Carbon Partnership Facility
- Verified Carbon Standard (managed by Verra)



The 3rd TAB assessment

- **2021 assessment**

2021 TAB Assessment

2021 Call for Applications: 11 January to 18 February

ICAO invites emissions unit programmes to apply for assessment against the [CORSIA emissions unit criteria](#). To apply, emissions unit programmes should download and complete the application forms below and submit them to officeenv@icao.int by 18 February.

Application Form

Application Form Appendix A - Supplementary Information

Application Form Appendix B - Programme Assessment Scope

Application Form Appendix C - Programme Exclusions Scope

Application Form Appendix D - Registry Attestation



TAB Call for Applications

- ICAO, through the TAB invites emissions unit programmes to apply for assessment against the CORSIA emissions unit criteria;
- How do the emissions unit programmes submit applications?
 - to apply, emissions unit programmes should download and complete the following application forms and submit them to officeenv@icao.int :

Application Form

Application Form Appendix A - Supplementary Information

Application Form Appendix B - Programme Assessment Scope

Application Form Appendix C - Programme Exclusions Scope

Application Form Appendix D - Registry Attestation



- Where are the application forms?
 - available on the TAB webpage
<https://www.icao.int/environmental-protection/CORSIA/Pages/TAB.aspx>
- When is the **due date** for 2021 application submissions?
 - **18 February 2021**
- Where can we get information on previous TAB webinars and assessments?
 - available on the TAB webpage
<https://www.icao.int/environmental-protection/CORSIA/Pages/TAB.aspx>



- **Read all instructions first-** in full
 - The application form contains detailed instructions for form completion.
- **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
- **“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”



Importance of submitting applications for assessment by the TAB

A40-19:

Requests the Council to promote the use of emissions units generated that benefit developing States, and encourages States to develop domestic aviation-related projects;

- CORSIA Offsetting requirements applicable to Aeroplane Operators (AOs) who are subject to the offsetting requirements of Annex 16, Vol IV, Part II, Chapter 3;
- AOs will only use the CORSIA Eligible Emissions Units that are described in the ICAO document entitled. “CORSIA Eligible Emissions Units” that will be available on the ICAO CORSIA website;
- geographical representation.





Process for determining CORSIA Eligible Emissions Units



Step A: Application

Call for applications from emissions units programmes. *(applications done using standardized form).*



Step B: Assessment

TAB review of applications for programmers' adherence



Step C: Recommendations

TAB recommends eligible emissions unit programmes, and potentially project types, to the ICAO Council



Step D: Decision

The ICAO Council considers TAB recommendations and decides on the CORSIA eligible emissions units



Step E: Publication

ICAO posts the information on CORSIA eligible emissions units on the ICAO website

Five step process



When should an aeroplane operator start purchasing CORSIA Eligible Emissions Units?



- An aeroplane operator can purchase emissions units at any time.
 - can use only eligible emissions units for the purpose of meeting their offsetting requirements under CORSIA.

Important

- it is not the individual aeroplane operator or individual State who will determine which programmes and emission units are eligible in CORSIA, **but the ICAO Council**.
 - Once determined by the Council, the CORSIA Eligible Emissions Units are included in the ICAO document entitled "CORSIA Eligible Emissions Units".



Can an aeroplane operator implement a project that generates CORSIA Eligible Emissions Units?

- Yes – an aeroplane operator can implement emissions reduction project that generates emissions units.
- Equally to any other emissions unit,
 - the emissions units generated from such a project need to meet the CORSIA Emissions Unit Eligibility Criteria, if the operator wishes to use the units to fulfil its offsetting requirements under CORSIA.

Important:

- projects that reduce emissions from international flights would not be eligible to be used under CORSIA
 - results in double counting of emissions reductions



Can an aeroplane operator cancel CORSIA eligible emissions units prior to having received the total final offsetting requirements from the State at the end of a compliance cycle?

- Yes. An aeroplane operator can purchase and cancel CORSIA eligible emissions units at any time, and
 - does not need to wait until the operator has been notified of its total final offsetting requirements at the end of the compliance period



Scenario

- State A has projects that are already under the UNFCCC's Clean Development Mechanism (CDM). Since the CDM was approved by the Council, does that mean that the Emissions Units from State A's projects that already existed within the CDM before the Council approval will all be available as CORSIA Eligible Emissions Units?
 - The Council's decisions on eligible units are contained in the ICAO Document "CORSIA Eligible Emissions Units";
 - The ICAO Document "CORSIA Eligible Emissions Units identifies the registries designated by CORSIA Eligible Emissions Unit Programmes:
 - for the purpose of fulfilling the provisions set out in the CORSIA-related ICAO Standards and Recommended Practices (Annex 16, Vol IV, Chp. 4) .
 - CORSIA Eligible Emissions Units are identified as such by each Emissions Unit Programme according to each programme's:
 - respective Scope of Eligibility referred to in ICAO Document "CORSIA Eligible Emissions Units;
 - including to reflect Eligible Unit Dates; and
 - any specifications regarding activity and/or unit types, methodologies, programme elements, and/or procedural classes.



CORSIA Eligible Emissions Units are identified by each Emissions Unit Programme



Clean Development Mechanism (CDM)

Programme-designated Registry:	CDM Registry ³ https://cdm.unfccc.int/Registry/index.html United Nations Voluntary Cancellation Platform ³ https://offset.climateneutralnow.org/
Eligibility Timeframe:	Eligible for cancellation for use toward CORSIA offsetting requirements in the 2021 – 2023 compliance cycle
Eligible Unit Dates:	Issued to activities that started their first crediting period from 1 January 2016 ⁴ and in respect of emissions reductions that occurred through 31 December 2020
Scope of Eligibility:	Certified Emissions Reductions (CERs), including any additional certifications, and with the exclusion of the following activity and/or unit types, methodologies, programme elements, and/or procedural classes: CERs issued to Afforestation and Reforestation activities, including as temporary CERs (tCERs) and long-term CERs (ICERs).

For the UNFCCC CDM Scenario:


- Only CDM projects/programmes:
 - which started their first crediting period from 1 January 2016 are eligible; and
 - only emissions units that represent reductions occurring throughout 31 December 2020.
- there is a limited timeframe, and any CDM projects which started their crediting period
 - before 1 January 2016 are not eligible.
- A second exclusion outlined in the ICAO doc:
 - CERs issued to Afforestation and Reforestation activities are not eligible.
 - A/R activities under CDM produce temporary CERs. Those CERs must eventually be replaced by permanent CERs.



ICAO


ENVIRONMENT




 | ICAO
INTERNATIONAL CIVIL AVIATION ORGANIZATION


ICAO document

CORSIA Emissions Unit Eligibility Criteria




March 2019


Carbon Offsetting and Reduction Scheme for International Aviation


 | ICAO
INTERNATIONAL CIVIL AVIATION ORGANIZATION

ICAO document

CORSIA Eligible Emissions Units



November 2020



QUESTIONS??



ICAO

ENVIRONMENT



ICAO

North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU

www.icao.int/ESAF/Pages/default.aspx