

CORSIA

Implementation and Regional Challenges

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The implementation of CORSIA

1. Robust reporting of 2019 and 2020 emissions.
2. Active participation in ACT-CORSIA partnership.
3. Not many operational questions re. CORSIA MRV from the airlines in the region

CORSIA eligible emissions units

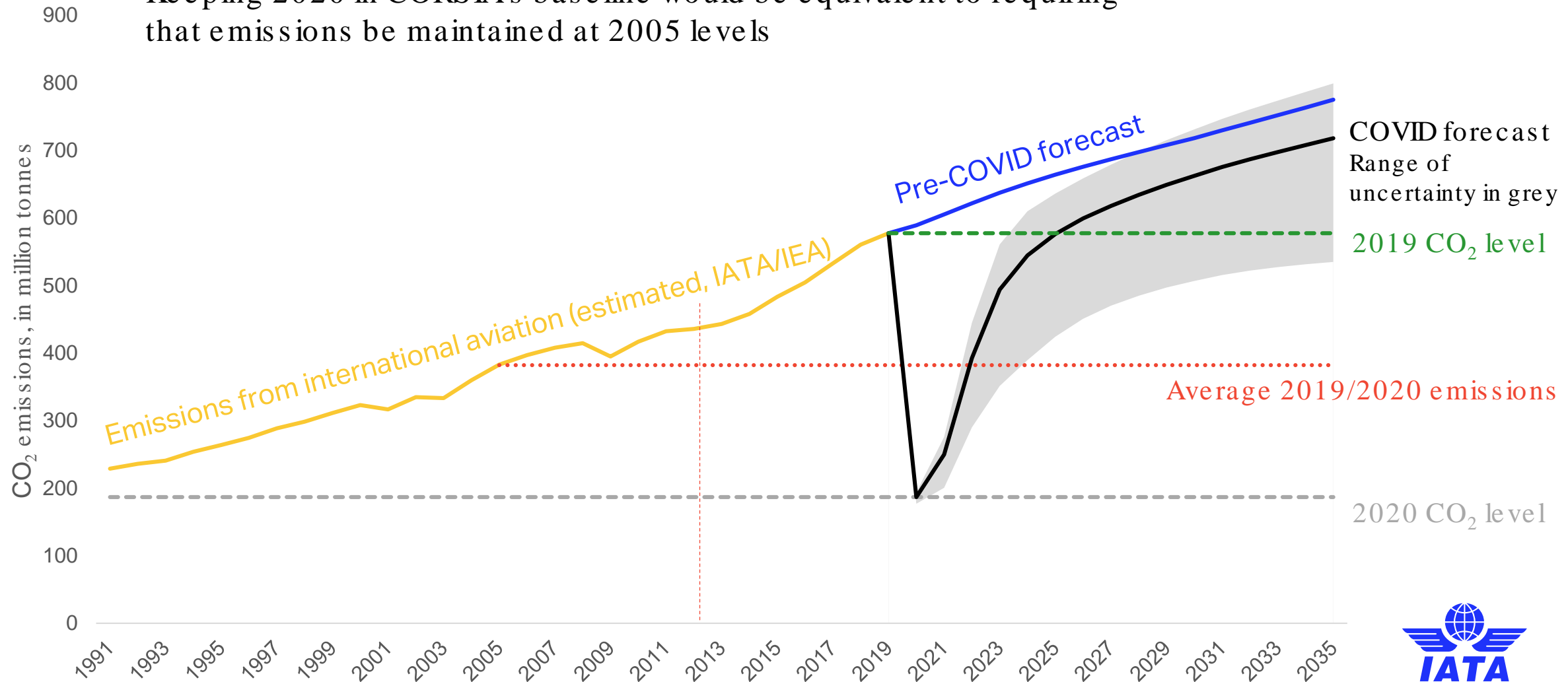


Global Carbon Council (GCC)

Newly approved program for CORSIA eligible emissions units based in Qatar

Emissions from international aviation fell below 200 MtCO₂

Keeping 2020 in CORSIA's baseline would be equivalent to requiring that emissions be maintained at 2005 levels

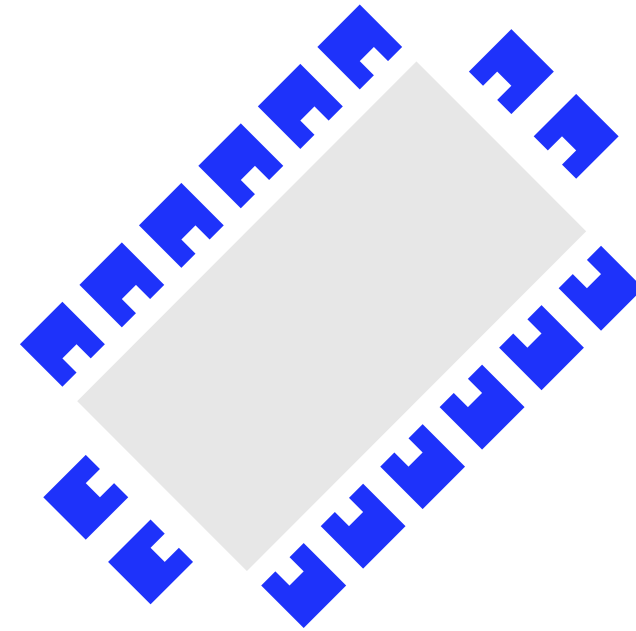


2020 Council decision on CORSIA baseline

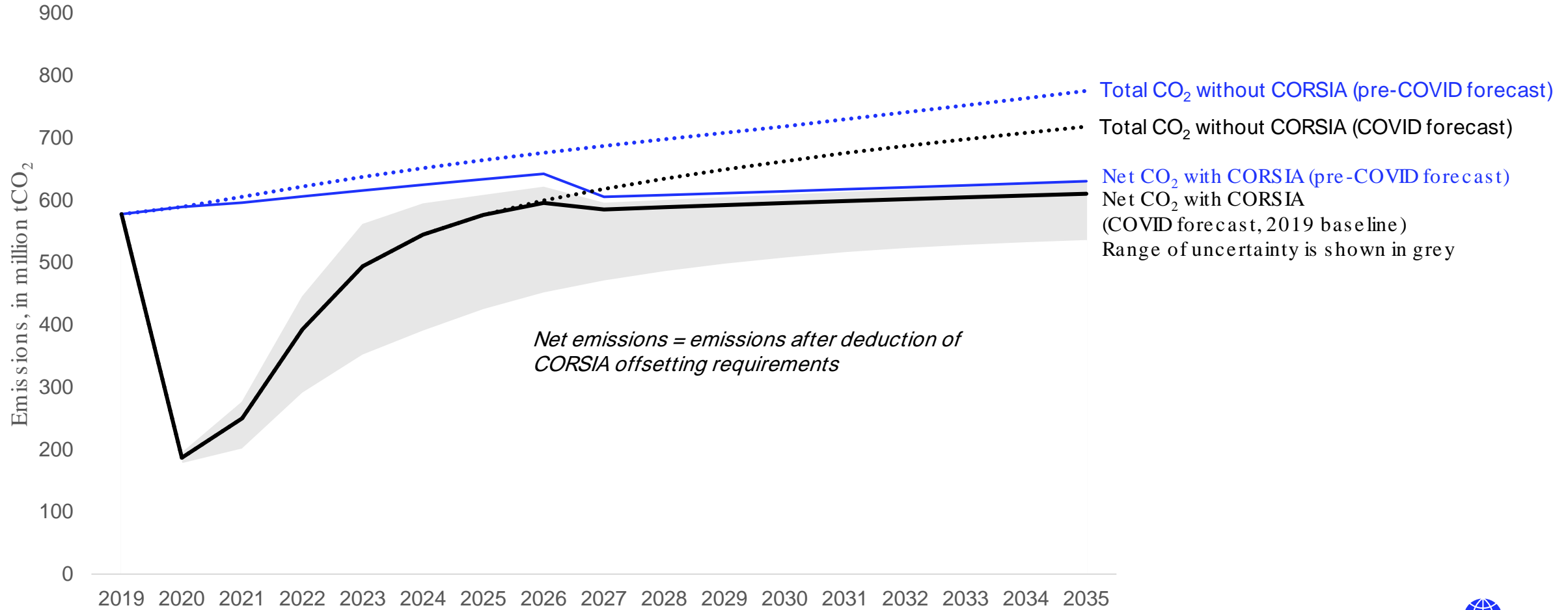
Actual 2020 emissions should not be used for any CORSIA design features

During the pilot phase, 2019 emissions will be used instead of 2020 emissions for CORSIA's baseline and other design elements

The Council will consider amendments to Assembly Resolution A40-19 to also use only 2019 emissions beyond the pilot phase. The amendments will be presented to the 41st session of the Assembly for decision

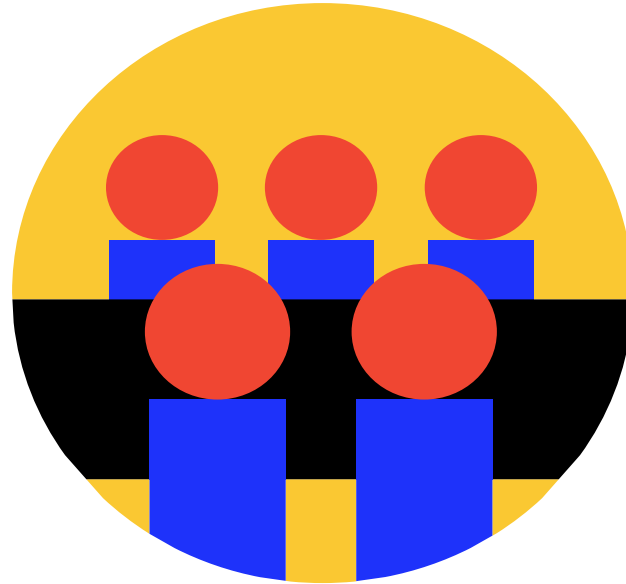


Net emissions from international aviation



Regional Challenges

- **Lack of clarity on CORSIA Baseline:** ICAO 41st Assembly to discuss the baseline for post-pilot phases
- **CORSIA Exclusivity:** Required to comply under CORSIA, EU-ETS and UK-ETS which is a serious multitasking challenge that can be avoided if airlines only comply under CORSIA as the global market measure
- **EU ETS proposal:** EU ETS will apply to all the int'l flights between EU and those countries with minimal int'l traffic that would otherwise be exempted under CORSIA, should those countries not volunteer to join CORSIA by 2027



Questions?