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ICAO's work on the CORSIA and its relation to carbon markets

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ICAO Seminar on Carbon Markets (7-9 Feb 2018)





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ICAO environmental goals



Established by the “Chicago Convention” in 1944

UN specialized agency

192 Contracting States

Standards, policies & guidance on environmental protection since 1960’s



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Minimize the adverse effect of global civil aviation on the environment:

- limit or reduce the number of people affected by significant aircraft noise;
- limit or reduce the impact of aviation emissions on local air quality; and
- limit or reduce the impact of aviation greenhouse gas emissions on the global climate.

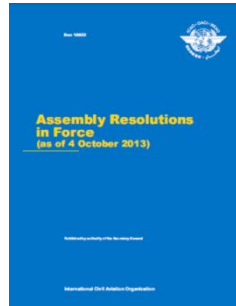
Climate change adaptation and resilience

ICAO's environmental work contributes to 14 out of the 17 United Nations SDGs





ICAO Policies



ICAO Assembly Resolutions A39-1, A39-2 and A39-3:
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 CO₂ Emissions

Volume IV, CORSIA

- Under Development



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)

- Under Development

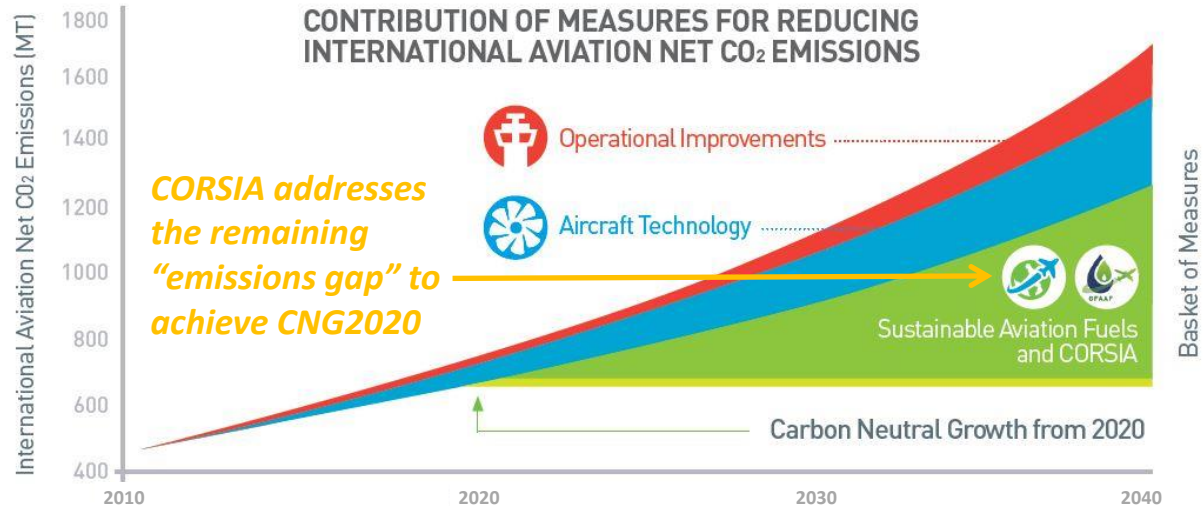




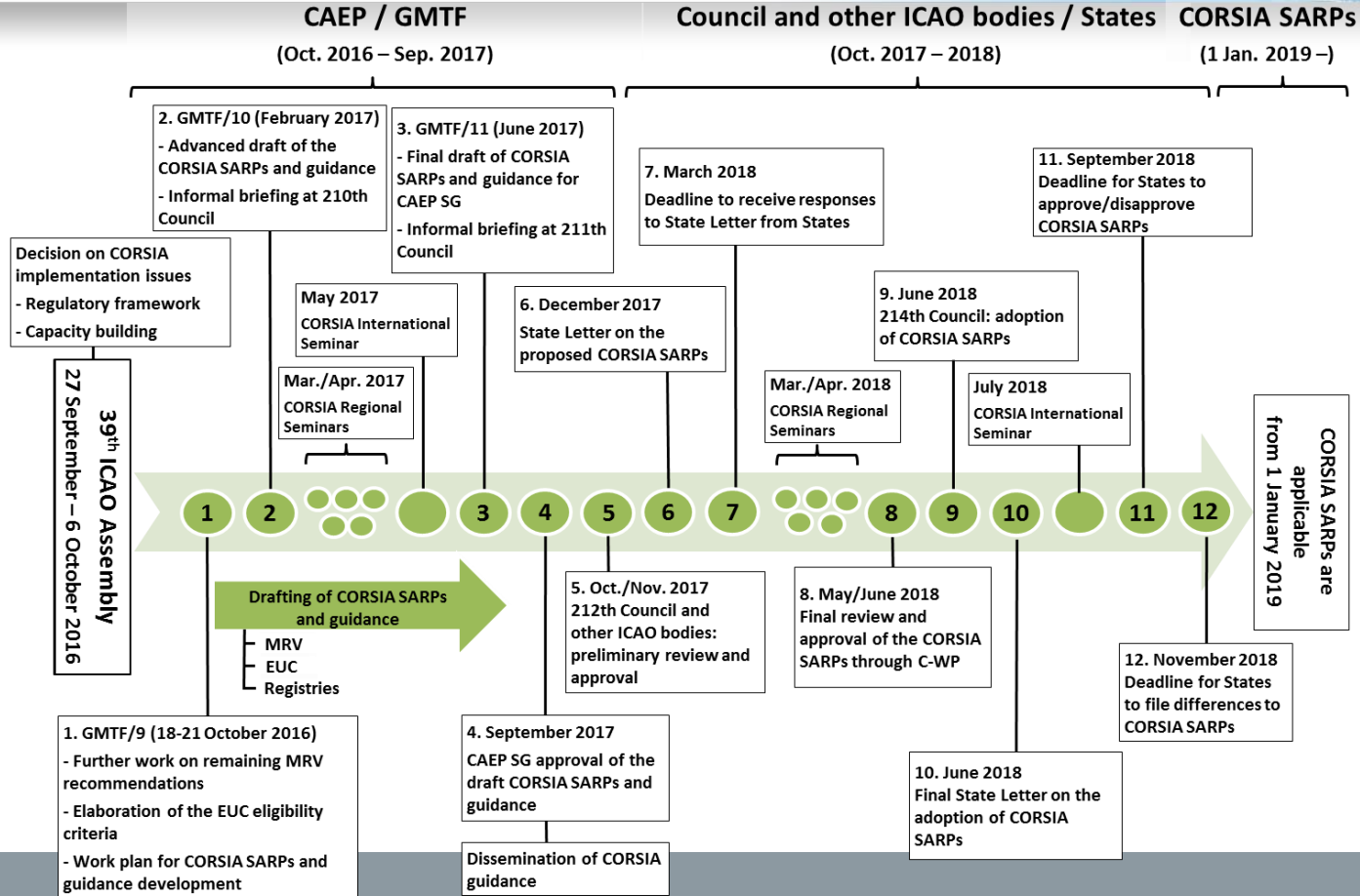
CORSIA is the first global market-based measure scheme for any industry sector

- To achieve ICAO's global aspirational goal of carbon neutral growth from 2020 (CNG 2020), CORSIA is one complementary element in the basket of measures to
- aircraft technology
 - operational improvements
 - sustainable aviation fuels

CORSIA



Process for the development of CORSIA-related SARPs and Guidance

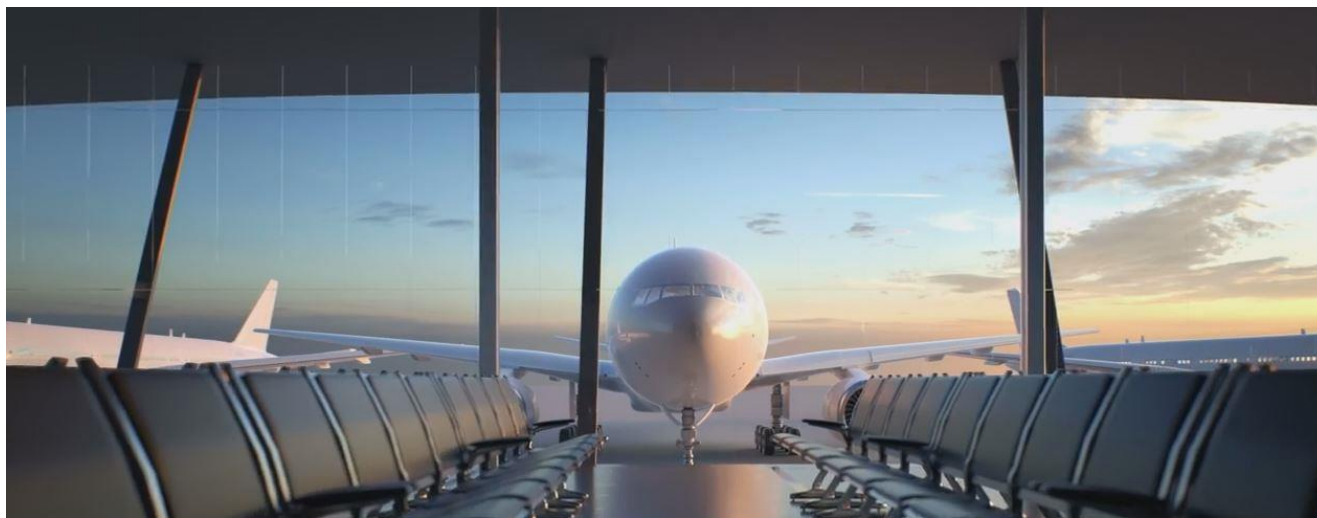




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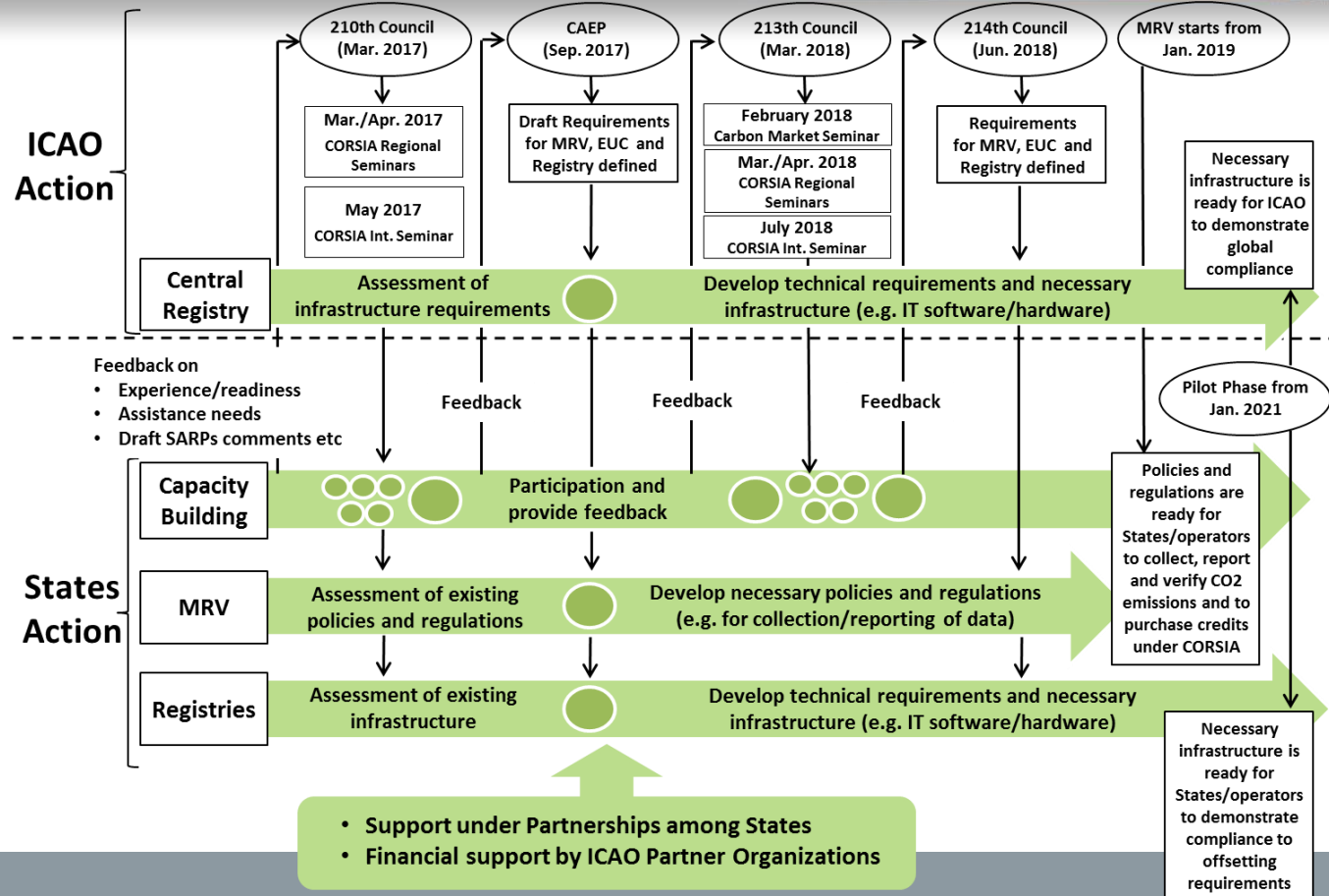
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Video - CORSIA implementation



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<https://www.youtube.com/watch?v=D0tAy0apYII>





After the calculation of offsetting requirements to be attributed to an operator:

1

The operator reports the use of sustainable aviation fuels (SAF) for a 3-year compliance period.

2

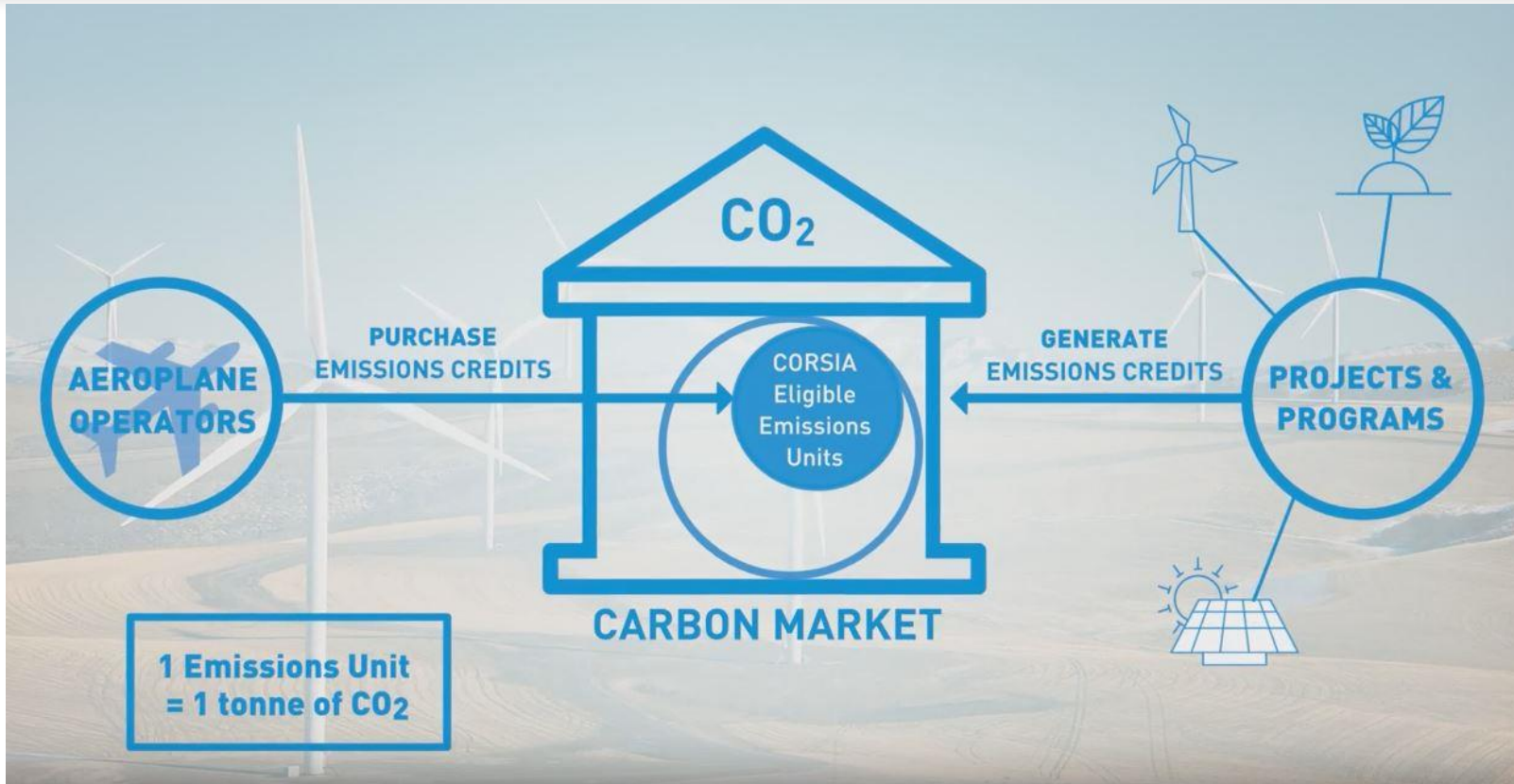
The State accounts for the benefits from the use of SAF and informs the operator of its final CO₂ offsetting requirements for a 3-year compliance period.

3

The operator purchases and cancels eligible emissions units equivalent to its final CO₂ offsetting requirements for the compliance period.

4

The operator provides a verified Emissions Units Cancellation Report to the State, who checks the Report and informs ICAO.





- 1. How are emissions units generated by your programme, mechanism or project ?**
- 2. What are features and benefits of emissions units generated by your programme, mechanism or project, including the means to ensure quality ?**
- 3. Where can potential buyers purchase emissions units generated by your programme, mechanism or project ?**
- 4. How does your programme, mechanism or project track the use of emissions units ?**



Opening Panel: Setting the scene / Expectations for carbon markets

Session 1: Market mechanisms under the UNFCCC

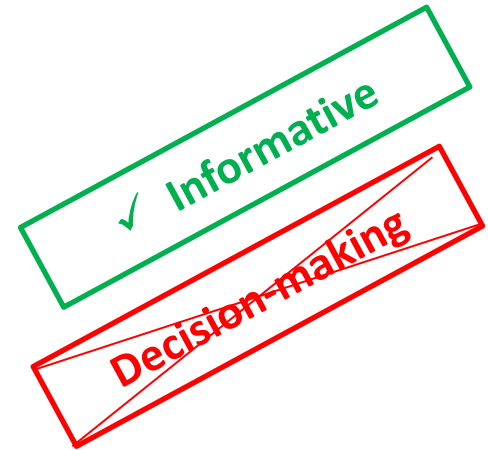
Session 2: Compliance markets (national and supra-national)

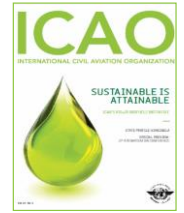
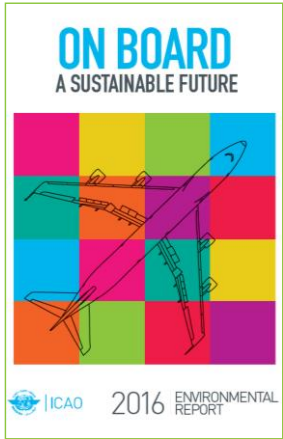
Session 3: Compliance markets (sub-national)

Session 4: Voluntary markets

Session 5: Voluntary markets (with focus on REDD+ and forestry)

Closing Panel: Verification





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<http://www.icao.int/env>



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North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
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Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



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