



ICAO

ENVIRONMENT

CORSIA Newsletter

July 2021

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.

More than 100 States Voluntarily Participate in CORSIA

The 40th ICAO Assembly strongly encouraged all States to voluntarily participate in the pilot phase and the first phase of CORSIA (Assembly Resolution [A40-19](#), paragraph 9 c)). **Eighty-eight (88) States have volunteered to participate in offsetting CO₂ emissions under CORSIA from its pilot phase** that started on 1 January 2021.

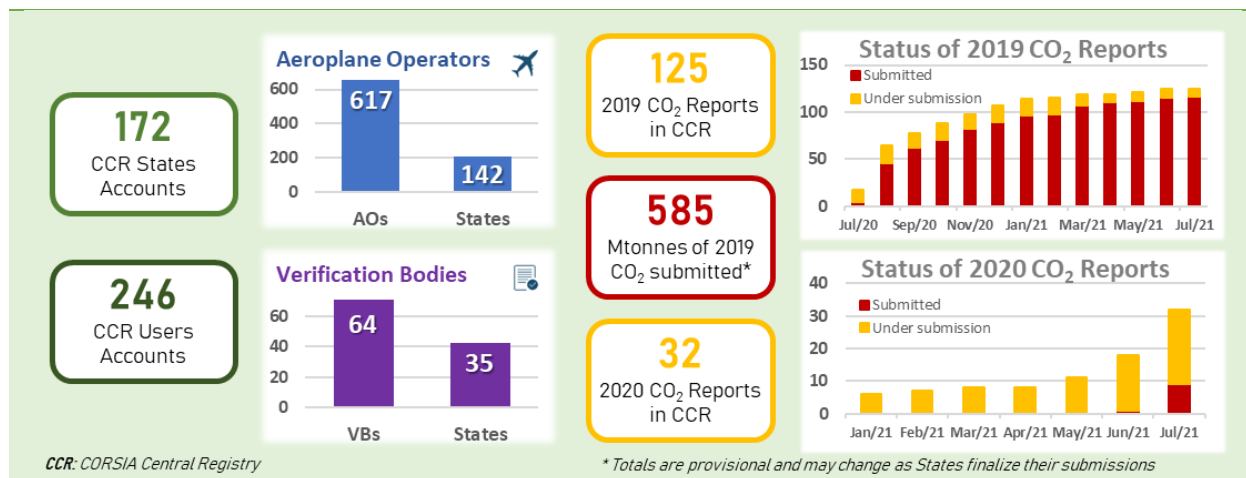


The Governments of **Bahamas, Barbados, Belize, Cook Islands, Gambia, Grenada, Kiribati, Mali, Nauru, Oman, Palau, Saint Kitts and Nevis, South Sudan, Suriname, Tonga, Trinidad and Tobago, Tuvalu, and Vanuatu** notified the ICAO Secretariat of their intention to voluntarily participate in the CORSIA offsetting requirements from 1 January 2022, bringing the **total number of participating States to 106**. The list of all participating States is published [here](#) following its approval by the ICAO Council.

CORSIA in Numbers (as of 31 July 2021)

Under CORSIA, aeroplane operators with international flights are subject to [monitoring, reporting and verification \(MRV\) requirements](#). As of 1 January 2019, operators are required to monitor their annual CO₂ emissions, have them verified through a third-party verification process, and submit them to the States to which they are attributed. States collect emissions data from all their operators and submit consolidated information to ICAO.

In addition to CO₂ emissions, States are required to submit information on aeroplane operators attributed to them, and on verification bodies accredited in them. The [latest lists of aeroplane operators and verification bodies](#) can be found in the fifth edition of ICAO document “*CORSIA Aeroplane Operator to State Attributions*” and in the eighth edition of ICAO document “*CORSIA Central Registry (CCR): Information and Data for Transparency*”, respectively.



Reporting CO₂ Emissions through the CORSIA Central Registry (CCR)

In accordance with the provisions of Annex 16, Volume IV, States have to submit CO₂ emissions, through the CORSIA Central Registry (CCR), every year starting with the 2019 emissions that were due on 31 August 2020. To alleviate some of the negative impacts of COVID-19, the June 2020 ICAO Council agreed on some flexibility regarding the late submission of 2019 CO₂ emissions data and requested the Secretariat to facilitate the reporting working closely with States that had problems meeting the original deadline. **As of 31 July 2021, 115 States had submitted their 2019 CO₂ emissions through the CCR. Collectively, these States account for more than 95% of the total 2019 RTK.** As per the SARPs in Annex 16, Volume IV, the Secretariat will proceed with completing the **emissions gap for States that do not submit data through the CCR.**

For 2020 CO₂ emissions, the deadline for submission is 31 August 2021. With the experience of the 2019 CO₂ emissions, States are now in a better position to comply with the CORSIA reporting deadlines. **As of 31 July 2021, nine States had submitted their data, while another 23 States had started the reporting process for 2020 CO₂ emissions data through the CCR.**

The Secretariat will compile the CORSIA baseline CO₂ emissions (taking into account the relevant decisions by the Council in June 2020) aggregated for all aeroplane operators on each State pair in the CORSIA document “*CORSIA Central Registry (CCR): Information and Data for Transparency*”. The document will be published no later than 30 November 2021 on the ICAO website following its approval by the ICAO Council.

2021 CORSIA Implementation Deadlines

In accordance with Appendix 1 to [Annex 16, Volume IV](#), the following deadlines apply to 2021:

1 June 2021 to 31 August 2021: States to conduct an order of magnitude check of the verified Emissions Reports for 2020, including any filling in of data gaps in case of non-reporting by aeroplane operators.

1 August 2021: States to obtain and use the ICAO document entitled “*CORSIA States for Chapter 3 State Pairs*” applicable for the 2022 compliance year.

31 August 2021: Using the CCR, States to submit to ICAO aggregate CO₂ emissions per State pair for 2020.

30 September 2021: States to calculate and inform aeroplane operators attributed to them of their average total CO₂ emissions during 2019 and 2020.

30 November 2021: Using the CCR, States to update their list of aeroplane operators that are attributed to them, and the list of verification bodies accredited in them.

31 December 2021: States to obtain from the ICAO website and use the ICAO document entitled "*CORSIA Aeroplane Operator to State Attributions*" summarising a list of aeroplane operators and the State to which they have been attributed.

CORSIA Capacity Building



ACT-CORSIA is the 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 initiatives including [sample model regulations for CORSIA](#), frequently asked questions (FAQs), [brochure and leaflets](#), [videos](#) as well as CORSIA [seminars/webinars and online tutorials](#).

CORSIA Frequently Asked Questions (FAQs): An updated version of the frequently asked questions (FAQs) on CORSIA, reflecting developments in 2020, is available [here](#).

ACT-CORSIA Buddy Partnerships are the core of capacity building activities. They rely on individual training of CORSIA Focal Points and involves experts from 134 States. In July 2021, various activities took place involving **Cameroon, Democratic Republic of Congo, Guinea, Mauritania, Burkina Faso, Mauritius, Congo, Senegal, and Togo** in partnership with **Canada and France**. More information can be found [here](#).

ACT-CORSIA will now focus on CORSIA volunteer States providing training on offsetting compliance through the use of CORSIA Eligible Fuels and CORSIA Eligible Emissions Units.

Navigating CORSIA - A guide to the scheme's design & implementation



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](#) to watch on the ICAO TV the **Navigating CORSIA** series of pre-recorded presentations that focus on the status of implementation of CORSIA and provide information on its key design elements.

Click [here](#) for an infographic on the status of all implementation elements.

CORSIA Eligible Emissions Units

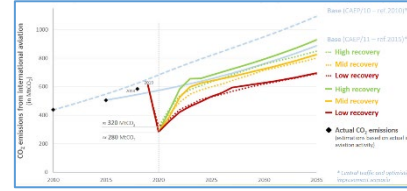
TAB conducted live interviews with the three applicant organizations (CERCARBONO, ProClima, and REDD.Plus) that responded to the 2021 call for applications, and with two previously-assessed programmes (Architecture for REDD+ Transactions and Verified Carbon Standard) that submitted material updates. The TAB will use the information collected through these interviews to continue its assessment throughout the coming months. TAB's recommendations are expected to be considered by the ICAO Council in October/November 2021.

2022 CORSIA Periodic Review

In accordance with paragraphs 9 g) and 17 of ICAO Assembly Resolution [A40-19](#), the ICAO Council has been tasked with undertaking a periodic review of the implementation of CORSIA every three years, starting 2022. In the context of sustainable development of the international aviation sector and improving the effectiveness of the Scheme, the Council is to consider the impact of CORSIA on the growth of international aviation, and to recommend, as necessary, adjustments to the next phase or compliance cycle of CORSIA.

More details on the ICAO Council agreement in March 2021 on the process and methodology for the 2022 CORSIA periodic review can be found on [C-DEC 222/12](#) Paragraphs 9 to 10, including the consideration of inputs from its subsidiary bodies (such as the CAEP and the TAB) and timeline. Any recommendations by the Council will be forwarded for consideration by the 41st ICAO Assembly scheduled for 2022.

In June 2021, the CAEP presented the results of its work to the 223rd session of the ICAO Council (C-WP/15209). The updated CAEP scenario-based analyses on potential impacts of COVID-19 on CORSIA and its executive summary are now available on the ICAO website.



2021 CORSIA and Other Environment-related Events

Save the Date:

- **6-7 October: ICAO CORSIA Forum** to provide an overview of the “state of play” in CORSIA implementation, with a focus on milestones successfully reached thus far, and to serve as a platform for States to share success stories and lessons learned regarding CORSIA implementation. Further details on the programme for the event will be made available [here](#)

Other Environment Events:

- **10 August:** 2021 ICAO Stocktaking preview; more information is available [here](#); information on the full list of the ICAO Pre-Stocktaking Webinars is available [here](#)
- **31 August-3 September:** 2021 ICAO Stocktaking Seminar on Aviation in-Sector CO₂ Emissions Reductions; more information is available [here](#)
- **29 November-3 December:** Seminar on Green Airports



The CORSIA Verification Training Week will provide you the opportunity to listen to a panel of experts and participate in stimulating discussion on this subject. Participant will also take part in a training course, available in English, Spanish and French, 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 about the CORSIA Verification Training Week

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For more information, visit the ICAO website: www.icao.int/corsia