



ICAO

ENVIRONMENT

CORSIA Newsletter

July 2022

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.

115 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 (Resolution [A40-19](#), paragraph 9 c)). **107 States have volunteered** to participate in the offsetting of CO₂ emissions under the Scheme for 2022.

By 30 June 2022, Cambodia, Cuba, Iraq, Maldives, Micronesia (Federated States of), Saint Vincent and the Grenadines, Timor-Leste and Zimbabwe had volunteered to participate in CORSIA from 1 January 2023, bringing the total of number of participating States to 115

115
States in
CORSIA

Update

The list of all participating States was published [here](#) following its approval by the ICAO Council.

State Letter Consultation on Proposed Amendments to Annex 16, Volume IV



Following the Twelfth Meeting of the Committee on Aviation Environmental Protection (CAEP/12, 7-18 February 2022), the ICAO Council's Air Navigation Commission (ANC) conducted the preliminary review of CAEP/12's proposals to amend the Standards and Recommended Practices (SARPs) in Annex 16 — *Environmental Protection, Volume IV — Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*.

Update

The ANC agreed that the results of its preliminary review be transmitted through State letter AN 1/17.14 – 22/61 to States and appropriate international organizations for their comments. This State letter was **published in July 2022**, with a three-month period for the provision of comments.

CORSIA Eligible Fuels - Council Approval and State Letter Consultation

In June 2022, the ICAO Council approved the amendments recommended by CAEP to the following ICAO documents related to CORSIA eligible fuels:

- ICAO document “*Default life cycle emission values for CORSIA eligible fuels*”;
- ICAO document “*CORSIA eligibility framework and requirements for sustainability certification schemes (SCS)*”; and
- ICAO document “*CORSIA methodologies for calculating actual life cycle emissions values*”.

Update

All three documents have been published on the [ICAO website](#).

Update

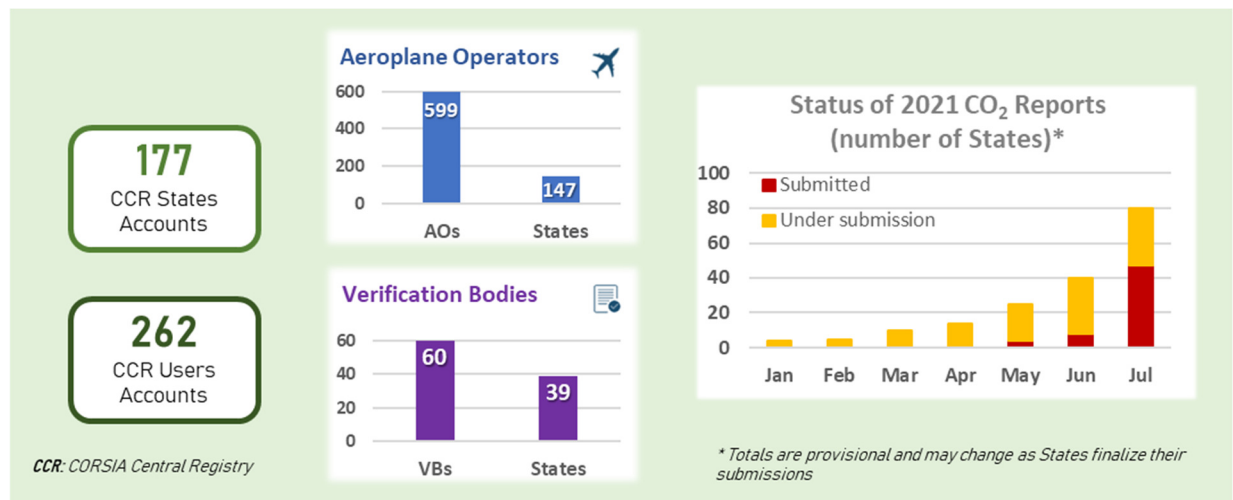
The Council also agreed that ICAO Member States should be consulted by means of State letter ENV 6/6 – 22/73 on the CAEP recommendations regarding the amendments to the ICAO document “*CORSIA sustainability criteria for CORSIA eligible fuels*”. This State letter was published in July 2022, with a two-month period for the provision of comments. Any comments received will be considered by the Council during its 227th Session in November 2022.

Reporting 2021 Information through the CORSIA Central Registry (CCR)

According to [Annex 16, Volume IV](#), Part II, Chapter 2, 2.3.2.2, Appendix 1 and Appendix 5, States are required to continue to report annual CORSIA-related information and data through the CCR. In 2022, States are required to provide **2021 CO₂ emissions on States pairs** (same as for 2019/2020), with **new reporting requirements** including total **CO₂ emissions for each aeroplane operator**. For the first time, emissions that are subject to offsetting requirements will be reported separately from those that are not subject to offsetting requirements. In addition, States with aeroplane operators that use **CORSIA eligible fuels (CEF)** and wish to claim associated **emissions reductions**, have to submit additional information on the CEF claimed.

Update

As of 1 August 2022, 47 States had reported 2021 CO₂ emissions through the CCR.



As per the SARPs in Annex 16, Volume IV, the Secretariat will provide data to **fill the emissions gap for States that do not submit data through the CCR** in accordance with the CORSIA submission deadlines (see Did You Know? below).

The Secretariat will compile the **2021 CO₂ emissions** and any **2021 CEF-related data** in the CORSIA document “*CORSIA Central Registry (CCR): Information and Data for Transparency*”. The document will be published no later than 31 October 2022 on the ICAO website following its approval by the ICAO Council.

Also by 31 October 2022, the ICAO Secretariat will publish the first edition of the ICAO document “*CORSIA Annual Sector’s Growth Factor (SGF)*”, which will contain the **2021 SGF value**, following its approval by the ICAO Council. States will use the 2021 SGF value to calculate the 2021 offsetting requirements of aeroplane operators attributed to them.

CORSIA Capacity Building



ACT-CORSIA is the ICAO 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 materials (see below).

The **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. More information can be found [here](#). For 2022, the focus of the training under the ACT-CORSIA Buddy Partnerships is on the use of the CCR and, in particular, the **new reporting requirements** as relating to CO₂ emissions and CORSIA eligible fuels.

Upcoming CORSIA Implementation Deadlines (2022)

1 August 2022: States to obtain and use the ICAO document entitled “*CORSIA States for Chapter 3 State Pairs*” applicable for the 2023 compliance year.

31 October 2022: The Secretariat to publish on the ICAO website the ICAO document entitled “*CORSIA Sector’s Growth Factor (SGF)*” containing the 2021 value for the SGF; the SGF will be used by States to calculate the offsetting requirements of the operators attributed to them.

30 November 2022: 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.

30 November 2022: States to calculate and inform the operators attributed to them of their CORSIA offsetting requirements for 2021.

31 December 2022: States to obtain from the ICAO website and use the ICAO document entitled “*CORSIA Aeroplane Operator to State Attributions*” summarising a list of operators and the State to which they have been attributed.

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 in 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.

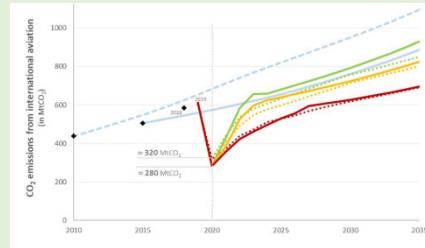
More details on the ICAO Council agreement in March 2021 on the process and methodology for the 2022 CORSIA periodic review can be found on [C-DEC 222/12](#) Paragraphs 9 to 10, including the consideration of inputs from its subsidiary bodies (such as the CAEP and the TAB) and timeline. Any recommendations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

Update

In March 2022, CAEP’s analyses in support of the 2022 CORSIA periodic were presented to the 225th Session of the ICAO Council, including:

- [Part I](#) — Further assessment of COVID-19 impacts on CORSIA and its baseline.
- [Part II](#) — Further assessment of costs of CORSIA implementation on States and aeroplane operators.
- [Part III](#) — Review of the analysis of possible market distortions (in the context of CORSIA design elements).

The CAEP analyses and its [executive summary](#) are now available on the ICAO website.



The ICAO Council agreed that further consideration is needed on the **CORSIA baseline beyond the pilot phase** and on the **2022 CORSIA periodic review**, for conclusion by its ongoing 226th Session. Further updates of the CAEP’s analyses will be available on the ICAO website in the near future.

Outreach Materials on CORSIA



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

The [ICAO CORSIA website](#) contains materials to support States, operators and verification bodies in their work towards implementation of CORSIA, namely:

- [Examples of Good Practice](#)
- [Frequently Asked Questions](#)
- [Brochures and Leaflets](#)
- [Videos](#)
- [Seminars](#)
- [Online Tutorials](#)

High-level Meeting on the feasibility of a long-term aspirational goal for international aviation CO₂ emissions reductions



ICAO convened the High-level Meeting on the feasibility of a long-term aspirational goal for international aviation CO₂ emissions reductions ([HLM-LTAG](#)) at the ICAO Headquarters in Montréal, Canada, from 19-22 July 2022. Ministers and high-level officials representing States and International Organizations attended the hybrid event, with in-person and virtual participation.

The HLM-LTAG considered inputs covering various scenarios and options for aviation in-sector CO₂ emissions reductions, based on the latest technological innovations, new types of aircraft and operations, and an increased global production capability for Sustainable Aviation Fuels (SAF).

A [successful outcome for the HLM-LTAG](#) was achieved, following four days of high-level environment talks, and States agreed to work together to strive to achieve a collective LTAG of net-zero carbon emissions by 2050, in support of the Paris Agreement's temperature goal, recognizing that each States' special circumstances and respective capabilities will inform the ability of each State to contribute to the LTAG within its own national timeframe.

The [conclusions of the HLM-LTAG](#) will support further deliberations among States, and by the ICAO Council for presentation of its proposal to the 41st Session of the ICAO Assembly in September 2022.

The latest 2022 Stocktaking also concluded on the eve of the high-level meeting, and included presentations on latest environmental innovations in technologies, operations and fuels, so that States can better consider how proposed solutions can support the long-term decarbonisation of international air transport.



The CORSIA Verification Course provides training 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 and registration

International Civil Aviation Organization
999 Robert-Bourassa Boulevard, H3C 5H7, Montréal, Québec, Canada

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