



ICAO

ENVIRONMENT

CORSIA Newsletter

September 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.

Uruguay Becomes the 107th State to Voluntarily Participate in CORSIA



In early August 2021, Uruguay informed ICAO of its decision to voluntarily participate in CORSIA offsetting requirements from 1 January 2022. To accommodate the wish of the State, the ICAO Secretariat prepared a revision to the second edition of ICAO CORSIA document "*CORSIA States for Chapter 3 State Pairs*", which was approved by the ICAO Council in September 2021. This brings the **total number of participating States to 107** from 1 January 2022. The revised list of all participating States is published [here](#).

2021 ICAO CORSIA Forum

The ICAO Secretariat will organize the **ICAO CORSIA Forum** during 6-7 October 2021 as an open, virtual event. The Forum will comprise four sessions during which invited speakers will discuss various aspects of CORSIA implementation. In particular:

- **Sessions 1 and 2 (6 October)** will highlight the achievements on CORSIA and will present **experiences from States in the implementation of the Scheme** since the inception of the CORSIA MRV requirements on 1 January 2019. Speakers will elaborate on data reporting and on **upcoming challenges regarding CORSIA Eligible Fuels and CORSIA Eligible Units**.
- **Session 3 (7 October)** will focus on the impacts of COVID-19 on CORSIA, and a series of remedial measures and decisions taken by ICAO to ensure the implementation of CORSIA. Presentations will elaborate on the ongoing **technical analyses of the COVID-19 impacts on CORSIA**, including the recovery scenarios of international aviation CO₂ emissions and the implications of CORSIA baseline emissions to the offsetting costs to aviation industry.
- The last **Session 4 (7 October)** will focus on the next steps, including the ongoing ICAO process for the 2022 periodic review of CORSIA and expectations from the 41st Session of the ICAO Assembly. A roundtable discussion will provide insight in relation to the **future role of CORSIA as the global MBM in terms of more active engagement of States, and the relationship of CORSIA with the ambition levels of ICAO global aspirational goals for international aviation**.



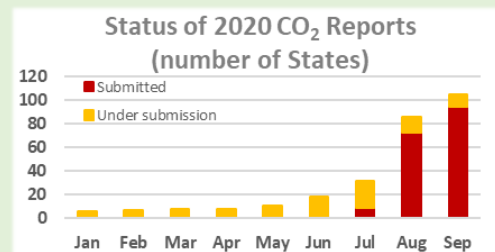
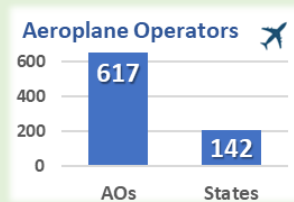
Further details, including on how to register and the programme of the Forum, are available [here](#)

CORSIA in Numbers (as of 30 September 2021)

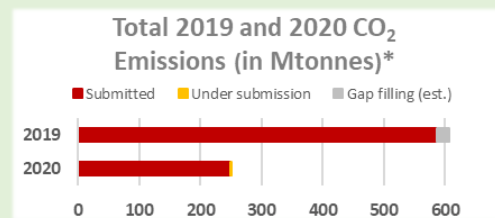
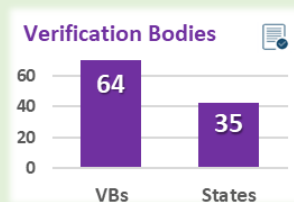
Under CORSIA, aeroplane operators with international flights are subject to [monitoring, reporting and verification \(MRV\) requirements](#). As of 1 January 2019, operators are required to monitor their annual CO₂ emissions, have them verified through a third-party verification process, and submit them 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.

172
CCR States
Accounts



248
CCR Users
Accounts



CCR: CORSIA Central Registry

* Totals are provisional and may change as States finalize their submissions

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. **As of 30 September 2021, 116 States had submitted their 2019 CO₂ emissions through the CCR.** Collectively, these States account for more than 95% of the total 2019 RTK.

For the 2020 CO₂ emissions, the deadline for reporting was 31 August 2021. As of 30 September 2021, 91 States had submitted their 2020 CO₂ emissions data, while another 10 States had started the reporting process through the CCR.

As per the SARPs in Annex 16, Volume IV, the Secretariat will fill the **emissions gap for States that do not submit their 2019 and 2020 CO₂ emissions data through the CCR in accordance with the CORSIA reporting timeline.**

The CORSIA baseline CO₂ emissions (taking into account the relevant decisions by the Council in June 2020) will be 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.

CORSIA Eligible Emissions Units

The Technical Advisory Body (TAB) finalized its 2021 assessment cycle, including the assessment of new applications from CERCARBONO, ProClima, and REDD.Plus, and material updates to programme procedures from Architecture for REDD+ Transactions and Verified Carbon Standard submitted by April 2021. TAB recommendations will be considered by the ICAO Council in October/November 2021.

Upcoming CORSIA Implementation Deadlines (2021)

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

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, including the interactive-interface version, 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. 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.

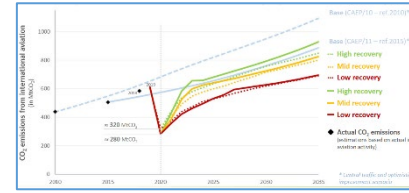
Click [here](#) for an infographic on the status of all implementation elements.

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

ICAO CORSIA Forum:

- **6-7 October:** The **ICAO CORSIA Forum** will 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, including on how to register and the programme of the event, are available [here](#)

Other Environment Events:

- **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

