



ICAO

ENVIRONMENT

CORSIA Newsletter

September 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.

41st ICAO Assembly Agreement on CORSIA



The 41st ICAO Assembly (A41) started its deliberations on Tuesday, 27 September 2022 and completed its work on Friday, 7 October 2022. More information, including the agenda, schedule and relevant documents can be found on the [ICAO A41 website](#).

On CORSIA, the Assembly considered a total of 19 Assembly Working Papers, including two Assembly Working Papers submitted by the ICAO Council. The recommendations from the ICAO Council, as result of the completion of the first period review of the Scheme, were reflected in [A41-WP/371](#). The Assembly also considered the Council's report (refer to [A41-WP/370](#)) on the **substantial progress achieved for the robust implementation of CORSIA**, including the update of Annex 16, Volume IV and other relevant CORSIA implementation elements, and the continued progress made on the implementation of the ICAO ACT-CORSIA (Assistance, Capacity-building and Training for CORSIA) programme.

Update

The Assembly adopted the resolution contained in [A41-WP/659](#), which reinforced the collective determination of ICAO Member States to continue to implement CORSIA as the only global scheme to apply to international aviation. The Assembly also agreed on the following changes to some design elements of CORSIA:

- Use of **2019 CO₂ emissions as the CORSIA baseline for the pilot phase (2021 – 2023)**;
- Use of **85% of 2019 CO₂ emissions as the CORSIA baseline after the pilot phase (2024 – 2035)**;
- Changes to the **percentage of the sectoral and individual operator's growth factors** for the calculation of offsetting requirements under CORSIA as follows:
 - **100% sectoral and 0 % individual for 2021 – 2032**; and
 - **85 % sectoral and 15% individual for 2033 – 2035**.

During the Assembly, the Secretariat delivered several presentations on environmental issues, including on CORSIA, as part of the A41 SkyTalks, which are available on demand from the [ICAO TV](#).

More States Joining CORSIA



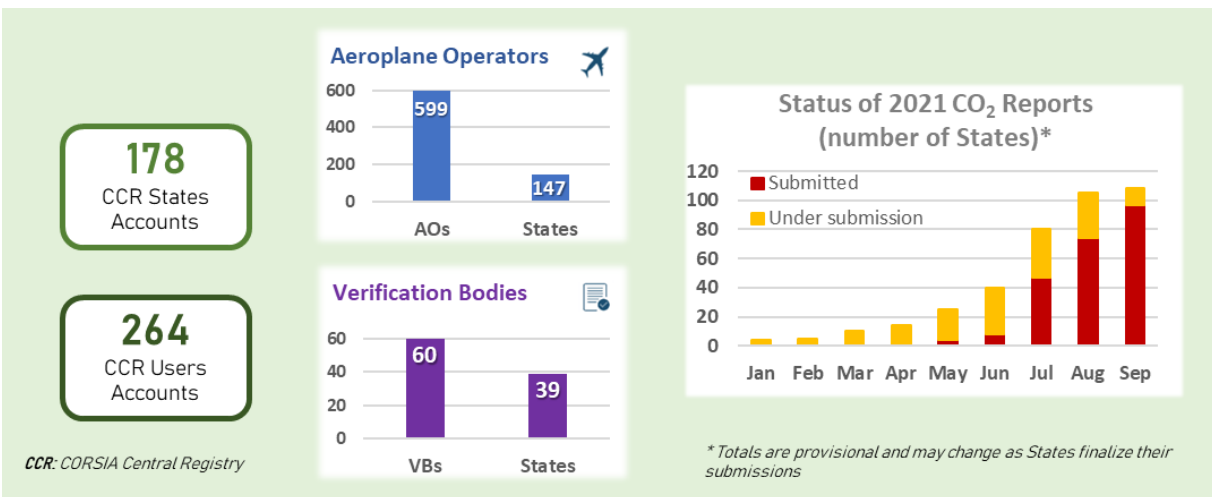
The 40th ICAO Assembly strongly encouraged all States to voluntarily participate in the pilot phase and the first phase of CORSIA (Resolution [A40-19](#), paragraph 9 c)).

Sierra Leone, Seychelles and Solomon Islands are the latest States to announce their voluntary participation in CORSIA bringing the total number of volunteer States to 118

Reporting 2021 Information Through the CORSIA Central Registry (CCR)

Update

As of 30 September 2022, 97 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.

The Secretariat will compile the **2021 CO₂ emissions** and any **2021 CORSIA Eligible Fuels (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.

ICAO Released its Environment Report 2022



The ICAO Environmental Report 2022, under the title *Innovation for a Green Transition*, presents the progress made over the 2020-2022 triennium across all areas under the ICAO's environmental protection strategic objective. The report is available free of charge on the [ICAO website](#).

Chapter 8 of the report deals specifically with CORSIA in nine different articles addressing how CORSIA works, the status of CORSIA implementation, updates on CORSIA eligible fuels and CORSIA eligible emissions units, the outcome of the 2022 periodic review, and perspectives of the industry.

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** rely on individual training of CORSIA Focal Points and are the core of capacity building activities. A total of 136 States participate in the ACT-CORSIA Buddy Partnerships. More information can be found [here](#).

Update

The **United Kingdom and Kenya recently established their ACT-CORSIA partnership** through which they will jointly provide **technical expertise and assistance** to Ethiopia, Rwanda, Seychelles, South Sudan, Tanzania and Uganda.

Upcoming CORSIA Implementation Deadlines (2022)

31 October 2022: The Secretariat to publish on the ICAO website total **2021 CO₂ emissions** and any **2021 CEF-related data** in CORSIA document “*CORSIA Central Registry (CCR): Information and Data for Transparency*”.

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*” containing the latest list of operators and the State to which they have been attributed.

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](#)

ICAO Agrees on Net-Zero Carbon Emissions Aspirational Goal



The 41st ICAO Assembly **adopted a long-term global aspirational goal (LTAG) for international aviation of net-zero carbon emissions by 2050** in support of the UNFCCC Paris Agreement’s temperature goal. This is a historic agreement that reinforces the **leadership of ICAO** on issues relating to international aviation and climate change. The adopted resolution is contained in [A41-WP/658](#).

The LTAG **does not attribute specific obligations or commitments** in the form of emissions reduction goals to individual States. Instead, it recognizes that each State’s **special circumstances and respective capabilities** (e.g., the level of development, maturity of aviation markets, sustainable growth of its international aviation, just transition, and national priorities of air transport development) will inform the ability of each State to contribute to the LTAG within its **own national timeframe**. Each State will contribute to achieving the goal in a **socially, economically and environmentally sustainable manner** and in accordance with its **national circumstances**.

Other relevant LTAG documents:

- ➔ Recommendations of the ICAO Council can be found in Assembly Working Paper [A41-WP/368](#) (international aviation and climate change) and [A41-WP/369](#) (update of Assembly Resolution A40-18)
- ➔ The [conclusions of the HLM-LTAG](#) (also refer to [ICAO Doc 10178 for HLM-LTAG Report](#)).



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

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