



Carbon Offsetting and Reduction
Scheme for International Aviation

ICAO CORSIA Forum – Session 1

Lessons Learned (Germany)

ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA)

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- Our involvement in ACT-CORSIA
- Lessons Learned
- Outlook



Organizational setting

- 3rd Phase (2020 to 2021)
- 11 States
- Strong support by ICAO and ICAO EUR/NAT
- Interaction through...
 - Physical meetings
 - Online meetings (COVID-19)
 - Emails
 - Online documents

GERMANY	
1.	ALBANIA
2.	ARMENIA
3.	AZERBAIJAN
4.	BELARUS
5.	GEORGIA
6.	KAZAKHSTAN
7.	NORTH MACEDONIA
8.	REPUBLIC OF MOLDOVA
9.	SERBIA
10.	TAJIKISTAN
11.	TURKMENISTAN

Lessons Learned (examples)

Communication is key...

- Direct interaction with aeroplane operators supports understanding
- Communication through online meetings, newsletters, FAQs on website ...
 - Avoid misunderstandings by also communicating background information

Human resources...

- CORSIA is a technical scheme
- Aviation experts provide the required expertise, technical knowledge and understanding
 - But: Strong support by legal experts and knowledge of administrative processes required as well

Exchange with regional and international experts...

- Identification of best practice approaches
- Pooling of resources, e.g. flight data basis for Order of Magnitude Check
 - As simple as an email list of three to four colleagues in the region

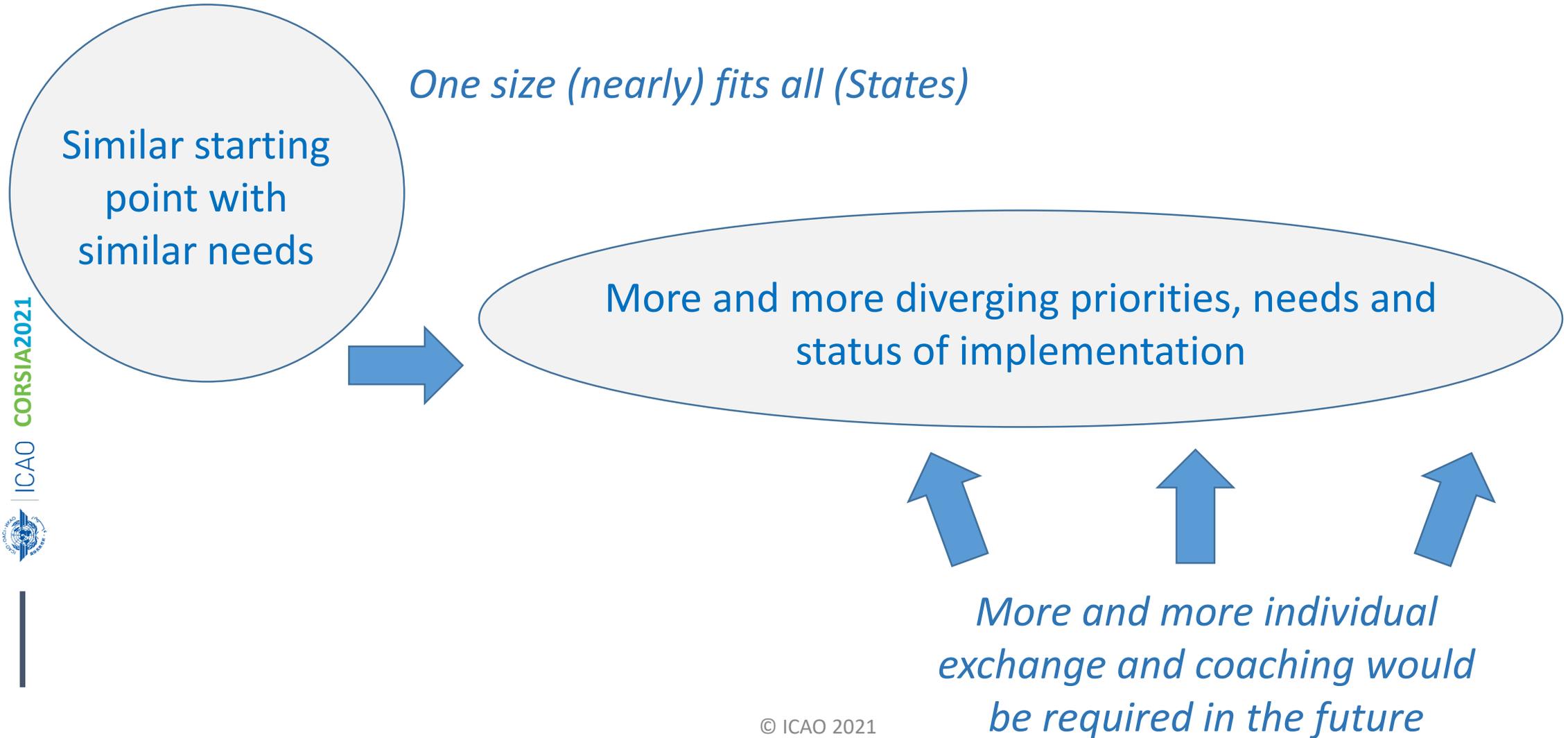
Coordination with National Accreditation Bodies...

- The order of magnitude check provides the administering authority with an indication of the quality of the verification
- No need to accept insufficiently verified emissions reports
 - Inform National Accreditation Bodies about verification bodies with weak verification quality

Planning 10 years in advance...

- How to permanently store data (e.g. electronically vs. print-outs) to still have access in 10 years? How to further process data (e.g. in order to calculate the offsetting obligation)?
- How to manage communication (e.g. secure, not secure)? How to ensure equal treatment (documentation still being useful in 10 years)?
 - Most simple but most effective approach required (depending on the number of operators to administer)

Adjustments required in our approach





ICAO

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Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

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Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU