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Agenda Item 8: Environmental Protection Matters

CORSIA IMPLEMENTATION IN FRANCE AND ITS TERRITORIES

(Presented by France)

EXECUTIVE SUMMARY

This paper gives a brief reminder of CORSIA's basic mechanics, after which it describes the means through which France has ensured the timely start of the scheme from the beginning of 2019. It also gives a focus on the special care that needs to occur towards oversea territories.

Strategic Objectives:	• Environmental Protection
References:	• ICAO Annex 16

1 Overview of CORSIA

1.1 ICAO's 39th Assembly

1.1.1 During ICAO's 39th Assembly in October 2016, ICAO Member States have taken an historic step with regards to climate change through the adoption of resolution A39-3, which was the stepping stone towards the creation of CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation).

1.1.2 This global market measure, first of its kind to reach an economic sector of activity at a global scale, aims at stabilizing the CO_2 emissions of international aviation at the level they reach in 2020 (emissions baseline). This objective, commonly known as CNG2020 (Carbon Neutral Growth from 2020 onwards), will be reached through the offsetting of any ton of CO_2 that is emitted above the baseline each year.

1.2 CORSIA Principle

1.2.1 The main tool behind CORSIA is the procedure known as MRV (Monitoring, Reporting and Verification). Each year, any aeroplane operator big enough to be captured by the scheme will

monitor its CO_2 emissions. The terms of this monitoring have to be agreed between the State and the aeroplane operator and are recorded in a shared document called the Emissions Monitoring Plan (EMP). This document is produced by the operator and undergoes approval from the State. After a full year, monitored emissions will be reported to their State after they have been verified by an accredited verification body.

1.2.2 During 2019 and 2020, MRV will allow ICAO to produce the baseline of international emissions that will be used throughout the scheme to compute the levels of CO_2 to be offset. MRV for any subsequent year will allow ICAO to compute the sectoral growth factor (relative growth between the emissions of the year and the 2019/2020 baseline), which will subsequently allow States to compute the offsetting requirements of each of their aeroplane operators.

1.23 Finally, at the end of every three-year period, each aeroplane operator has to buy and cancel emissions units totalizing their offsetting requirements for the three years (1 Emission Unit = 1 Ton of CO_2). Those Emissions Units will come from projects all around the world that have effectively prevented the emissions of CO_2, which will allow to reach an overall balance of the CO_2 levels, thus negating the effects of international aviation growth after 2020.

2 CORSIA Implementation in France

2.1 CORSIA timeline and challenges

2.1.1 The main challenge towards CORSIA Implementation was the really tight schedule. The core document needed to set up the scheme, namely Annex 16 Chapter IV to the Chicago Convention, was approved by ICAO's Council in late June 2018, while the scheme was effectively starting and requiring work from the aeroplane operators on 1st January 2019.

2.1.2 Since this 6 months period was rather short to get to a good starting point for the scheme, France has maintained a constant communication stream between the Civil Aviation Authority and the aeroplane operators. Several face-to-face meetings have taken place and a specific e-mail address has been set up so that there was no doubt as to who was to contact within the CAA.

2.1.3 Annex 16, Chapter IV sets monitoring requirements from 1st January 2019 but gave a little more time for the EMP to be set up, since filling the document can lead to a dialog between the operator and the CAA so that it can be fully approved. EMPs had to be submitted in their first version by the end of February and approved by the authorities before the end of April.

2.1.4 To be able to conciliate those different deadlines, DGAC (French CAA) made sure that all of their operators[1] would be able to monitor their emissions properly at the beginning of January. Since a scheme quite similar to CORSIA already exists in the European Union, most of the operators were already used to monitor their emissions and only a few had to be advised towards the monitoring method that would suit them best with regards to their current fleet and day-to-day operations.

2.1.5 The same went for the establishment of the EMPs. As a matter of fact, the EU scheme is also based on such a document so most of the operators could provide a document rather quickly and only a few adjustments were needed to approve it.

[1] France has 17 aeroplane operators required to comply with CORSIA.

2.1.6 The main challenge with regards to the EMP involved our operators based outside Europe, since most of them are exempted from the EU scheme. Those needed more explanations about CORSIA, and the information asked for in the monitoring plan. Setting-up emissions monitoring in an airline can be unsettling if this kind of work is new, and since the specifics of this monitoring must be detailed in the EMP, the document raised a lot of questions.

2.1.7 In the end, we managed to meet both the February and April deadlines (submission and validation of the EMPs). This could only be done thanks to the high reactivity of our aeroplane operators, who had to work really quickly to submit their EMPs in time, and though efficient and permanent communication between the operators and the CAA, which allowed for a quick revision and validation of the documents.

2.2 CORSIA and Caribbean Operators

2.2.1 French Caribbean Operators required special care, mainly for two reasons:

- Aeroplane operators based in those territories are often new to CO_2 monitoring, because of their remote implantation and activities that have exempted them from the previous scheme in Europe;
- Flights to and from oversea territories have to be carefully sorted in order to apply CORSIA correctly.

2.2.2 The former has been taken care of through efficient and permanent communication and assistance of the State towards the operator, as mentioned in §2.1.

2.2.3 The latter will be met through careful monitoring from the operator, the verification of this monitoring by an accredited verification body and, of course, a final check by the State. The reason why oversea territories need special care is that CORSIA is based on flight routes.

2.2.4 First of all, no domestic flights are included in the scheme, because ICAO can only rule international flights. Besides, once it had been determined that a flight is actually international, the related emissions are subject to offsetting if and only if both the State of departure and the State of arrival of this flights are both participating in CORSIA[2]. It has to be noted that, for the purpose of CORSIA, a flight correspond to a leg in case of stopover, that is to say the moment between take off and the first landing that occurs after it.

2.2.5 These rules mean, for example, that a direct flight from Paris to La Réunion is domestic as it takes off from France and goes to France directly. It wouldn't have to be reported nor offset for CORSIA. In the other hand, flights from Paris to Tahiti do a stopover in Los Angeles. They are then seen by CORSIA as two separate flights France -> USA and USA -> France, both of which will be monitored and offset.[3]

[2] For the first years of the scheme (2021-2026), a State can declare its intention to participate in the scheme (or not) each year. From 2027 onwards, the States that represent the most part of international traffic will be included in the scheme in any case.

[3] Both France and the USA have declared their intention to voluntary participate in CORSIA from the beginning

3 Conclusions

3.1 CORSIA had to be set up in a tight schedule, which required good communication between States and their aeroplane operators. French operators, for the most part, were already used to CO_2 monitoring and the overall MRV process, which helped make an efficient use of this time.

3.2 Oversea Caribbean based carriers had to be further helped due to their exemptions from pre-existing schemes, which led to weaker knowledge of MRV.

3.3 In the end, all deadlines were met and France has approved all the 17 submitted EMPs from its operators.

3.4 The next step, an important one, will be to receive the first emissions report in 2020[4], which will be the first one of the scheme and will contribute to setting the baseline for the scheme, which will, in time, be the reference for all offsetting throughout the scheme.

— END —

[4] Emissions are reported the year after they occur, so that the whole year can be taken into account. 2020's report will then be about 2019 emissions.