



ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

INFORMATION PAPER

NACC/DCA/11 — IP/16  
17/05/23

**Eleventh North American, Central American and Caribbean Directors of Civil Aviation Meeting  
(NACC/DCA/11)**

Varadero, Cuba, 28-30 June 2023

**Agenda Item 7: Promotion and Implementation of Regional Actions for Environmental Protection**

**UPDATE ON CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION (CORSIA)**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

This paper provides an update on the recent developments regarding the implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

*Strategic Objectives:*

- Strategic Objective 5 – Environmental Protection

**1. Introduction**

1.1 The Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) is the first-ever global market-based measure that applies to any industrial sector. CORSIA complements other aviation in-sector CO<sub>2</sub> reduction measures (technological innovations, operational improvements, and sustainable aviation fuels) to assist ICAO member States in collectively achieving ICAO's medium-term goal aspirational goal of carbon neutral growth for international aviation from 2020 onwards.

1.2 The adoption of CORSIA by the ICAO Assembly in October 2016 was the culmination of many years of intensive efforts and negotiations by Member States in cooperation with the aviation industry and other stakeholders. Since 2016, the timely implementation of CORSIA has been one of the top priorities for ICAO. Despite the challenges of the COVID-19 pandemic on international aviation, joint efforts of Member States have made it possible for the implementation of CORSIA according to its established schedule.

1.3 This paper provides an overview of the latest developments on CORSIA highlighting the outcome of the 41st Session of the ICAO Assembly (September-October 2022), relevant decisions of the ICAO Council (November 2022 and March 2023), and on-going efforts of States and industry on its implementation. NACC/DCA/11-WP/23 provides broader information on ICAO actions and initiatives in addressing climate change.

## **2. 2022 CORSIA Periodic Review and Adjustments to CORSIA**

2.1 In response to the request by the ICAO Assembly, the ICAO Council carried out the first periodic review of CORSIA until August 2022. As part of this review, the Council considered technical inputs, and the results of technical analyses from the Committee on Aviation Environmental Protection (CAEP), while also taking into account the severe impacts of COVID-19 on aviation activities.

2.2 The results of the first periodic review were reflected in a series of recommendations by the Council to the 41st Session of the ICAO Assembly, held from 27 September to 7 October 2022, regarding necessary adjustments to some design elements of CORSIA, including, inter alia, changes to the CORSIA baseline, and changes to the percentage use of the sectoral and individual operator's growth factors for the calculation of CORSIA offsetting requirements from 2030 onwards. The Council's proposal was the result of a compromise that maintained the necessary and delicate balance among the CORSIA design elements, while ensuring the scheme's integrity and level of ambition.

2.3 The 41st Session of the ICAO Assembly considered the recommendations presented by the ICAO Council and adopted Assembly Resolution A41-22 on CORSIA. The Assembly reiterated its determination that CORSIA is the only global market-based measure applying to CO<sub>2</sub> emissions from international aviation to avoid a possible patchwork of duplicative State or regional market-based measures, thus ensuring that international aviation CO<sub>2</sub> emissions should be accounted for only once.

2.4 Resolution A41-22 includes the following adjustments to the scheme:

- a) CORSIA baseline: using 2019 CO<sub>2</sub> emissions for the pilot phase (2021-2023) and using 85% of 2019 CO<sub>2</sub> emissions after the pilot phase (2024-2035) (A41-22, paragraphs 11. b) and c));
- b) calculation of CORSIA offsetting requirements: changing the percentage use of the sectoral and individual operator's growth factors for the period 2030-2035 (A41-22, paragraph 11. e)) as follows:
  - i. 100% sectoral and 0% individual for 2030-2032;
  - ii. 85% sectoral and 15% individual for 2033-2035; and
- c) new entrants: using the total 2019 CO<sub>2</sub> emissions for the determination of new entrants (A41-22, paragraph 12).

2.5 In addition, the ICAO Assembly requested the ICAO Council to continue to undertake periodic reviews of CORSIA (every three years). For this purpose, the Assembly requested the Council to develop a methodology and timeline for future periodic reviews.

## **3. ICAO Council Work on CORSIA Implementation**

3.1 Since the adoption of A41-22, the ICAO Council has held two Sessions (November 2022 and March 2023), during which several decisions were taken regarding the CORSIA Implementation Elements that facilitate the continuous implementation of the scheme. Specifically, the Council approved:

- a) the 2022 version of the ICAO CORSIA CO<sub>2</sub> Estimation and Reporting Tool (CERT), which can be used by eligible operators to fulfil their 2022 MRV requirements under the scheme;

- b) sustainability criteria for CORSIA eligible fuels to be used for the CORSIA first phase (2024-2026);
- c) updated CORSIA eligible emissions units (CEUs) acting upon recommendations of the Technical Advisory Body; and a 2021 vintage start date general eligibility parameter for all CEUs that are approved for use in the CORSIA first phase (2024-2026); and
- d) a series of ICAO CORSIA documents containing information and data submitted by States to ICAO through the CORSIA Central Registry.

3.2 In addition, the ICAO Council in March 2023 adopted Amendment 1 to Annex 16, Volume IV. This amendment reflects the recommendations by the CAEP/12 meeting (February 2022) as well as consequential amendments arising from the outcome of the 41st session of the ICAO Assembly (Resolution A41-22). The amendment has been circulated to all 193 ICAO Contracting States through State Letter AN 1/17.14 – 23/38. The Council prescribed 31 July 2023 as the date on which the amendment will become effective, except for any part concerning which a majority of Contracting States have registered their disapproval before that date. In addition, the Council resolved that Amendment 1, to the extent it becomes effective, will become applicable on 1 January 2024 for the elements concerning the development and application of Standards and Recommended Practices (SARPs) for CORSIA.

#### **4. Assistance, Capacity-building and Training on CORSIA**

4.1 The ICAO Assistance, Capacity-building and Training on CORSIA (ACT-CORSIA) programme (adopted by the Council as part of the ICAO's No Country Left Behind initiative in June 2018) is currently in its fifth year of implementation. The aim of the programme is to assist all Member States with the implementation of CORSIA. The ICAO Assembly emphasized the importance of a coordinated approach under the ACT-CORSIA to harmonize and bring together all relevant actions and promote coherence to capacity building efforts.

4.2 The Buddy Partnerships among States is the cornerstone of the ACT-CORSIA programme, currently involving 17 supporting States and 119 requesting States. Through these partnerships, supporting States offer experts on CORSIA to provide individual training and undertake the necessary follow-up with the CORSIA focal points of the requesting States, in close coordination with the ICAO Secretariat. In this regard, those experts from supporting States have been trained by ICAO to provide harmonized training to the requesting States. The transition of training activities from in-person workshops to a virtual setting, caused by the COVID-19 pandemic, took place without disruption of the partnerships, contributing to the continued success of CORSIA implementation.

4.3 Recognizing the importance of providing continued support to States for CORSIA implementation, ICAO Secretariat has also organized a series of seminars/webinars sessions, as well hands-on training for the use of the CORSIA Central Registry.