



ICAO

ENVIRONMENT

CORSIA Newsletter

February 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.

Outcome of the Committee on Aviation Environmental Protection (CAEP)

Update

The Committee on Aviation Environmental Protection (CAEP) held its **12th meeting (CAEP/12)** between 7 and 17 February 2022. In relation to CORSIA, the CAEP:

- Developed technical recommendations on the **amendments to the first edition of Annex 16, Volume IV and the second edition of the ETM (Doc 9501), Volume IV**, ensuring that the CORSIA SARPs and associated guidance are up to date for use by ICAO Member States; 
- Agreed on proposed **amendments to the ICAO document “CORSIA default life-cycle emissions values for CORSIA eligible fuels”**, including default values for Jatropa oil HEFA (India), global Induced Land Use Change (ILUC) values for various pathways, and methodologies for determination of life cycle emissions values of co-processed Sustainable Aviation Fuels (SAFs);
- Reached a landmark agreement on the methodologies for calculating the life cycle emission values of **Lower Carbon Aviation Fuels (LCAF)**, and related guidance for LCAF compliance with the CORSIA sustainability criteria;
- Agreed on **new guidance** to States on potential policies and approaches for the deployment of **Sustainable Aviation Fuels (SAF)**, and agreed on proposed **amendments to the ICAO document “CORSIA Eligibility Framework and Requirements for Sustainability Certification Schemes”**; and
- Updated a series of technical analyses to support the Council’s work on the **2022 CORSIA periodic review**, including an update of the **impacts of COVID-19** on the CO₂ emissions recovery scenarios, the associated **costs to States and aircraft operators**, as well as the assessment of **possible market distortion**.

The CAEP/12 meeting also agreed on other technical recommendations, such as the successful delivery of CAEP technical report related to the **feasibility of Long-term Aspirational Goal (LTAG) for international aviation**. The CAEP outcomes and technical recommendations will be considered by the Council.

- The **Council Informal Briefing on CAEP LTAG Report** (22 February 2022) is available [here](#).
- The **Council Informal Briefing on CAEP inputs to 2022 CORSIA periodic review** (24 February 2022) is available [here](#).

CORSIA Eligible Emissions Units

Update

On 2 February 2022, ICAO organized a **webinar on CORSIA Eligible Emissions Units** to inform stakeholders about the Technical Advisory Body (TAB) assessment process and to present the key documents that help understand CORSIA eligibility. The webinar also provided information on the recent developments and next steps in the work of the TAB. The information presented during the webinar can be found [here](#).

The application period for emissions unit programmes to apply for the 2022 assessment by the TAB was closed on 26 February 2022. **ICAO received applications from seven entities:** BioCarbon Fund Initiative for Sustainable Forest Landscapes, BioCarbon Registry, Cercarbono, International Carbon Registry, Joint Crediting Mechanism (JCM) between Japan and Mongolia, J-Credit Scheme, SOCIALCARBON Standard. The applications are expected to be posted on the ICAO TAB [website](#) in March 2022 for public comments.

In 2022, the TAB will also **re-assess interested eligible CORSIA Eligible Emissions Unit Programmes** with the objective of informing the ICAO Council regarding emissions units that should be eligible for use under CORSIA in years beyond its pilot phase of 2021-2023. **Public comments** will be invited for those programmes that will be re-assessed.

The ICAO Council will consider the results of the 2022 TAB assessment in **October / November 2022**.

Upcoming CORSIA Implementation Deadlines (2022)



In accordance with Appendix 1 to [Annex 16, Volume IV](#), in 2022, States will receive verified Emissions Reports and associated Verification Reports **one month earlier** compared to previous years (30 April instead of 31 May). With this deadline fast approaching, verification bodies may soon seek the advice of State authorities on the **application of a remote verification approach**. A checklist to aid in the consideration of these requests is provided [here](#). States are reminded that as the Emissions Reports will be received one month earlier, the order of magnitude check is also to be finalized one month earlier in order to **submit CO₂ emissions through the CCR by 31 July**.



As verifications are currently ongoing, a CORSIA Focal Point could contact the national accreditation body (NAB) of its State to request to **observe a verification of the Emissions Report** of an aeroplane operator attributed to the State. This would provide some practical experience of the verification process and a better understanding of any specific situations an aeroplane operator is confronted with.

Upcoming deadlines for 2022:

1 January 2022 to 30 April 2022: Aeroplane operators to compile 2021 CO₂ emissions data to be verified by verification bodies.

30 April 2022: Aeroplane operators and verification bodies to submit to States the verified Emissions Reports and associated Verification Reports for 2021 CO₂ emissions.

1 May 2022 to 31 July 2022: States to conduct an order of magnitude check of the verified 2021 Emissions Reports, including any filling of data gaps in case of non-reporting by aeroplane operators.

30 June 2022: States to notify ICAO of any change in their decision to voluntarily participate in CORSIA from 1 January 2023.

31 July 2022: Using the CCR, States to submit to ICAO aggregate 2021 CO₂ emissions.

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 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](#). In February 2022, **Albania, Burkina Faso, Benin, Côte d'Ivoire, Democratic Republic of Congo, Djibouti, Gabon, Georgia, Kazakhstan, Mali, Moldova, North Macedonia, Senegal, Serbia, Togo, Turkmenistan** received training under the ACT-CORSIA Buddy Partnerships with **Canada, France, and Germany**.

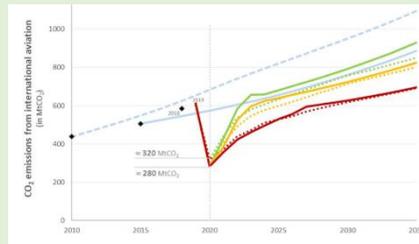
For 2022, the focus of the training under the ACT-CORSIA Buddy Partnerships is on the use of the CCR and, in particular, the new reporting requirements as relating to CO₂ emissions and CORSIA eligible fuels

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 November 2021, CAEP's analyses in support of the 2022 CORSIA periodic were presented to the 224th Session of the ICAO Council, including an **update of the CAEP analyses of COVID-19 impacts on CORSIA and CAEP's initial assessment on the implementation of CORSIA, in particular the functioning of MRV provisions.** The [analyses](#) and its [executive summary](#) are now available on the ICAO website. Further update of the analyses is expected by March 2022.



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.



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