



ICAO

ENVIRONMENT

CORSIA Newsletter

May 2021

Special Edition – Join CORSIA Now!

The **Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)** is the first global market-based measure that applies to a sector. It complements the other elements of the ICAO basket of measures by offsetting the amount of international aviation CO₂ emissions that cannot be reduced through aircraft technologies, operational improvements and sustainable aviation fuels, with the use of CORSIA eligible emissions units from the carbon market, and contributes to the efforts of ICAO to achieve its aspirational goal of carbon neutral growth.

CORSIA Volunteer States



88 States are already participating in CORSIA from its pilot phase that started on 1 January 2021. The ICAO CORSIA document containing the list of these States can be found [here](#).

Be part of CORSIA from 2022!

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)).

Additional States wishing to participate from 2022 onwards can do so through a notification to the ICAO Secretariat by 30 June 2021.

Be part of the ICAO efforts to address the impact of international aviation on the global climate by joining CORSIA now! Click [here](#) for a sample letter that you can use to notify ICAO of your State's participation in CORSIA. ICAO will reflect this important step in demonstrating your State's contribution to aviation emissions reductions on the ICAO website.

This newsletter supports your decision to join CORSIA. For any further clarifications, please contact ICAO at officeenv@icao.int. The ICAO Secretariat is ready to assist you.

**JOIN
CORSIA
NOW!**

Benefits of Voluntary Participation in CORSIA

Climate change is a global problem, which requires global efforts. The CORSIA is a global scheme for the global international aviation industry. **The more States join the CORSIA, the more emissions are covered by the offsetting requirements of the Scheme and the higher its environmental effectiveness becomes.** Each participating State brings ICAO closer to meeting its global aspirational goal of carbon neutral growth. For a

State that does not have an operator attributed to it (and therefore no compliance cost is incurred), its participation in the Scheme will add those routes operated by foreign operators between the State and other participating States, thus increasing the overall emissions coverage of CORSIA. For States with particular interest in eco-tourism, participation in CORSIA provides the additional benefit of **greening air transport connections** to the rest of the world.

States that voluntarily participate in the pilot phase of CORSIA and require assistance will be given **priority within the ACT-CORSIA capacity building and assistance programme**, with a view to enabling the smooth implementation of the Scheme under the spirit of the "*No Country Left Behind*". Building upon the experience in previous capacity building and assistance initiatives, this can create further synergies for the improvement of the overall environmental performance in those States.

Assembly Resolution [A40-19](#), paragraph 23, requests the Council to promote the use of emissions units that benefit developing States. Participating in CORSIA will increase the demand for the emissions units to be purchased by aeroplane operators, thus **increasing incentives to invest in emissions reduction projects** in participating States.

CORSIA and COVID-19

Due to the COVID-19 pandemic, a series of remedial measures and decisions have been taken by ICAO regarding the CORSIA implementation.

Assembly Resolution [A40-19](#) contains a **safeguard provision** (paragraph 16) to ensure that CORSIA is implemented with due consideration of the sustainable development, and against inappropriate economic burden on international aviation. This safeguard provision was recalled by the ICAO Council at its 220th Session in June 2020 in response to the COVID-19 pandemic, when it was decided that **during CORSIA's pilot phase (2021-2023), 2019 emissions shall be used for 2020 emissions**, without changing the provisions of Annex 16, Volume IV or Assembly Resolution A40-19 text.

Since this decision, the ICAO Council has continued monitoring the potential impacts of COVID-19 on CORSIA implementation by considering various inputs, including the analyses undertaken by the Council's Committee on Aviation Environmental Protection (CAEP). **The latest analyses show that CO₂ emissions from international aviation may not recover to the 2019 baseline levels until no earlier than 2023, which marks the end of CORSIA's pilot phase.**

The ICAO Council's continuous monitoring of the situation allows for ICAO to quickly respond to an ever-evolving situation, guaranteeing the implementation of CORSIA along the premises set by Assembly Resolution A40-19, and safeguarding against inappropriate economic burden on aeroplane operators.

In addition, to ensure the continuous improvement of CORSIA implementation provisions, a **periodic review** is included in the CORSIA framework, allowing for the incorporation of best practices and lessons learned that will further improve the performance of the Scheme. In March 2021, the ICAO Council agreed on the **process and methodology for undertaking the 2022 CORSIA periodic review**, which, amongst others, will offer an opportunity to examine the impact of COVID-19 on CORSIA on various issues, including the impact on the CORSIA baseline emissions beyond the pilot phase. Any recommendations by the Council will be forwarded for consideration by the 41st ICAO Assembly in 2022.

More information on CORSIA and COVID-19 can be found [here](#).

CORSIA Capacity Building



The backbone of CORSIA is the preparedness of all ICAO States for its implementation. Being the first of its kind, CORSIA requires an innovative approach for capacity building and assistance. To ensure such preparedness and in the best spirit of *'No Country Left Behind'*, ICAO developed the Assistance, Capacity Building and Training programme on CORSIA, known as **ACT-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](#) (latest version reflecting developments in 2020), [brochure and leaflets](#), [videos](#) as well as CORSIA [seminars/webinars and online tutorials](#).

[ACT-CORSIA Buddy Partnerships](#) constitute the core of capacity building activities that encompass the provision of training to CORSIA Focal Points. Since 2018 there have been **three phases of training** involving a total of 134 States (118 requesting States and 16 supporting States – see table below for a complete list). These training activities have provided crucial assistance to facilitate the implementation of CORSIA in all ICAO regions. **Requesting States have now both the knowledge and tools to help them fulfill the requirements under the Scheme.**

ACT **CORSIA** Phase III Assistance, Capacity-building and Training on CORSIA

AUSTRALIA 1. BRUNEI DARUSSALAM 2. INDONESIA 3. NAURU 4. PAPUA NEW GUINEA 5. SRI LANKA 6. THAILAND		KENYA 1. RWANDA 2. SEYCHELLES 3. SOUTH SUDAN 4. UGANDA	
BRAZIL 1. ANGOLA 2. CABO VERDE 3. MOZAMBIQUE 4. SAO TOME AND PRINCIPE		NEW ZEALAND 1. FIJI 2. SAMOA 3. SOLOMON ISLANDS 4. VANUATU	
CANADA (Facilitated by CASSOS) 1. ANTIGUA AND BARBUDA 2. BARBADOS 3. GUYANA 4. HAITI 5. JAMAICA 6. SURINAME 7. TRINIDAD AND TOBAGO		NIGERIA 1. GAMBIA 2. GHANA 3. LIBERIA 4. SIERRA LEONE 5. SUDAN	
CANADA / FRANCE 1. BENIN 2. BURKINA FASO 3. BURUNDI 4. CAMEROON 5. CENTRAL AFRICAN REPUBLIC 6. CHAD 7. COMOROS 8. CONGO 9. DJIBOUTI 10. D. R. OF CONGO 11. GABON 12. GUINEA 13. MADAGASCAR 14. MALI 15. MAURITANIA 16. MAURITIUS 17. NIGER 18. SENEGAL 19. TOGO		REPUBLIC OF KOREA 1. LAO PEOPLE'S D. R. 2. MONGOLIA 3. PAKISTAN 4. PHILIPPINES 5. VIETNAM	
FRANCE (* Facilitated by ACAO) 1. ALGERIA * 2. COTE D'IVOIRE 3. MOROCCO * 4. SAUDI ARABIA* 5. TUNISIA *		QATAR 1. SAUDI ARABIA 2. IRAN 3. IRAQ 4. KUWAIT 5. LIBYA 6. OMAN	
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		SINGAPORE 1. COOK ISLANDS 2. KIRIBATI 3. MARSHALL ISLANDS 4. PALAU 5. TONGA 6. TUVALU	
ITALY 1. BAHAMAS 2. COLOMBIA 3. ERITREA 4. ETHIOPIA 5. PARAGUAY 6. SOMALIA 7. UNITED REPUBLIC OF TANZANIA		SOUTH AFRICA 1. BOTSWANA 2. ESWATINI 3. LESOTHO 4. MALAWI 5. NAMIBIA 6. ZAMBIA 7. ZIMBABWE	
JAPAN 1. AFGHANISTAN 2. BANGLADESH 3. BHUTAN 4. CAMBODIA 5. MALAYSIA 6. MYANMAR		SPAIN (* Facilitated by COCESNA) 1. BELIZE * 2. BOLIVIA 3. COSTA RICA * 4. CUBA 5. EL SALVADOR * 6. EQUATORIAL GUINEA 7. GUATEMALA * 8. HONDURAS * 9. MEXICO 10. NICARAGUA * 11. PERU 12. URUGUAY	
		USA 1. ARGENTINA 2. DOMINICAN REPUBLIC 3. ECUADOR 4. PANAMA	



16 SUPPORTING STATES
118 REQUESTING STATES

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.

2021 CORSIA Implementation Deadlines

In accordance with Appendix 1 to [Annex 16, Volume IV](#), the following deadlines apply to 2021:

1 June 2021 to 31 August 2021: States to conduct an order of magnitude check of the verified Emissions Reports for 2020, including any filling in of data gaps in case of non-reporting by aeroplane operators.

30 June 2021: States to notify ICAO of any change in their decision to voluntarily participate in CORSIA for the pilot phase.

1 August 2021: States to obtain and use the ICAO document entitled "*CORSIA States for Chapter 3 State Pairs*" applicable for the 2022 compliance year.

31 August 2021: Using the CCR, States to submit to ICAO aggregate CO₂ emissions per State pair for 2020.

30 September 2021: States to calculate and inform aeroplane operators attributed to them of their average total CO₂ emissions during 2019 and 2020.

30 November 2021: 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.

31 December 2021: States to obtain from the ICAO website and use the ICAO document entitled "*CORSIA Aeroplane Operator to State Attributions*" summarising a list of aeroplane operators and the State to which they have been attributed.



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). The next virtual delivery in English is scheduled for 6-9 July 2021. The first virtual delivery in Spanish is scheduled for 21-24 June 2021.

Curso Sobre Verificaciones en el CORSIA ahora disponible en español.

[More information](#) | [Más Información](#)

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