



ICAO

ENVIRONMENT

## CORSIA Newsletter

May 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.

### Be Part of CORSIA from 2023

**Join CORSIA and Become Part of the ICAO Efforts to Address the Impact of International Aviation on the Global Climate!**

**The 41st ICAO Assembly will take place in September/October this year. Seize the opportunity to showcase your State's action on climate change by joining CORSIA. The deadline to join is 30 June 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)). **107 States have volunteered** to participate in the offsetting of CO<sub>2</sub> emissions under the Scheme for 2022.

**JOIN  
CORSIA  
NOW!**

The ICAO Council reiterated that an increase in the number of Member States volunteering to participate in CORSIA was one of specific means by which ICAO reinforces its **continued leadership in addressing emissions from international aviation**. The larger the number of States that voluntarily participate in CORSIA, the larger the **environmental effectiveness** of the Scheme through the increased number of routes covered under its offsetting requirements. The ICAO Council emphasized that **more States should be encouraged to voluntarily participate in CORSIA** as soon as possible.

**By end of May 2022, Zimbabwe, Federated States of Micronesia, Maldives and Timor-Leste had volunteered to participate in CORSIA from 1 January 2023, bringing the total of number of participating States to 111**

**111  
States in  
CORSIA**

**Additional States wishing to participate from 1 January 2023 onwards can do so by sending a notification to the ICAO Secretariat by 30 June 2022. Click [here](#) for a sample letter that you can use to notify ICAO of your State's participation in CORSIA.**

For more information on the **benefits of voluntary participation** in CORSIA, visit the ICAO [website](#).

## 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 in 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.

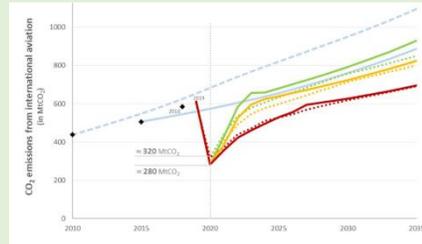
More details on the ICAO Council agreement in March 2021 on the process and methodology for the 2022 CORSIA periodic review can be found on [C-DEC 222/12](#) Paragraphs 9 to 10, including the consideration of inputs from its subsidiary bodies (such as the CAEP and the TAB) and timeline. Any recommendations by the Council will be forwarded for **consideration by the 41st ICAO Assembly that will take place in September/October 2022**.

### Update

In March 2022, CAEP's analyses in support of the 2022 CORSIA periodic were presented to the 225th Session of the ICAO Council, including:

- [Part I](#) — Further assessment of COVID-19 impacts on CORSIA and its baseline.
- [Part II](#) — Further assessment of costs of CORSIA implementation on States and aeroplane operators.
- [Part III](#) — Review of the analysis of possible market distortions (in the context of CORSIA design elements).

The CAEP analyses and its [executive summary](#) are now available on the ICAO website.

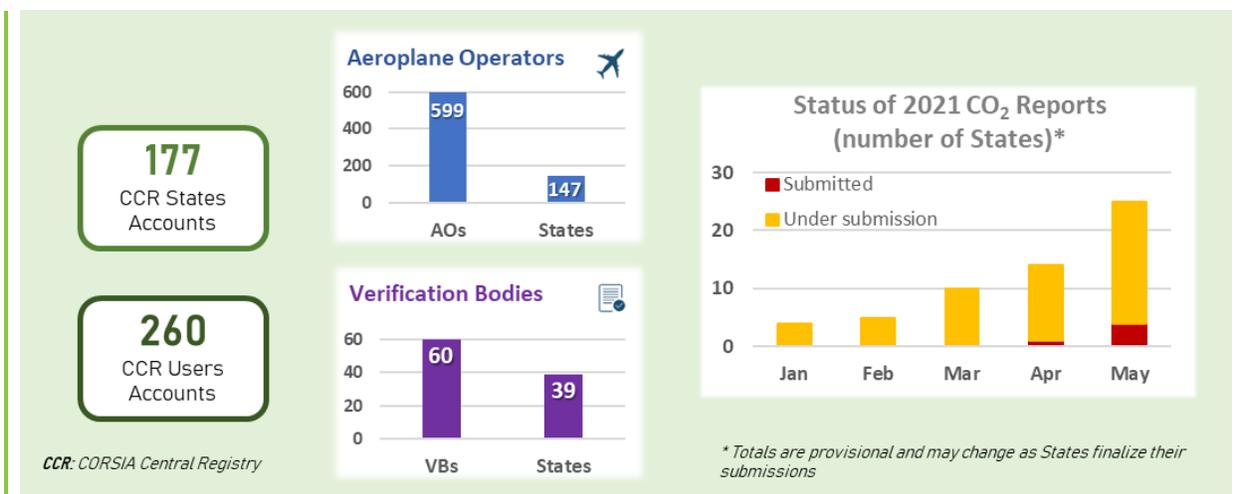


The ICAO Council agreed that further consideration is needed on the **CORSIA baseline beyond the pilot phase** and on the **2022 CORSIA periodic review**, for conclusion by its 226th Session (May/June 2022).

## Reporting 2021 Information through the CORSIA Central Registry (CCR)

According to [Annex 16, Volume IV](#), Part II, Chapter 2, 2.3.2.2, Appendix 1 and Appendix 5, States are required to continue to report annual CORSIA-related information and data through the CCR. In 2022, States are required to provide **2021 CO<sub>2</sub> emissions on States pairs** (same as for 2019/2020), with **new reporting requirements** including total **CO<sub>2</sub> emissions for each aeroplane operator**. For the first time, emissions that are subject to offsetting requirements will be reported separately from those that are not subject to offsetting requirements. In addition, States with aeroplane operators that use **CORSIA eligible fuels (CEF)** and wish to claim associated **emissions reductions**, have to submit additional information on the CEF claimed.

**For 2021 CO<sub>2</sub> emissions, the deadline for submission is 31 July 2022.** With the experience of the 2019 and 2020 CO<sub>2</sub> emissions, States are now in a better position to comply with the CORSIA reporting deadlines. **As of 31 May 2022, 25 States have already started the reporting process through the CCR.**



As per the SARPs in Annex 16, Volume IV, the Secretariat will provide data to **fill the emissions gap for States that do not submit data through the CCR** in accordance with the CORSIA submission deadlines.

The Secretariat will compile the **2021 CO<sub>2</sub> emissions** and any **2021 CEF-related data** in the CORSIA document “*CORSIA Central Registry (CCR): Information and Data for Transparency*”. The document will be published no later than 31 October 2022 on the ICAO website following its approval by the ICAO Council.

Also by 31 October 2022, the ICAO Secretariat will publish the first edition of the ICAO document “*CORSIA Annual Sector’s Growth Factor (SGF)*”, which will contain the **2021 SGF value**, following its approval by the ICAO Council. States will use the 2021 SGF value to calculate the 2021 offsetting requirements of aeroplane operators attributed to them (see **Did You Know?** below).

## CORSIA – Did You Know?

Paragraph 9 of the Assembly Resolution [A40-19](#) determines the phased implementation of the CORSIA, and the **participation of States in the CORSIA offsetting**. According to this paragraph, phased implementation of CORSIA intends to accommodate “the **special circumstances and respective capabilities** of States, in particular developing States, while **minimizing market distortion**.”

Paragraph 11 of the Assembly Resolution [A40-19](#) addresses the distribution of the total amount of CO<sub>2</sub> emissions to be offset in a given year among individual aeroplane operators. This is accomplished by introducing a **dynamic approach for the distribution of offsetting requirements**, which takes into account:

- The **Sector’s Growth Factor (sectoral approach)**: represents the international aviation sector’s global average growth of emissions in a given year; and
- The **Individual Growth Factor (individual approach)**: represents an individual operator’s growth factor of emissions in a given year.

Based on this dynamic approach, the offsetting requirements of an aeroplane operator will be calculated differently for different three-year compliance cycles of CORSIA. Specifically:

- From 2021 to 2029, **100% of the offsetting requirements** of an operator will be calculated based on the **sector's growth factor** only,
- From 2030 to 2032, **at least 20%\* of offsetting requirements** will be calculated based on an **operator's individual growth factor**,
- From 2033 to 2035, at least **70%\* of offsetting requirements** will be calculated based on an **operator's individual growth factor**.

#### HOW TO CALCULATE CO<sub>2</sub> OFFSETTING REQUIREMENTS?

$$\text{Operator's annual emissions} \times \text{Growth Factor} = \text{CO}_2 \text{ offsetting requirements}$$

The Growth Factor changes every year taking into account both the sectoral and the individual operator's emissions growth. The Growth Factor is the percent increase in the amount of emissions from the baseline to a given future year, and is calculated by ICAO.



\* In 2028, the ICAO Council will recommend to the ICAO Assembly whether and to what extent to adjust the individual percentage.

The combined sectoral/individual approach applies from 2030, rather than from the start of the second implementation phase (2027), to provide for the **equal treatment of the calculation of offsetting requirements between aeroplane operators** participating in the first and second phase of CORSIA.



Source: CORSIA FAQ 2.1 and 2.15 available [here](#)

## ICAO work on Sustainable Aviation Fuels

In June 2022, the [Stockholm+50 international meeting](#) will commemorate 50 years since the 1972 United Nations Conference on the Human Environment, the first global meeting that made environment a pressing global issue. To showcase its achievements and further efforts for decarbonizing aviation, ICAO launched on 1 June 2022 the “[ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels \(ACT-SAF\) programme](#)” (the recording of the launch event is available on the [ICAO TV](#)).

ICAO ACT-SAF will provide opportunities for States to develop their full potential in SAF development and deployment, in line with the [ICAO's No Country Left Behind initiative](#), the [2050 ICAO Vision for SAF](#), and the three main pillars of sustainable development recognized by the United Nations. As more States and partners get involved in the Programme, ACT-SAF will create positive ripple effects globally, and help unlock feedstock potentials for SAF markets over the coming decades. It will also build upon the action already taken by ICAO on SAF, for example leveraging the successes of the organization in setting [global standards for the sustainability of aviation fuels](#).

## 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 materials (see below).

### Update

The **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](#). **As of May 2022, Colombia and Paraguay will be supported by Spain.** 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 CO<sub>2</sub> emissions and CORSIA eligible fuels. In April and May 2022, **Afghanistan, Angola, Botswana, Cabo Verde, Cambodia, Cook Islands, Kiribati, Lao People's Democratic Republic, Malawi, Malaysia, Mozambique, Namibia, Pakistan, Philippines, Sao Tome and Principe, Tonga, Viet Nam and Zambia**, received training under the ACT-CORSIA Buddy Partnerships with **Brazil, Japan, Republic of Korea, Singapore and South Africa.**

## Upcoming CORSIA Implementation Deadlines (2022)



In accordance with Appendix 1 to [Annex 16, Volume IV](#), States should have received verified Emissions Reports and associated Verification Reports by 30 April 2022. The next step in the CORSIA MRV process is for a State to perform an **order of magnitude check** of the Emissions Reports to verify the data against different sources of information to which the State may have access.

To perform such a check, States can use the guidance in the [Environmental Technical Manual \(Doc 9501\), Volume IV](#), and specifically **Chapter 3, 3.3.4.3** and **Table 3-9**, which contains a **checklist** for the order of magnitude check of Emissions Reports. The 2019 ICAO CORSIA Regional Workshops included some additional [materials](#) on this topic.

**Upcoming deadlines for 2022:**

**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 CO<sub>2</sub> emissions.

## Outreach Materials on CORSIA



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](#) for an infographic on the status of all implementation elements.

The [ICAO CORSIA website](#) contains materials to support States, operators and verification bodies in their work towards implementation of CORSIA, namely:

- [Examples of Good Practice](#)
- [Frequently Asked Questions](#)
- [Brochures and Leaflets](#)
- [Videos](#)
- [Seminars](#)
- [Online Tutorials](#)



The CORSIA Verification Course provides training on how to verify CO<sub>2</sub> 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

**International Civil Aviation Organization**  
**999 Robert-Bourassa Boulevard, H3C 5H7, Montréal, Québec, Canada**

*For more information, visit the ICAO website: [www.icao.int/corsia](http://www.icao.int/corsia)*