



Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) – Overview

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- CORSIA – Brief History
- CORSIA in context
- Key dates for CORSIA
- Am I included?
- What do I need to do?
- What assistance is there?

- 2013 – the 38th ICAO Assembly adopted Resolution A38-18 to develop a global MBM
- 2016 – the 39th ICAO Assembly – draft text under Resolution 39-3 adopted by the Assembly
- Adoption created a pathway toward the development of:
 - Standards and Recommended Practices (SARPs) in a new chapter of Annex 16,
 - monitoring, reporting, and verification (MRV)
 - and emissions unit criteria (EUC)

- The Business Aviation Commitment on Climate Change (BACCC) was developed and published in 2009
- 3 goals
- 4 key pathways
- Guides environmental activity within the business aviation sector



MBMs in Context with the BACCC



Goal 1

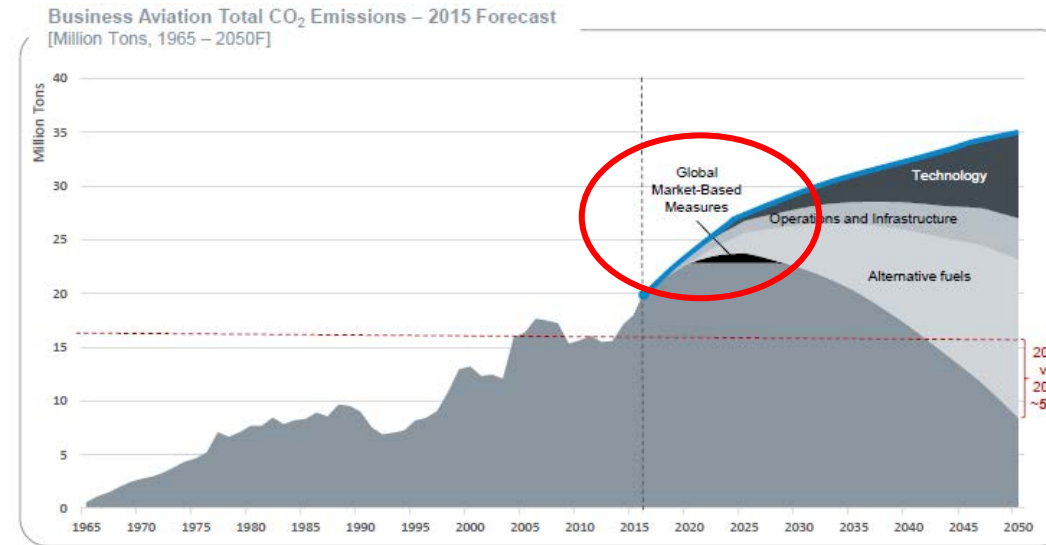
Improving fuel efficiency 2% per year from 2010 until 2020

Goal 2

Achieving carbon-neutral growth from 2020

Goal 3

Halving total CO₂ emissions by 2050 relative to 2005



Invest in new
TECHNOLOGY

(including sustainable
aviation biofuels)

Fly using more efficient
OPERATIONS

Build and use efficient
INFRASTRUCTURE

Use effective, global,
**MARKET-BASED
MEASURES**

Offsetting is not a “licence to pollute”. Rather, it is part of the “basket of measures” for overall emissions reductions and compensates for the other three elements until they have their intended effects in reducing CO₂ levels, as described in the BACCC.

- CORSIA, a market based measure, will be a **simple offsetting scheme** (as opposed to the EU ETS, which is “cap and trade”)
- The purchase of offsets will be required against **emissions related to fuel burn** above a 2020 baseline in international flying only.
- For **each unit of fuel used, 3.16 units of carbon are produced**
- A **baseline for industry emission levels** for the industry will be established by ICAO during 2019 & 2020
- Offsets will be required for any **emissions growth above the baseline** – this will be initially calculated for each operator across the civil aviation sector

- The CORSIA will be applied to international aviation in several phases:
 - By 28 February 2019 – Aeroplane operators should **submit MRV plan** to the State Administering Authority
 - 2019 to 2020 – establishment of **baseline CO₂ emissions**
 - 2021 to 2023 – a **‘pilot’ voluntary phase** of the 73 countries that have chosen to participate.
 - 2024 to 2026 – **first implementation phase** (same group)
 - 2027 to 2035 – the **second phase** (all States with more than 1% of international RTKs)
- CORSIA will apply to **international flights** between the participating countries only. Domestic flights *will not* be covered by CORSIA.

- **All operators must report emissions from international flights annually.**
- **Technical exemptions** from offsetting requirement:
 - Operators with **fewer than 10,000 tonnes of CO₂** emissions in flights covered by the scheme
 - Aircraft of **less than 5,700kg MTOW**
 - **Humanitarian assistance flights**, firefighting etc.
- **Tiered system** based on overall emissions
 - **Tier 1:** annual emissions **greater than 500,000 tonnes of CO₂**.
 - **Tier 2:** annual emissions **greater than 10,000 tonnes of CO₂**.
 - **Tier 3** operators **close to the 10,000 tonne exemption** threshold should engage with their State Administering Authority for guidance.

Who is the operator?



- Operator: Person, organization, or enterprise engaged in or offering to engage in an aircraft operation.
- Identified in Item 7 of International Flight Plan
 - ICAO Designator
 - AOC reference or Registration Number
- Treatment or segmentation of aircraft operator may be complicated
 - Private operation
 - Managed aircraft – with or without AOC
 - Fractional & joint/shared ownership
 - AOC – 135 On-Demand Charter
- Ultimately will depend on implementation by and guidance from administering authority.

Illustrative Annual CO₂ Emissions*



Aircraft Type	@ 400 Hrs/Yr	@ 900 Hrs/Yr
	Tonnes of CO ₂	Tonnes of CO ₂
ACJ 319	2857	6429
BBJ 737	2920	6569
Bombardier 605	1270	2857
Bombardier Global Express	2051	4615
Cessna Mustang	348	783
Cessna Sovereign	1081	2432
Embraer 100	421	947
Embraer 300	672	1513
Falcon 2000LXS	1081	2432
Falcon 7X	1481	3333
Gulfstream G450	2000	4500
Gulfstream G550	1739	3913
Gulfstream G650	1932	4348

Based on average seating, stage length of 600NM

*These figures are for illustrative purposes only and may vary from flight to flight

Available on the IBAC & EBAA CORSIA Webpages

What do I need to do?



- If you are not subject to exemption, you will need to **engage with your state of registration.**
- If your state of registration is one of the states that has volunteered for the scheme (73 States at the moment) and your operation is not exempt, **you will be included.**
- You will need to submit a **MRV plan** to your state of registration on **28 February 2019.**
- **Engage a verifier** who will assess your MRV and emissions accounting practices.

What Assistance is There?




- ICAO has chosen to reduce the burden for Tier 2 operators through the use of the ***CO₂ Estimation and Reporting Tool (CERT)***. It will be based on great circle distance (GCD) or block fuel
- This tool will be free and available from the **ICAO CORSIA website**.
- Once all flights are entered into the CERT, it will automatically determine which of these are part of CORSIA and **calculate total covered emissions**.

- There will be a series of workshops on CORSIA for operators;
 - **Africa** -- Accra, 13 February 2018
 - **Americas** -- Miami, 29 and 30 January 2018; Buenos Aires, 21 February 2018
 - **Asia-Pacific** -- Delhi, 6 February 2018; Singapore, 8 and 9 February 2018
 - **Europe** -- Geneva, 28 February 2018 (now full), 1 March 2018
 - **Russia and Central Asia** -- Moscow, 15 February 2018
 - **EBACE** – 29 – 31 May, actual date to be determined
- IBAC will have expertise present in Miami, Singapore and Geneva, but all workshops are open to all for attendance



- IBAC has developed a “***Countdown to CORSIA***” information card dedicated to business aviation operators, which will help to prepare operators on what to do between now and 2020.
 - Available at IBAC events and published on the IBAC Web site
- The Air Transport Action Group (ATAG) has developed **excellent CORSIA related material**.
 - IBAC and its members have access to this material.
 - Can be accessed via the IBAC CORSIA Web page.

Countdown to CORSIA Info-card & Webpage





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COUNTDOWN TO CORSIA

GETTING BUSINESS AVIATION READY



The global aviation industry has taken leadership on climate change, with a robust plan to reduce emissions based on a comprehensive set of goals. After 2020, technological, infrastructure, and operational efficiency measures will be complemented by the ICAO Carbon Offsetting and Reduction Scheme for International Aviation – better known as “CORSIA”.

The CORSIA will help industry meet its goal of carbon neutral growth from 2020 in support of the Business Aviation Commitment on Climate Change. Basically, aircraft operators whose operations are covered will offset the growth in their carbon emissions in international flying on an annual basis from a

Newsletters

[IBAC Update](#)
[IS-BAH Programme Update](#)
[IS-BAO Programme Update](#)

IBAC Welcomes Global Carbon-offsetting Scheme for International Aviation

[Read the press release here.](#)
[Click here for more CORSIA info](#)
[CORSIA Workshops](#)

IBAC Learning Events



IS-BAH Workshops: Madrid, Spain
January 18, 2018, 8:00 am - January 19, 2018, 4:00 pm



IS-BAH Workshops: West Palm Beach, FL, USA

<http://www.ibac.org/business-aviation-and-the-environment/corsia>

CORSIA-dedicated email address: corsia@ibac.org. Central mailing for queries and updates – register now!

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The adoption of CORSIA by governments meeting at ICAO will help aircraft operators avoid a complex patchwork of different schemes and achieve carbon-neutral growth in a cost effective way. While all operators will have to monitor fuel use and emissions (which you likely already do), those that emit fewer than 10,000 tonnes of CO₂ in international flying on an annual basis – the vast majority of business aircraft operators – will be exempt from reporting, verifying, and purchasing offset credits. (Humanitarian flights and operators that emit more than 10,000 tonnes of CO₂ will benefit from simplified reporting and verification tools.

Your international flights are included in CORSIA

If you operate international flights, you will be required to monitor your emissions. Flights on some routes may be exempt from offsetting requirements, and many operators will have to monitor and report the fuel use and emissions of all international flights.

You will need to choose a focal point for CORSIA

Each operator should choose a focal point to help ensure that you have all the information to comply with CORSIA with one dedicated person or department. Dedicated staff should register for updates by contacting corsia@ibac.org straightaway!

Your operations will have obligations from 2018

Whilst the scheme does not fully take effect until end 2020, all operators will need to monitor their emissions starting on 1 January 2019. Late next year, some operators will already need to submit a plan detailing how they will monitor fuel use to national authorities for approval.

We are here to help

The final details of the scheme are still being decided by ICAO, but over the next few years, we will be helping to prepare for the implementation of CORSIA. Training courses, workshops and webinars will be supplemented with toolkits, handbooks and online tools to help operators prepare, plan for and comply with CORSIA.

www.enviro.aero/CountdownCORSIA



- Check for inclusion in CORSIA & appropriate tier
- Engage with Administering Authority
- MRV to be submitted by 28 February 2019
- Engage verifier
- Key dates:
 - 2019 to 2020 – establishment of baseline CO₂ emissions
 - 2021 to 2023 – Pilot Phase (all volunteer States) of CORSIA starts.
 - 2024 to 2026 –first implementation phase (all volunteer States)
 - 2027 to 2035 – second phase of CORSIA (all States)

Thank you!

Q & A

