

**55th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Denarau Island, Nadi, Fiji
22 — 26 October 2018*

AGENDA ITEM 7: AVIATION AND ENVIRONMENT

IMPLEMENTATION OF CORSIA

Presented by the International Air Transport Association

SUMMARY

The International Air Transport Association (IATA) welcomes the adoption by the ICAO Council of the international standards and recommended practices (SARPs) for the implementation of CORSIA. The adoption of the SARPs as the new Volume IV of Annex 16 to the Chicago Convention will ensure the necessary level of uniformity in regulations which the aviation industry needs. In the paper, IATA, therefore, urges all ICAO member states to ensure that their own domestic regulations are fully aligned with the SARPs. The paper also provides an update on the capacity-support activities deployed by IATA, including workshops and FRED+.

IMPLEMENTATION OF CORSIA

1. INTRODUCTION

1.1 The International Air Transport Association (IATA) strongly welcomes the adoption by the ICAO Council in June 2018 of the international standards and recommended practices (SARPs) for the implementation of ICAO's Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

1.2 The SARPs are the fruit of several years of work undertaken by the technical experts in ICAO's Committee on Aviation Environmental Protection (CAEP). They establish a robust and pragmatic set of requirements, based on balanced compromises.

2. NATIONAL IMPLEMENTATION OF ANNEX 16, VOLUME IV

2.1 IATA considers it fundamental that the SARPs were adopted as the new Volume IV of Annex 16 to the Chicago Convention. This will ensure the necessary level of uniformity in regulations which our industry needs and which is recognized by both Article 37 of the Chicago Convention and ICAO Assembly Resolution A39-22.

2.2 Uniformity is not only key to prevent market distortions, but also to preserve the environmental integrity of CORSIA. To the extent any State may seek to apply different requirements from those established by the SARPs, we strongly believe that this could upset the careful structure of Annex 16, Volume IV, and set a negative precedent for the overall integrity of the scheme.

2.3 We, therefore, urge all ICAO Member States to comply in all respects with Annex 16, Volume IV, and to ensure that their own domestic regulations are fully aligned with the SARPs. To avoid any unnecessary administrative burden for operators and administering authorities, we also urge ICAO Member States to align any existing MRV requirements with the CORSIA SARPs.

2.4 As emphasized in the preamble of ICAO Assembly Resolution 39-3, Member States of ICAO and the industry strongly support a global solution for emissions from international aviation, as opposed to a patchwork of State and regional market-based measures. The ICAO Assembly unanimously recognized the principle that market-based measures "should not be duplicative and international aviation CO₂ emissions should be accounted for only once" (Annex to Resolution 39-2; no reservations were filed against this principle).

2.5 If any State were to attempt to exclude any international flights from the application of CORSIA or subject international flights to CORSIA and any other regional, national or subnational scheme, this would set a very damaging precedent, compromising the implementation of CORSIA. Such arrangements may not offer the same environmental benefits as CORSIA and would result in a "patchwork" of regulatory measures. This is precisely the situation which all parties have sought to avoid through the adoption of a global mechanism in ICAO.

3. CAPACITY-SUPPORT

3.1 In order to support aeroplane operators and help them prepare for the implementation of CORSIA, IATA has held a series of workshops dedicated to Emissions Monitoring Plans. Nine Workshops were held between June and September 2018, including two in the Asia-Pacific region (Delhi on 18-19 July and Singapore on 7-8 August). Earlier in 2018, IATA held another 14 workshops on CORSIA, including four in Asia-Pacific. Operators which are not IATA members and state authorities were invited to IATA's workshops as well.

3.2 In addition to the capacity-building workshops, IATA is providing capacity support to operators through guidance and assistance. In particular, a revised edition of the IATA Airline Handbook on CORSIA was published in August 2018. More information and materials are available at www.iata.org/CORSIA.

3.3 IATA is also currently finalizing the development of FRED+, a system to facilitate the reporting of emissions and minimize the associated administrative burden for both operators and administrating authorities. FRED+ will be available at no cost to all interested operators and authorities. The development of FRED+ benefitted from feedback from airlines and states, and its functionalities will account for the varying levels of sophistication and reporting capabilities of airlines (e.g. from fully automated to manual processes). To activate direct data transmission from operators to states, authorities may use the platform and pair up with operators in order to enable the safe transmission of data. In order to maintain the highest level of data confidentiality, state users will have access to a dedicated and segregated data area containing only the data sets needed to comply with CORSIA's reporting requirements. Verifiers designated by operators will also be able to access FRED+ using the dedicated verifier front end. Authorized verifiers will be able to conduct the tasks needed to validate and confirm the emissions report data, prior to submission to the administrating authority. More information on FRED+ is available at www.iata.org/FRED.

4. ACTION BY THE CONFERENCE

4.1 The Conference is invited to:

- a) Urge all states from the Asia Pacific region to comply in all respects with Annex 16, Volume IV, and to ensure that their own domestic regulations are fully aligned with the SARPs;
- b) Recognize the importance of the principle recognized in Assembly Resolution A39-2 that market-based measures should not be duplicative and international aviation CO₂ emissions should be accounted for only once; and,
- c) Take note of IATA's capacity-support activities.

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