



# ***Update on the outcome of the ICAO Assembly (CORSA and long-term objectives)***

**13TH EU ETS COMPLIANCE CONFERENCE  
Track 2: Implementation of aviation requirements**

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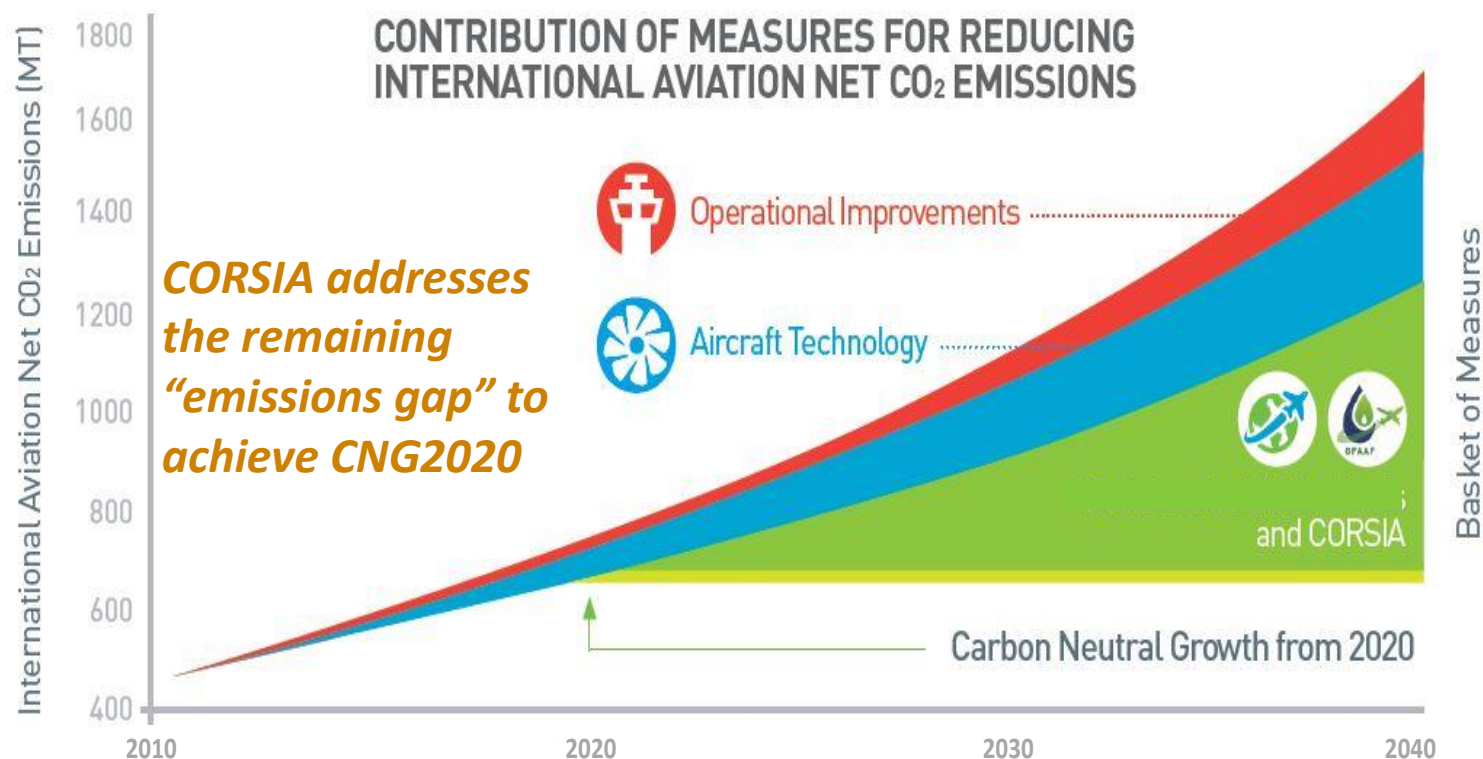


Adopted through Assembly Resolution 39-3 and is the **first global MBM scheme** for any industry sector

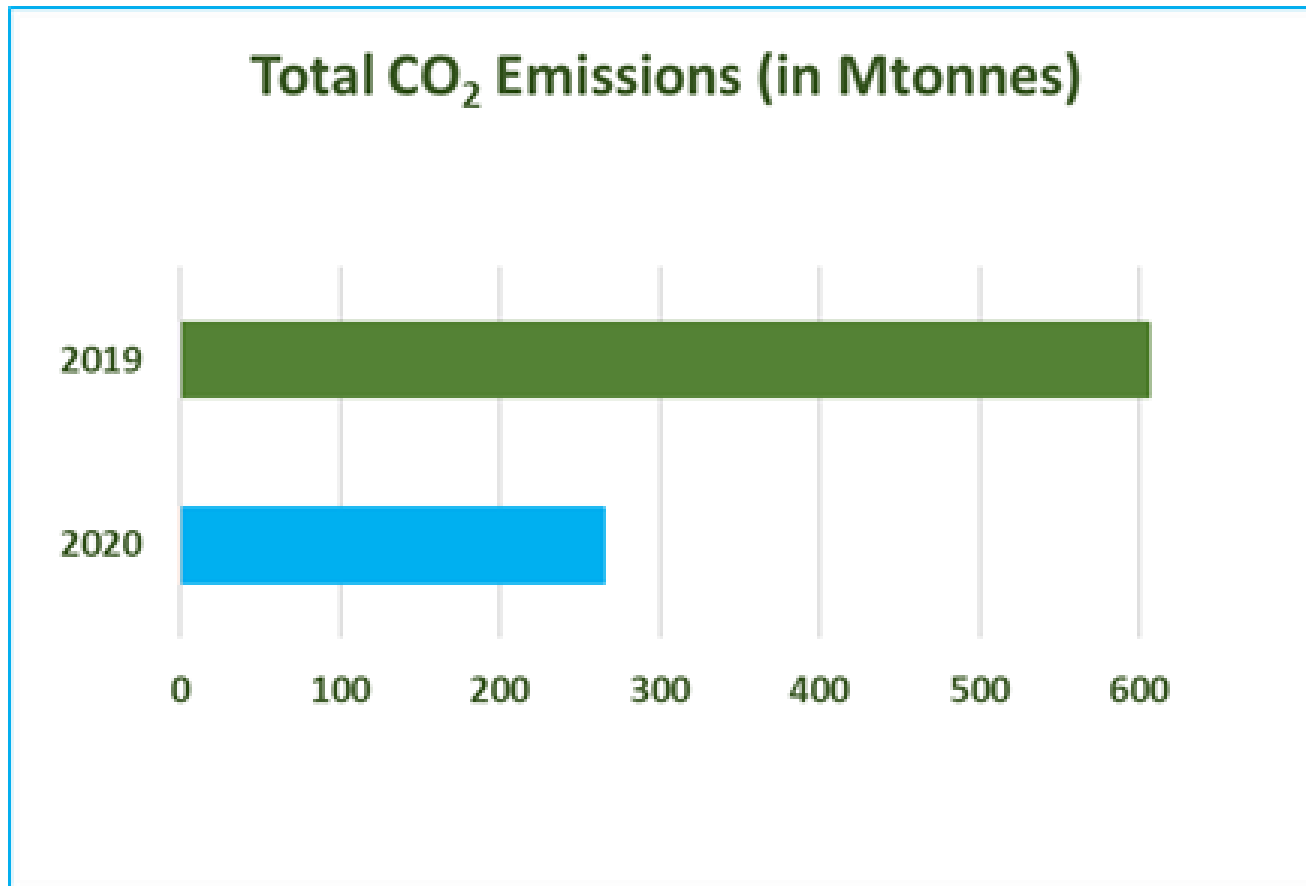
To achieve ICAO's global aspirational goal of carbon neutral growth from 2020 (CNG 2020), CORSIA is

**one complementary element in the basket of measures :**

- aircraft technology
- operational improvements
- sustainable aviation fuels
- market-based measures (MBM)



# COVID-19 effect on CO2 emissions



# CORSIA

## First issue: Baseline from 2024 (Phase One)

Four options existed:

- 1) Revert to originally agreed 2019/2020 CO<sub>2</sub> emissions average
- 2) Continue with 2019 emissions until Year X
- 3) 70% of 2019 emissions (equivalent to the average of 2019/2020 CO<sub>2</sub> emissions)
- 4) **85% of 2019 emissions (“mid point between options 1 and 2”)**

**The Assembly adopted the last option.**

# CORSIA

## Second issue: Growth factors

Background: Brazil, India, Saudi Arabia continued to raise issues with the individual growth factor (introduced from 2030)

### The Assembly adopted a compromise:

- **CORSIA baseline for 2024-2035 will be 85% of 2019 levels**
- **Growth factors from 2030-2035:**
  - 2030-2032, 100% sectoral and 0% individual (previously at least 20% individual and 80% sectoral)
  - 2033-2035, 85% sectoral and 15% individual (previously at least 70% individual and 30% sectoral)

# Long-term aspirational goal (1)

<b>Europe</b>	<b>High-level meeting outcome</b>	<b>Fly Net Zero 2050 (IATA)</b>	<b>Other</b>
Net-zero carbon emissions in 2050	Net-zero carbon emissions by 2050	Net-zero carbon emissions by 2050	China, India, Saudi Arabia wanted net-zero by a later date in acc. with national economy-wide commitments

## Long-term aspirational goal (2)

Europe	High-level meeting/ Assembly outcome	Fly Net Zero 2050 (IATA)	Other
In-sector reductions to one third of 2019 level in 2050	The maximum possible level of progress of in-sector CO2 emissions reduction measures	81% of CO2 emission abatement through in-sector measures in 2050	

# Long-term aspirational goal (3)

Europe	High-level meeting / Assembly outcome	Fly Net Zero 2050 (IATA)	Other
Monitoring framework to be set in 2023 with global waypoints of 500 Megatonnes for 2030 and 400 Megatonnes for 2040	Regularly monitor progress on the implementation of the basket of measures towards the achievement of the LTAG...	Waypoints of 7% of CO2 emission abatement through in-sector measures in 2030 and 50.5% in 2040	Monitor climate finance, also objections to intermediate waypoints



## Long-term aspirational goal (4)

Europe	High-level meeting outcome	Fly Net Zero 2050 (IATA)	Other
Agree to set at CAAF/3 in 2023 a global framework for SAF deployment in a sustainable manner	CAAF/3 in 2023 to define a global framework for both SAF and Lower-carbon Aviation Fuels	65 % of CO2 emission abatement through SAF in 2050; feedstocks that do not degrade environment or compete with food or water	

# Long-term aspirational goal (5)

Europe	High-level meeting outcome	Fly Net Zero 2050 (IATA)	Other
Capacity building including voluntary contributions to ICAO; a comprehensive climate finance initiative to support all States; strategic plan	States are urged to make substantial contributions to the ICAO Environment Fund; various modalities or funding mechanisms could be used by ICAO to facilitate financing and investment support		Establishment at A41 of a Multilateral Fund for Sustainable Aviation, with mandatory contributions by developed States (BR, IN, Nigeria, RF, Sudan)



***Thanks!***



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