

Historic Decision by ICAO

Dear Members,

As you probably know by now, the General Assembly struck an agreement – and it is no exaggeration to call it unprecedented – for a global market-based measure. It will enter into force amongst volunteering countries as of 2021, and the technical details are all to be worked upon.

Two questions arise at this stage: will the EC prolong its “stop-the-clock” policy on the EU ETS until then, and will the EC and ICAO consider that intra-EU flights between two Member States are international flights? These are early days, but in the meantime please read what Kurt Edward, IBAC Managing Director, Bruce Parry and team have written yesterday evening directly from ICAO:

“The ICAO Assembly has decided finally to establish a global Carbon Offsetting and Reduction Scheme for International Aviation (CORSA), a single market-based measure to address carbon emissions from international aviation.

- *It will be applicable among a group of volunteer States (65 at the moment, covering 84% of global international RTK) from 2021 to 2026 (list is [here](#) on ICAO web site).*
- *From 2027, it will be applicable to all States with greater than 0.5 percent of global RTK.*
- *Technical exemptions for small operators remain. In particular, operators that emit annually fewer than 10,000 tonnes of CO₂ in international aviation are exempt, and aircraft lighter than 5,700 kg are exempt, as well as humanitarian flights. Most in the business aviation community will be covered by this provision.*

The Assembly reached the decision by consensus. However, Argentina, India, Russia, and Venezuela reserved on parts of the resolution. Technical work to establish the Standards and Recommended Practices (SARPs) will continue over the next year. The SARPs will outline the details for implementation, and, once the SARPs are adopted by the ICAO Council, individual States will have to incorporate the SARPs in national legislation.

IBAC experts will continue to participate on the ICAO Committee on Aviation Environmental Protection (CAEP) to ensure administrative simplicity regarding application to those business aircraft operators that will participate in the CORSA.

Having worked on international aviation and climate change matters at the previous three ICAO Assemblies, I can share with you my personal observation that all in the standing-room-only Assembly Hall recognized the importance of this meaningful decision and the amount of work and compromise that went into it over the last three years in particular. This is truly a historic agreement and deserved the standing ovation it received. And, now, we have a LOT of technical work ahead of us to make sure it will work for those in our community who are covered.”

Best regards,

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