

Aviation Newsletter

Issue 46

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This newsletter provides important information about the implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSlA) in the UK

EU Delegated Regulation – Current Position

The EU Commission draft Delegated Regulation to implement CORSlA through the EU Emissions Trading System (ETS) was objected to at the scrutiny stage and will not come into force. The process of drafting a revised Delegated Regulation will begin shortly, but at this stage we cannot be sure what provisions it will contain and when it will come into force. A copy of the decision can be found [here](#).

Issuing of CORSlA Monitoring Plans

The [International Standards and Recommendations, Annex 16 Volume IV](#) (“CORSlA SARP”) became effective on 22 October 2018 and must now be implemented by participating States including the UK. In particular, the SARP requires the monitoring of emissions to commence on 1 January 2019 in order to set a baseline for the scheme and indicate that Emissions Monitoring Plans should have been approved by 30 April 2019.

Therefore, although the legislative position is still unclear, we have decided to issue you with a provisional CORSlA emissions monitoring plan (CORSlA Plan) that conforms to the CORSlA SARP requirements in order to assist you to collate the data required for reporting in 2020. We will make any necessary amendments to your provisional CORSlA plan before issuing to remove references to any procedural requirements that are not allowed under the CORSlA SARP. You will be able to contact us through our [helpdesk](#) if you have any questions.

Once the Delegated Regulation has been agreed it may be necessary to make further changes to the provisional CORSlA Plans to reflect any differences between the EU position and the CORSlA SARP. We will inform you of this process in due course.

Assessing your monitoring approach for CORSlA

Although it's not clear when the Delegated Regulation will be in place, we expect it will seek to align, as far as possible, the CORSlA monitoring and reporting requirements with those of the Monitoring and Reporting Regulation (MRR), including the amendments recently made by Article 76 of the MRR 2018. A copy of the MRR 2018 can be found [here](#). Therefore, as well as monitoring in accordance with your provisional CORSlA Emissions Monitoring Plan, we advise you to maintain

the capability to monitor all international flights in accordance with the MRR, which currently only permits the use of Method A or B (as Fuel Use Monitoring Methods) and the SET (for small emitters).

For simplicity, you may wish to consider monitoring all international flights from the 1 January 2019 for both EU ETS and CORSlA using the same monitoring approach. For example, if you are monitoring using Method A or B for EU ETS, but have applied to use the CERT for CORSlA, you could modify your CORSlA Plan to monitor all international flights using Method A or B instead. If you would like to amend your monitoring approach in this way, please submit a plan variation after we have issued your CORSlA Plan.

Talking to us

If you have any questions regarding the CORSlA requirements please contact our ET Aviation [helpdesk](#).