

Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) and its implications for airlines in the African region



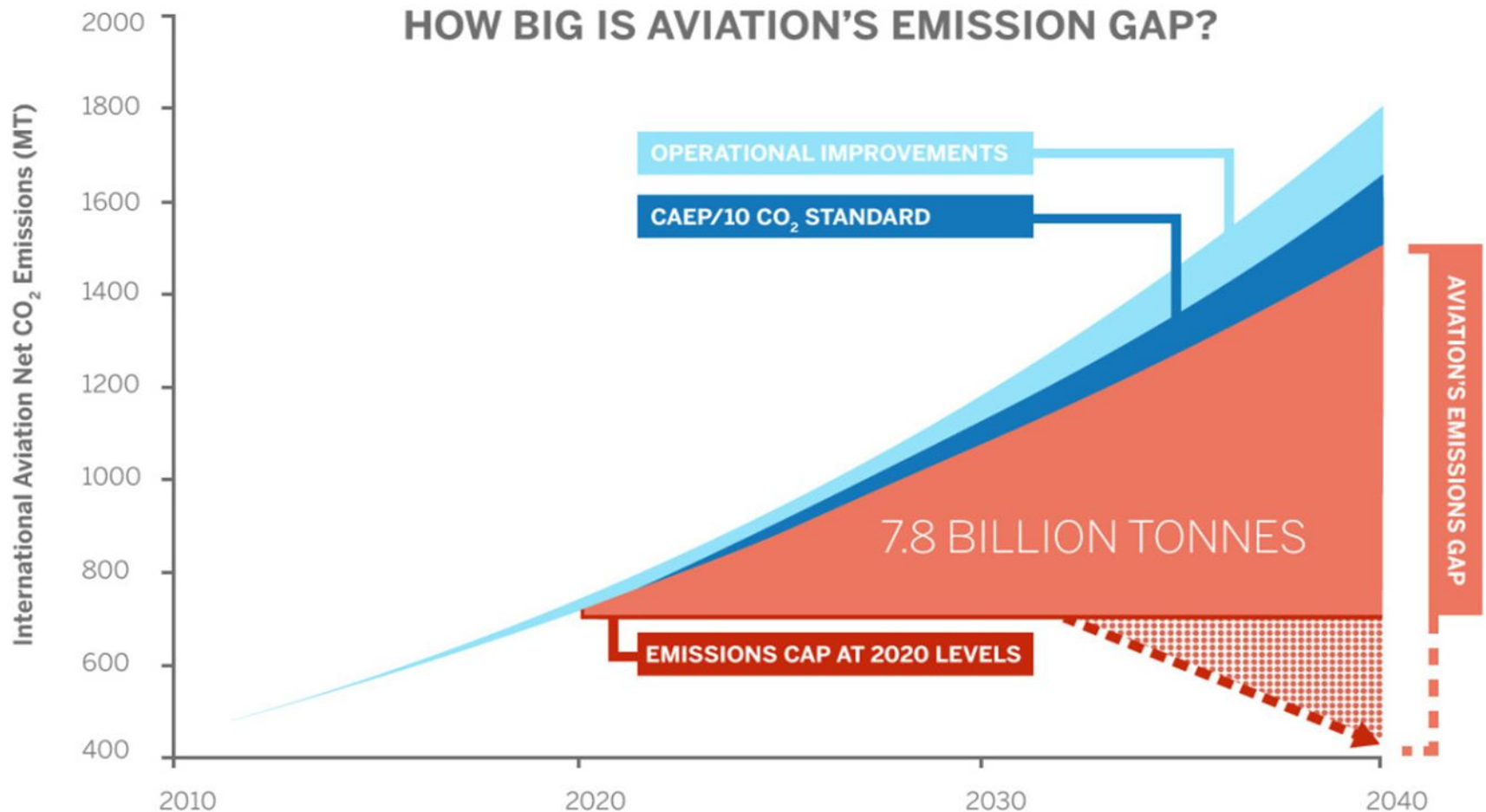
Africa Carbon Forum

Cotonou, Benin, 28-30 June 2017



UNFCCC Secretariat
SDM programme

GHG emissions from international aviation



SOURCE: ICAO, "Overview of Environmental Work," Singapore GLADs, 2015."



Decision by ICAO's 39th Assembly (2016)

- To achieve carbon neutral growth from 2020: Establish the Carbon Offsetting and Reduction Scheme for International Aviation – **CORSIA**

- CORSIA is to be **implemented in three phases**:
 1. Pilot phase: 2021-2023 – Voluntary
 2. 1st Phase: 2024-2026 – Voluntary
 3. 2nd phase: 2027- 2035 – Member states with more than 0.5% of global Revenue-Tonne-Kilometer (RTK).

- ❖ Exceptions SIDS, LDC and Land Locked Developing Countries



Potential demand for offsets



Potential for significant post-2020 demand

- Demand per year by 2025:
~174 million tCO₂eqv
- Demand per year by 2030:
~230 million CO₂eqv
- Total demand 2020-2040:
~7.8 billion CO₂eqv

- Demand for eligible units. May include CERs, Article 6 units, and other units meeting Emission Unit Criteria

Relevance to Africa

- African airlines part of solving the climate challenge
- Airlines' preference for offset types and origin (country, region, type)
- Increased demand for offsets
- Requirements on emission unit criteria and on MRV infrastructure.
- Relation to NDCs
- Benefits for early movers
- Impact on domestic flights

