



CLAC/CE/101-NE/08  
20/09/22

**CENTÉSIMA PRIMERA REUNIÓN DEL COMITÉ EJECUTIVO**  
(Reunión virtual, 22 de septiembre de 2022)

**Cuestión 7 del**

**Orden del Día: Medio ambiente**

**Presentación de IATA**

1. A solicitud de IATA - International Air Transport Association, **adjunto** se acompaña la presentación referida a External Affairs and Sustainability -IATA.

**Medidas propuestas**

2. Tomar nota de la información presentada.

# Road to ICAO Assembly

**Pedro de la Fuente**

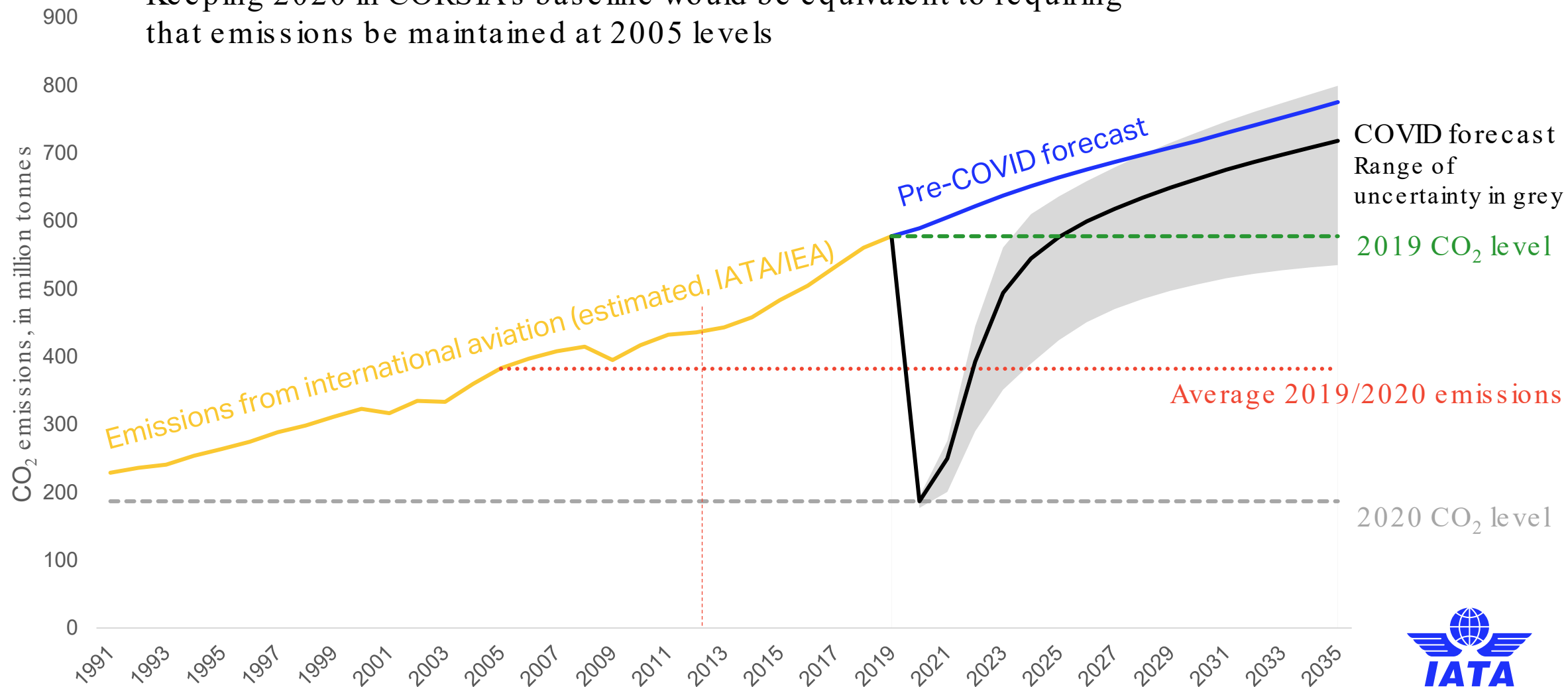
**Senior Manager, External  
Affairs and Sustainability -  
IATA**

21 September 2022



# Emissions from international aviation fell below 200 mio tCO<sub>2</sub>

Keeping 2020 in CORSIA's baseline would be equivalent to requiring that emissions be maintained at 2005 levels

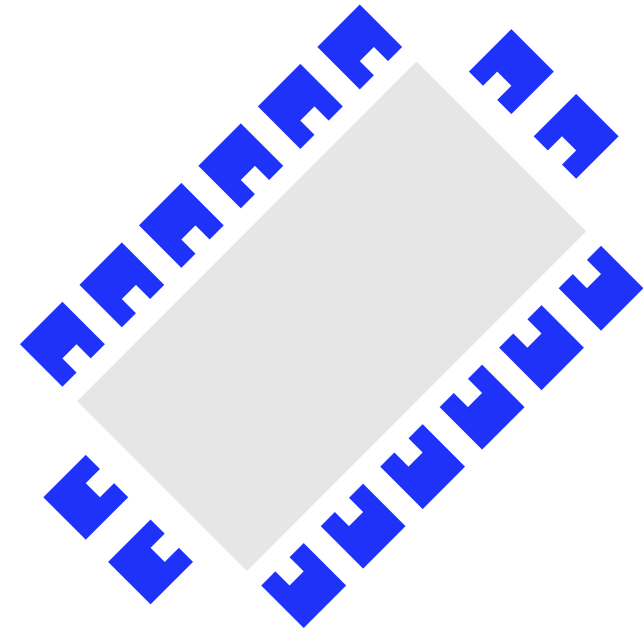


# 2020 Council decision on CORSIA baseline

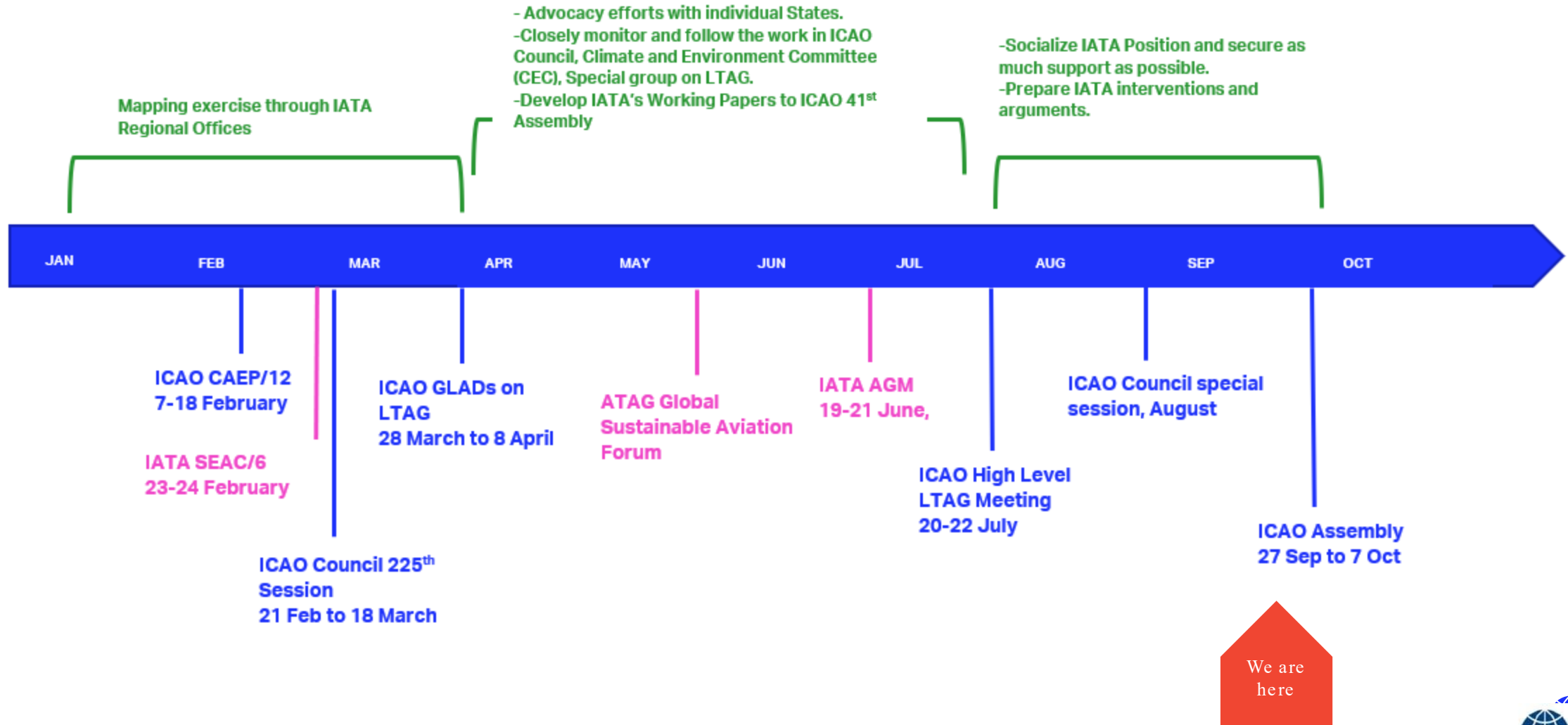
Actual 2020 emissions should not be used for any CORSIA design features

During the pilot phase, 2019 emissions will be used instead of 2020 emissions for CORSIA's baseline and other design elements

The Council will consider amendments to Assembly Resolution A40-19 to also use only 2019 emissions beyond the pilot phase. The amendments will be presented to the 41st session of the Assembly for decision



# ICAO Process: timeline



# Compromise proposal on CORSIA periodic review after ICAO Council negotiation

The ICAO Council held a special session on 24 August in order to discuss its working papers that will be submitted to ICAO 41<sup>st</sup> Assembly. ICAO Council member states agreed to have a **compromise proposal on CORSIA periodic review** to ICAO 41<sup>st</sup> Assembly.

## Compromised proposal

### CORSIA Baseline

85% of 2019 emissions from 2024 to 2035

### SGF vs. IGF

From 2030 to 2032  
SGF: 100% and IGF 0%

From 2033 to 2035  
SGF 85% and IGF 15%

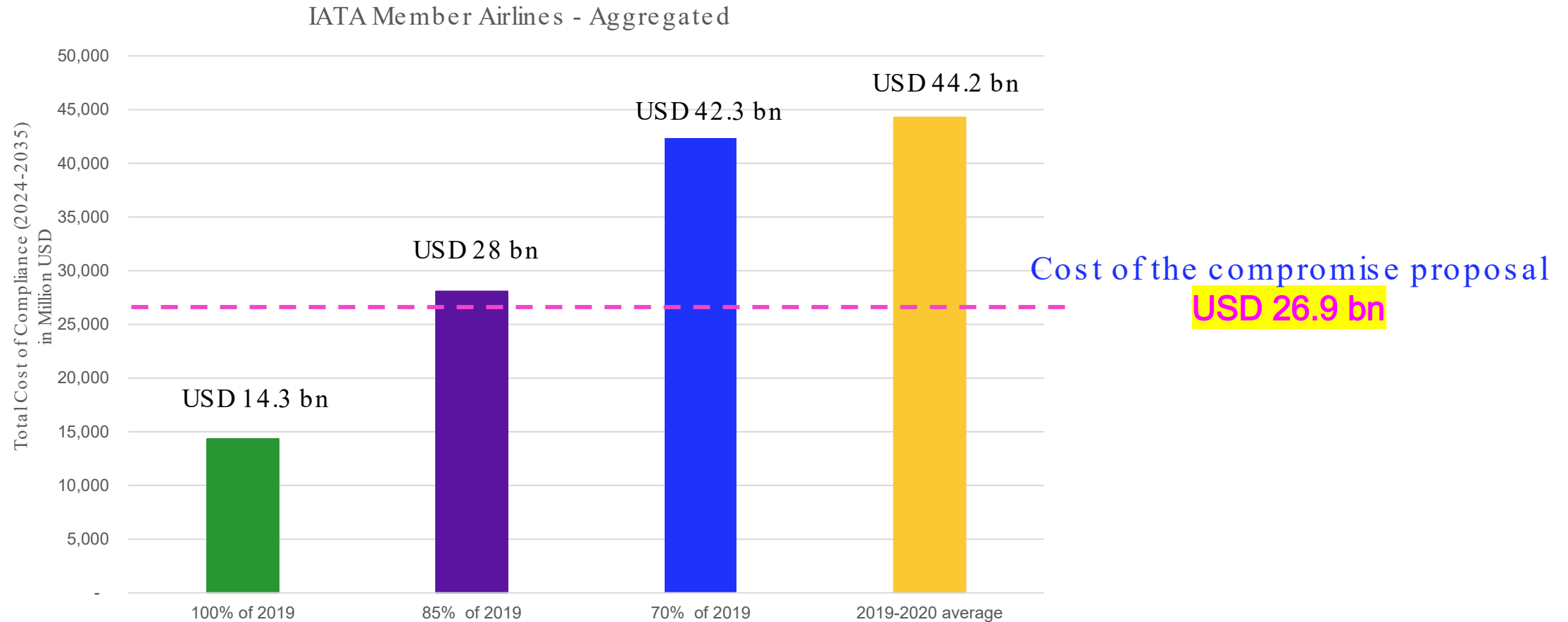
No review of SGF vs. IGF until 2028

## Important to note:

- (1) The compromise proposal will **be the only option** ICAO Council presents to 41<sup>st</sup> Assembly on CORSIA periodic review.
- (2) **General support** from ICAO member states on the compromise proposal. China is the only country with strong reservations.
- (3) **Consensus** that 2020 emissions should not be used in any of the CORSIA design elements, including CORSIA baseline.
- (4) **Reinforce** CORSIA should be the only global market-based measure for international aviation emissions.



# Cost of compliance –by scenarios



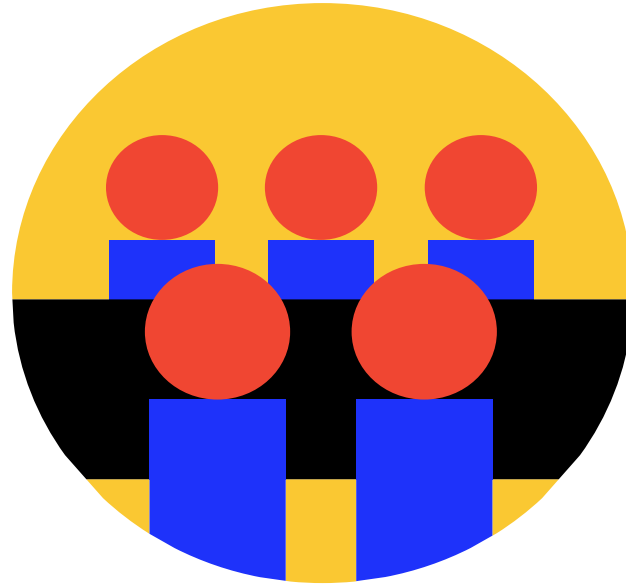
\*10 USD/Ton in 2022 with 9.5% annual increase. Average offset price around 24 USD/Ton.



# Industry Position

- For the first phase, 2024-2026, and second phase, 2027-2035, IATA recommends prolonging the decision to use 2019 emissions only as CORSIA baseline
- Using 2019 as the sole reference year will ensure that baseline emissions reflect normal air transport activities for all categories of operators





Questions?