

Notification under the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

2021/0204(COD) - 13/12/2022 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 573 votes to 44, with 11 abstentions, a legislative resolution on the proposal for a decision of the European Parliament and of the Council amending Directive 2003/87/EC as regards the notification of offsetting in respect of a global market-based measure for aircraft operators based in the Union.

The proposal for a decision introduces an amendment to aviation rules in the Emissions Trading System of the European Union (EU ETS) to implement Member States' notification to EU-based airlines of the offsetting for the year 2021 under the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) of the International Civil Aviation Organisation (ICAO).

The European Parliament adopted its position at first reading under the ordinary legislative procedure.

Members introduced a reference to the Paris Agreement in the recitals, by which the parties agreed to limit the increase in global average temperature to well below 2°C above pre-industrial levels, and to continue efforts to limit the increase in temperature to 1.5°C above pre-industrial levels. This commitment was reinforced by the adoption of the Glasgow Climate Pact in November 2021, in which the Conference of the Parties agreed that the effect of climate change would be much less with a temperature increase of 1.5°C rather than 2°C and decided to continue efforts to limit temperature increase to 1.5°C.

The decision states that by 30 November 2022, Member States must notify aircraft operators that, in respect of the year 2021, their offset requirements under the ICAO International Standards and Recommended Practices on Environmental Protection relating to the Carbon Offset and Reduction Scheme for International Aviation (SARF for CORSIA) are zero.

CO₂ emissions from flights preceding or following a humanitarian, medical or fire-fighting flight would not be taken into account, provided that such flights were conducted with the same aircraft and were required to accomplish the related humanitarian, medical or firefighting activities or to reposition the aircraft after those activities for its next activity.

It is noted that on 31 October 2022, ICAO determined that the Sector Growth Factor (SGF) for 2021 emissions equals zero. The SGF is a parameter of the CORSIA methodology used to calculate annual operators' offsetting requirements. Therefore, aircraft operators' additional offsetting is to be zero for the year 2021.

According to the Resolution, this Decision is intended to be a purely temporary measure that is only to apply pending the expiration of the transition period of the Directive of the European Parliament and of the Council amending Directive 2003/87/EC as regards measures adopted by the International Civil Aviation Organisation for the monitoring, reporting and verification of aviation emissions for the purpose of implementing a global market-based measure.

In the event that the transposition period has not expired by 30 November 2023 and ICAO determines that the SGF for 2022 emissions equals zero, Member States should notify aircraft operators that their offsetting requirements in respect of the year 2022 amount to zero. If the SGF for 2022 emissions is

different from zero, the Commission should be able, where appropriate, to submit a new proposal for the calculation and the notification of those offsetting requirements.