



Department
for Transport

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Dear Mr Todts

Thank you for your letter of 25 September, raising your concerns on the ICAO Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) and its implementation in EU Member States. I am replying as the Minister responsible for CORSA in the UK.

The UK agrees that action is required to address carbon emissions from aviation to ensure that the sector plays its part in contributing to the temperature goals of the Paris Agreement. Given the international nature of the aviation sector, measures with a global scope are required to ensure action is taken not just on certain routes or in certain regions, but at a global scale that captures the majority of emitters. Therefore, the UK has worked alongside European counterparts in ICAO to develop the CORSA, as the first worldwide scheme to address CO₂ emissions in any single sector.

Implementing this global scheme will encompass many routes that are currently not covered by any climate change measures, including from some of the world's largest aviation nations, and supports major emitters to take a consistent approach to global aviation climate action. In the EU, all Member States have volunteered to participate in CORSA from 2021 through the Bratislava Declaration.¹ It is important that the EU signals the political intent to participate in the scheme, so that we fulfil our commitment, and generate momentum behind implementation. The EU filing a general difference against the CORSA Standards and Recommended Practices (SARP) could jeopardise the implementation of CORSA and threaten the progress made over the last few years.

¹ <https://ec.europa.eu/transport/sites/transport/files/declaration.pdf>

As the UK has participated in designing the scheme from the outset, the best way to improve the scheme is to continue influencing its design within ICAO, both in advance of the pilot phase and in future reviews.

The only element of CORSIA that will be implemented now is Monitoring, Reporting and Verification (MRV), which is required before monitoring is due to begin in January 2019. Implementing CORSIA MRV at this stage does not equate to removing aviation from the EU ETS. Similarly, the future full review of CORSIA is not in any way prejudiced by implementing these MRV requirements, which at the very least will provide a globally-harmonised MRV system for aviation.

Whilst the UK, and EU Member States, will approve the current version of the Standards and Recommended Practices (SARPs), ICAO has yet to agree the Implementation Elements for the scheme. Once we see the Implementation Elements, the European Commission will review the CORSIA, and the EU will decide how to implement the CORSIA and what rules should apply on flights within the European Economic Area.

For these reasons, the UK does not agree that filing a general difference against the CORSIA SARP before 1 December 2018 is in the interests of the EU at this point in time.

A handwritten signature in black ink, appearing to read 'L. Sugg', written in a cursive style.

BARONESS SUGG