



RESOLUTION ON CORSIA

WHEREAS at the 66th IATA AGM in 2010, IATA member airlines adopted a Resolution which endorsed three ambitious goals for addressing CO₂ emissions, namely: an average improvement in fuel efficiency of 1.5% per year between 2010 and 2020; a cap on net aviation CO₂ emissions from 2020; and a reduction in net aviation CO₂ emissions of 50% by 2050 relative to 2005 levels;

WHEREAS at the 72nd IATA AGM in 2016, IATA member airlines adopted a Resolution which urged governments to adopt a mandatory and global carbon offset mechanism to address CO₂ emissions from international aviation;

RECALLING that the 39th session of the ICAO Assembly decided to implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) to address any annual increase in total CO₂ emissions from international civil aviation above 2020 levels;

EMPHASIZING that the aviation sector is committed to advances in technology, operations and infrastructure to continue to reduce the sector's carbon emissions and that CORSIA is not intended to replace these efforts nor make fuel efficiency any less of a day-to-day priority for airlines;

EMPHASIZING that IATA member airlines have consistently considered that meeting aviation's climate goals relies not only on industry action but is also subject to governments incentivizing technological research and development for airframes and engines and the commercial development of sustainable aviation fuels, while also providing modern airport and airspace infrastructure;

RECALLING that the ICAO Council adopted the International Standards and Recommended Practices for the monitoring, reporting and verification (MRV) of emissions under CORSIA as Annex 16, volume IV to the Convention on International Civil Aviation and the CORSIA Emissions Unit Criteria, which will provide a robust framework for the evaluation of the environmental integrity of carbon offsets to be used under CORSIA;

EMPHASIZING that CORSIA was adopted with the express recognition it should be the market-based measure applied to international flights and on the basis that emissions from international flights should not be accounted for more than once;

The 75th IATA Annual General Meeting:

1. **REITERATES** the strong support of IATA member airlines for CORSIA and their commitment to comply fully with the scheme's applicable MRV and offsetting requirements;
2. **URGES** IATA member airlines to implement all available fuel efficiency measures to continue the industry's efficiency improvement history, including investing in fleet replacement, undertaking operational measures and working with industry partners to make greater strides in infrastructure measures
3. **URGES** all IATA members to take part in the long-term energy transition of air transport towards sustainable aviation fuels;

4. **URGES** all ICAO Member States to reiterate their support for CORSIA at the 40th session of the ICAO Assembly and to reaffirm that CORSIA is to be the market-based measure applied to international flights to the exclusion of overlapping or duplicative unilateral measures;
5. **DISAGREES** with the decisions of a number of ICAO Member States to apply national or regional taxes and carbon pricing instruments to international aviation, in addition to CORSIA, and views such decisions as disregarding the commitments made at the 39th ICAO Assembly;
6. **ENCOURAGES** all ICAO Member States to demonstrate climate and aviation leadership;
7. **ENCOURAGES** all ICAO Member States to consider participating in the Pilot Phase and First Phase of CORSIA's offsetting requirements on a voluntary basis; and
8. **URGES** all ICAO Member States to ensure that their own domestic MRV regulations are fully aligned with Annex 16, volume IV, with the aim of preventing market distortions and multiplicity of MRV requirements.